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**CARRIER, INSTALLATION,
FULL TRACKED,
MKs 2 AND 2/1 (FV439)**

REPAIR INSTRUCTIONS

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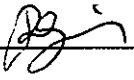
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Kevin Trewin

Ministry of Defence
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REPAIR INSTRUCTIONS

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- 1-0 Power pack assembly - List of chapters
- 2-0 Final drives, suspension and tracks - List of chapters
- 3 Hull, fittings and controls
- 4 Environmental control system
- 5 Electrical system
- 6 Special to role equipment

PREFACE

Sponsor: LASS IPT DLO Andover
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INTRODUCTION

1 Service users should forward any comments concerning this Publication through the channels prescribed in AESP 0100-P-011-013. An AESP Form 10 is provided at the end of this document; 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, subject to the provision of Para 3 below.

3 The subject matter of this publication may be affected by Defence Council Instructions (DCIs), Standard Operating Procedures (SOPs) or by local regulations. When any such instruction, order or regulation contradicts any portion of this publication it is to be taken as the overriding authority.

RELATED AND ASSOCIATED PUBLICATIONS**Related Publications**

4 The Octad for the subject equipment consists of the Publications shown. 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	101	101	101	101
	1	Equipment Support Policy Directives	*	*	*	*
2	0	Operating Information	201	201	201	201
	1	Aid Memoire	*	*	*	*
	2	Training Aids	221	*	*	*
3		Technical Description	201	302	302	302
4	1	Installation Instructions	*	*	*	*
	2	Preparation for Special Environments	*	*	*	*
5	1	Failure Diagnosis	201	522	522	522
	2	Repair Instructions	201	522	523	524
	3	Inspection Standards	*	*	*	*
	4	Calibration Standards	*	*	*	*
6		Maintenance Schedules	*	*	*	*
7	1	Illustrated Parts Catalogues	711	711	711	711
	2	Commercial Parts Lists	*	*	*	*
	3	Complete Equipment Schedule, Production	*	*	*	*
	4	Complete Equipment Schedule, Service Edition (Simple Equipment)	741	741	741	741
	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)	*	*	*	*

* Categories/Sub-categories not published

Associated Publications

5 A comprehensive list of associated publications will be found in AESP 2350-T-251-522. The following publications are additional to that list.

<u>Reference</u>	<u>Title</u>
AESP 2350-T-250-Octad	FV430 Series, Vehicles, All Marks
AESP 5895-H-514-Octad	Secondary Access Switch / Message Centre (TKD) in AFV439
AESP 5895-H-515-Octad	Radio Relay Installation in Carrier Full TKD FV439
AESP 6115-G-251-Octad	Generator set diesel engine driven DC 3KW 28V
Army Code 31785	CARRIER Installation Ptarmigan/Triffid AFV439 Radio Relay Access (Tracked)
Army Code 33069	CARRIER FULL TRACKED FV439 (Mk 2/1) Fitted for communication system (Forming part of Complex 30155)
Army Code 33070	CARRIER FULL TRACKED FV439 Mk 2/1 fitted for RS C50/R236
Army Code 46162	INSTALLATION KIT Electronic Equipment for S.H.F. Radio UK/TRC 481 in FV439
Army Code 46189	CONVERSION KIT from AC Petrol to DC Diesel system for - Corps Hard Radio Relay in FV439 Mk 2
EMER Power P 410/8 - P 419/8	Fan Motor Unit No. 12 Mk 1
EMER Power P 410/9 - P 419/9	Control Box No. 10 Mk 1 (NBC)
EMER Power P 410/10 - P 419/10	Fan Motor Unit No. 13 and 20 Mk 1 and 2

ABBREVIATIONS

6 Throughout this Publication, any reference to right or left is as seen from the rear of the vehicle looking forward, unless otherwise stated. Where non standard abbreviations are used, the full meaning is written out in full the first time the subject is mentioned in the text, followed by the abbreviation in brackets.

WARNINGS

- (1) **PERSONAL HAZARD. ENSURE THAT ALL LOCAL STANDING OPERATING PROCEDURES AND ALL CURRENT HEALTH AND SAFETY REGULATIONS ARE COMPLIED WITH, WHEN CARRYING OUT ANY OF THE PROCEDURES DETAILED WITHIN THIS PUBLICATION.**
- (2) **PERSONAL HAZARD. BEFORE USING ANY HAZARDOUS SUBSTANCE OR MATERIAL, ENSURE THAT YOU KNOW THE SAFETY AND FIRST AID INSTRUCTIONS:**
 - (2.1) **ON THE LABEL OF THE CONTAINER IT WAS SUPPLIED IN.**
 - (2.2) **ON THE MATERIAL SAFETY DATA SHEET.**
 - (2.3) **IN THE LOCAL SAFETY ORDERS AND REGULATIONS.**
- (3) **PERSONAL HAZARD. TAKE PARTICULAR CARE WHEN WORKING ON ROOF AS NO HANDRAIL IS PROVIDED.**
- (4) **PERSONAL HAZARD. A CURRENT CONSUMPTION OF 100 AMPERES IS USED BY THIS VEHICLE. IT IS ESSENTIAL THAT NONE OF THE POWER DISTRIBUTION COMPONENTS OR CABLING IS INTERFERED WITH DURING OPERATION. IF A POWER CABLE IS BROKEN OR DISLODGED, SWITCH OFF THE EQUIPMENT.**
- (5) **HEAVY WEIGHT. THE LDA MUX (Local Distribution Access Multiplexer) WEIGHS 55kg (121.3 lbs). DUE CONSIDERATION MUST BE GIVEN TO THE REGULATIONS GOVERNING THE LIFTING OF HEAVY WEIGHTS.**

(6) HEAVY WEIGHT. THE LASE EQUIPMENT (Local Access Switching Equipment) WEIGHS 58kg (128 lbs). DUE CONSIDERATION MUST BE GIVEN TO THE REGULATIONS GOVERNING THE LIFTING OF HEAVY WEIGHTS.

(7) HEAVY WEIGHT. THE ULSIE (Unit Level Switchboard Interface Equipment) WEIGHS 36kg (79.4lbs). DUE CONSIDERATION MUST BE GIVEN TO THE REGULATIONS GOVERNING THE LIFTING OF HEAVY WEIGHTS.

(8) HEAVY WEIGHT. THE TELEPRINTER WEIGHS 36.5kg (80.5lbs). DUE CONSIDERATION MUST BE GIVEN TO THE REGULATIONS GOVERNING THE LIFTING OF HEAVY WEIGHTS.

CHAPTER 1-0

POWER PACK ASSEMBLY – LIST OF CHAPTERS

CONTENTS

Fiche No.	Frame	Para	
1	B2	1	List of chapters

LIST OF CHAPTERS

1 This chapter is further sub-divided as follows:

Fiche No.	Frame	Chap	
1	C1-C2	1-1	Power pack
	D1-D2	1-2	Engine
	E1-E2	1-3	Fuel system
	F1-F2	1-4	Cooling system
	G1-G2	1-5	Transmission

CHAPTER 1-1

POWER PACK

CONTENTS

Fiche No.	Frame	Para	
1	C2	1	General

GENERAL

1 The power pack for the Carrier Installation, Full Tracked, MKs 2 and 2/1 (FV439) is identical to that used on all FV430 Series, Vehicles, All Marks. Repair instructions are detailed in AESP 2350-T-250-523.

CHAPTER 1-2

ENGINE

CONTENTS

Fiche No.	Frame	Para	
1	D2	1	General

GENERAL

1 The engine for the Carrier Installation, Full Tracked, MKs 2 and 2/1 (FV439) is identical to that fitted to all FV430 Series Vehicles, All Marks. Repair instructions are detailed in AESP 2350-T-250-523.

CHAPTER 1-3

FUEL SYSTEM

CONTENTS

Fiche No.	Frame	Para
1	E3	1 General

GENERAL

1 The fuel system for the Carrier, Installation, Full Tracked MKs 2 and 2/1 (FV439) is similar to that used on all FV430 Series, Vehicles, All Marks. Unit repairs to the fuel system are detailed in AESP 2350-T-250-523.

2 In addition to the standard fuel system is a fuel feed from the R/H fuel tank via a 3-way valve to the roof of the vehicle. This fuel supply feeds the two roof mounted generators when fitted (AESP 6115-G-251-Octad refers).

CHAPTER 1-4
COOLING SYSTEM
CONTENTS

Fiche No.	Frame	Para	
1	F2	1	General

GENERAL

1 The cooling system for the Carrier Installation, Full Tracked, MKs 2 and 2/1 (FV439) is identical to that fitted to all FV430 Series, Vehicles, All Marks. Repair instructions are detailed in AESP 2350-T-250-523.

CHAPTER 1-5
TRANSMISSION
CONTENTS

Fiche No.	Frame	Para
1	G2	1 General

GENERAL

1 The transmission for the Carrier Installation, Full Tracked, MKs 2 and 2/1 (FV439) is identical to that fitted to all FV430 Series, Vehicles, All Marks. Repair instructions are detailed in AESP 2350-T-250-523.

CHAPTER 2-0

FINAL DRIVES, SUSPENSION AND TRACKS – LIST OF CHAPTERS

CONTENTS

Fiche No.	Frame	Para	
2	B2	1	List of chapters

LIST OF CHAPTERS

1 This chapter is further sub-divided as follows:

Fiche No.	Frame	Chap	
2	C1-C2	2-1	Final drives
	D1-D2	2-2	Suspension and tracks

CHAPTER 2-1

FINAL DRIVES

CONTENTS

Fiche No.	Frame	Para	
2	C2	1	General

GENERAL

1 The final drive for the Carrier, Installation, Full Tracked MKs 2 and 2/1 (FV439) is identical to that used on the Carrier Maintenance Full Tracked, FV434 MK 1. Unit repairs are detailed in AESP 2350-T-252-523.

CHAPTER 2-2
SUSPENSION AND TRACKS
CONTENTS

Fiche No.	Frame	Para	
2	D2	1	General

GENERAL

1 The suspension and tracks for the Carrier Installation, Full Tracked, MKs 2 and 2/1 (FV439) are identical to those fitted to FV430 Series, Vehicles, All Marks except where detailed below. Repair instructions are detailed in AESP 2350-T-250-523.

2 The suspension loading requires different initial setting of the torsion bars. For details refer to AESP 2350-T-254-522.

CHAPTER 3
HULL, FITTINGS AND CONTROLS

CONTENTS

Fiche No.	Frame	Para	
2	E2	1	General

GENERAL

1 The hull, fittings and controls for the Carrier, Installation, Full Tracked MKs 2 and 2/1 (FV439) are identical to those used on all FV430 Series, Vehicles, All Marks with the exception of specialist to role equipment detailed in Para 2. Common item unit repairs to the vehicle are detailed in AESP 2350-T-250-523.

2 The following publications may be necessary to repair specialist to role equipment:

- 2.1 AESP 5895-H-514-Octad Secondary Access Switch / Message Centre (TKD) in AFV439
- 2.2 AESP 5895-H-515-Octad Radio Relay Installation in Carrier Full TKD FV439

CHAPTER 4
ENVIRONMENTAL CONTROL SYSTEM
CONTENTS

Para

- 1 Introduction
- 2 Special tools and test equipment
NBC Equipment
- 3 General
- 4 Phasing of tests
- 5 Phase 1 - Complete NBC vehicle characteristic test
- 6 Vehicle preparation for pressurization test
- 7 Test equipment preparation
- 8 Vehicle pressurization test (WARNING)
- 9 Leak detection (WARNING)
Pressure relief valve (PRV)
- 10 Test
- 11 Adjustment
- 12 Phase 2 - NBC/VENT equipment, test sequence procedure (WARNING)
- 13 Generator Set (Gen Set)

Table

Page

- 1 Special tools and test equipment..... 1

Fig

- 1 Vehicle pressure relief valve 5
- 2 NBC inspection record 7/8

INTRODUCTION

1 This chapter details field repairs peculiar to Carrier Installation, Full Tracked, FV439 SAS/MC and should be read in conjunction with AESP 2350-T-250-522

SPECIAL TOOLS AND TEST EQUIPMENT

2 Special tools and test equipment required to carry out field repair are detailed in Table 1 below.

TABLE 1 SPECIAL TOOLS AND TEST EQUIPMENT

Serial No. (1)	NSN/Part No. (2)	Designation (3)	Remarks (4)
1	W3/4910-99-214-8109	Vehicle Pressurization Trolley No. 2 Mk 2	
2	W3/NIV (FV 615371)	Adaptor, Trolley to Vehicle	
3	W3/1365-99-2-7-4-60	Smoke Generator type 3020/1	

NBC EQUIPMENT**General****3**

3.1 Efficient operation of the vehicle NBC equipment is vitally important. This chapter details repair, adjustment and testing to be carried out on the complete vehicle and installed NBC protection equipment.

3.2 Repair and testing of:

3.2.1 NBC and Ventilation (VENT) fan motors is detailed in EMER Power P414/8.

3.2.2 NBC Control Box is detailed in EMER Power P 414/9.

3.2.3 Scavenge Fan Motor is detailed in EMER Power P 414/10.

Phasing of tests

4 Testing of the vehicles and NBC protection equipment is to be carried out in two distinct phases.

4.1 Phase 1, 'Complete Vehicle Characteristic Test' for testing complete vehicle to ensure that it can be pressurized to correct level and test/adjust Pressure Relief Valve (PRV).

4.2 Phase 2, 'NBC Test Sequence Procedure' testing of NBC protection equipment as detailed in the Servicing Schedule to ensure it performs to the required standard when installed in vehicle.

NOTE

Results of these tests are to be recorded on a Inspection Record - see Fig 2. The completed proforma, reproduced locally, is to be retained with the vehicle documents for future reference to indicate deterioration of sealing/filters.

PHASE 1 - COMPLETE NBC VEHICLE CHARACTERISTIC TEST

5 This test is to be carried out on the fully equipped vehicle. Special tools required are detailed in Table 1, Serials 1, 2 and 3.

Vehicle preparation for pressurization test**6**

6.1 Check as far as possible conditions of seals and sealing strips fitted to:

6.1.1 Drivers bulkhead.

6.1.2 Hull rear access door.

6.1.3 Hatches.

6.1.4 NBC pack armoured access door.

6.1.6 Bellows, Air Conditioning Unit to hull roof and rectify as necessary.

6.2 Ensure that:

6.2.1 Cover plates and drain plugs are fitted.

- 6.2.2 All periscopes are fitted or apertures sealed (except for drivers).
 - 6.2.3 Hatches closed and locked.
 - 6.2.4 Scavenge outlet plug fitted.
 - 6.2.5 NBC armoured door closed.
- 6.3 Temporarily seal off with adhesive tape or suitable alternative:
- 6.3.1 NBC air inlet.
 - 6.3.2 Pressure relief valve.

Test equipment preparation

7

- 7.1 Fit adaptor (Table 1, Ser 2) to driver's periscope aperture ensuring that manometer tubing hangs free inside vehicle.
- 7.2 Calibrate pressurization trolley (Table 1, Ser 1) in accordance with EMER Test and Measurement Q 321 and connect trunking and manometer tube between adaptor and pressurization trolley.
- 7.3 Reproduce locally a copy of Fig 2 and enter details of vehicle/NBC pack to be tested.

Vehicle pressurization test

8

WARNING

PERSONNEL ARE NOT TO REMAIN INSIDE VEHICLE DURING PRESSURIZATION TEST WITH PRESSURE RELIEF VALVE SEALED, PRESSURES ATTAINED MAY DAMAGE EAR DRUMS.

- 8.1 Switch on pressurization trolley and adjust airflow to produce an internal vehicle pressure of 2.5 mbar. Record airflow (litres/sec) on Fig 2.
- 8.2 Increase internal vehicle pressure in increments of 1.25 mbar to a maximum of 10 mbar. Record airflow at each increment.
- 8.3 Compare recorded airflow to maximum acceptable for the relevant vehicle internal pressure.
- 8.4 If the airflow figures recorded are smaller than those shown against relevant vehicle internal pressures in Fig 2 vehicle sealing is serviceable and pressure relief valve test and adjustment detailed at Para 11.2 can be carried out.
- 8.5 If any airflow figure recorded is greater than that shown against relevant vehicle internal pressure in Fig 2, the pressure relief valve test and adjustment will not be carried out. Leaks are to be detected as detailed in Para 10 and action taken to rectify faults.

Leak detection

9

- 9.1 On vehicle where recorded air flow is in excess of maximum permitted, adjust air flow rate on pressurization trolley to 50 litres/sec and endeavour to find leaks by listening and feel of hand around suspected areas.

NOTE

This method of leak detection is only suitable if airflow rate recorded is greatly in excess of maximum permitted. Leak detection on vehicles only just outside the acceptable level is best carried out with aid of smoke generator.

9.2 Prepare smoke generator (Table 1, ser 3) as detailed in EMER Test and Measurement Q 321 and connect to vehicle adaptor.

9.3 Set pressurization trolley to run at 15 litres/sec air flow which will provide a steady air flow through vehicle. Switch on smoke generator.

9.4 Carry out external inspection of vehicle to determine leak points paying particular attention to items detail in Para 7.

9.5 When leak points have been located, switch off smoke generator, open hull rear access door, hatches and set pressurization trolley to run at maximum air flow to expel smoke from inside vehicle.

WARNING

DO NOT ENTER VEHICLE TO CARRY OUT REPAIRS UNTIL ALL SMOKE HAS BEEN EXPELLED.

9.6 Carry out necessary repairs and retest vehicle as detailed in Para 9.

Pressure relief valve (PRV)Test

10 PRV test and adjustment can only be carried out in situ on vehicle and using the pressurization trolley.

10.1 To test PRV (vehicle closed down).

10.1.1 Ensure PRV is fitted correctly, remove temporary sealing, Para 7.3 refers.

10.1.2 Set pressurization trolley airflow to between 90-95 litres/sec and record vehicle internal pressure in m/bar on trolley manometer.

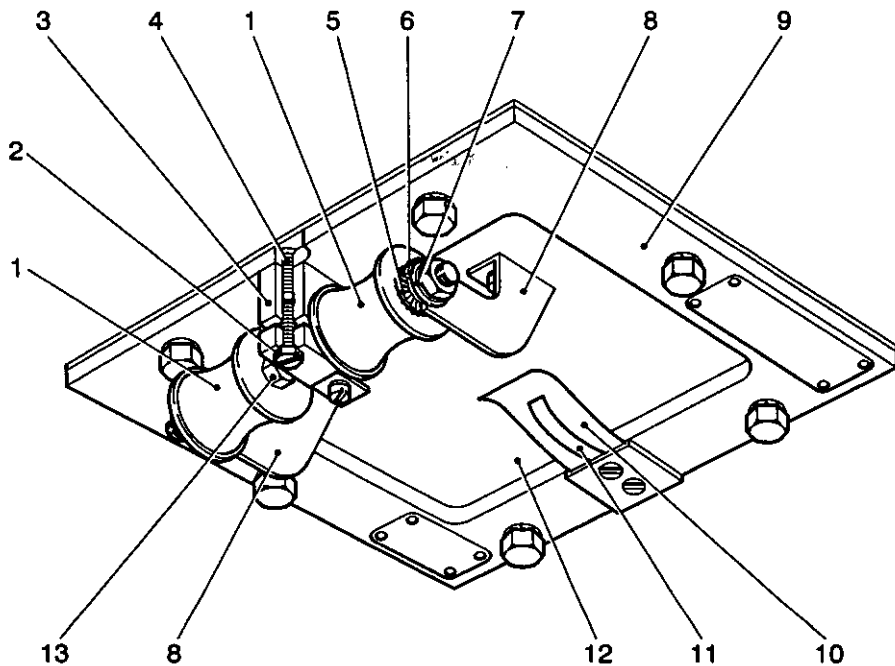
10.1.3 If reading is between 7.5 to 10.0 m/bar the PRV setting is correct, if outside these limits adjust PRV.

Adjustment

11 To adjust PRV (Fig 1).

11.1 Release clamping screw (2) and using open ended spanner on bush hexagonal (13) rotate clockwise to decrease or anti-clockwise to increase vehicle internal pressure, re-tighten clamping screw.

11.2 Retest PRV as detailed in Para 10.



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1	Metalastic rubber spring	6	Plain washer	10	Nylon rubbing strip
2	Clamping screw	7	Single coil spring washer	11	Spring
3	Slotted pillar	8	Hinge bracket	12	Flap valve
4	Pillar mounting screw	9	Flap seating and mounting	13	Bush hexagon
5	Shake-proof lock washer				

Fig 1 Vehicle pressure relief valve

PHASE 2 - NBC/VENT EQUIPMENT TEST SEQUENCE PROCEDURE

12

12.1 With the PRV correctly adjusted, disconnect pressurization trolley by removing vehicle adaptor from drivers periscope aperture, refit periscope.

12.2 Remove all temporary sealing used in Phase 1 testing, Para 7.3 refers.

12.3 Remove scavenge outlet plug and secure in stowed position.

WARNING

EQUIPMENT DAMAGE. DO NOT RUN NBC EQUIPMENT IF PAINTING OR CLEANING USING SOLVENTS IS BEING CARRIED OUT IN THE VICINITY OF THE VEHICLE.

12.4 Test NBC/VENT equipment in accordance with AESP 2350-T-254-522 Chap 4, record results obtained on Inspection Record Fig 2 and retain with vehicle documents.

NOTE

Copies of Inspection Record Fig 2 are to be reproduced locally.

12.5 If minimum NBC/VENT pressure, scavenge and/or vehicle, cannot be obtained and the Pre and UHE filters are serviceable (pressure below maximum) remove NBC pack as detailed in AESP 2350-T-254-522 Chap 4

12.6 With the NBC pack suitably supported and using umbilical cord (locally produced) run NBC pack to re-check that all fan motors are functioning correctly (EMER Power P414/8 and P414/10 refers) and that any damage to the exterior NBC pack which could cause leaks are rectified.

12.7 Replace NBC pack and re-test in accordance with AESP 2350-T-254-522 Chap 4.

Generator Set (Gen Set)

13 Field repairs to Gen Set are detailed in AESP 6115-H-101-523.

NBC INSPECTION RECORD		
VEHICLE DESIGNATION CARRIER, INSTALLATION, FULL TRACKED, Mks 2 & 2/1 (FV439))	AD No.	
	NBC PACK SERIAL No.	
	PRV SERIAL No.	
INSPECTING UNIT	SIGNATURE:	
	DATE:	
PHASE 1 - COMPLETE VEHICLE CHARACTERISTIC TEST		
VEHICLE INTERNAL PRESSURE mbar	AIR FLOW LITRES/SEC	
	Maximum Acceptable	Recorded
2.50	22.0	
3.75	28.0	
5.00	33.0	
6.25	38.0	
7.50	42.5	
8.75	47.0	
10.00	51.0	
ON LINE VOLTAGE	RECORDED	
PHASE 2 - TEST SEQUENCE PROCEDURE - Refer to Servicing Schedule		
	Minimum Acceptable	Recorded
SCAVENGE READING		
NBC Fan Speed - 1	10.0 mbar	
Vent Fan Speed - 1	10.0 mbar	
VEHICLE PRESSURE READING		
NBC Fan Speed - 2	7.5 mbar	
Vent Fan Speed - 2	7.5 mbar	
	Maximum Acceptable	Recorded
FILTER CHECKS (NBC)		
Pre filter Fan Speed - maximum	6.25 mbar	
UHE filter Fan Speed - maximum	6.25 mbar	

Fig 2 NBC inspection record

CHAPTER 5
ELECTRICAL SYSTEM

CONTENTS

Fiche No.	Frame	Para	
2	G2	1	General

GENERAL

1 The electrical system for the Carrier, Installation, Full Tracked MKs 2 and 2/1 (FV439) is identical to that fitted to all FV430 Series, Vehicles, All Marks, with the exception of the specialist to role equipment detailed in Para 2 and 3. Common item repair instructions to the vehicle are detailed in AESP 2350-T-250-523.

2 The following publications may be necessary to repair specialist to role equipment:

2.1 AESP 5895-H-514-523 for Secondary Access Switch / Message Centre (TKD) in AFV439.

2.2 AESP 5895-H-515-523 for Radio Relay installations in Carrier Full Tracked FV439.

CHAPTER 6
SPECIAL TO ROLE EQUIPMENT
CONTENTS

Fiche No.	Frame	Para	
3	B2	1	General

GENERAL

1 Repairs to the special to role equipment for the Carrier Installation Full Tracked MKs 2 and 2/1 (FV439) are detailed in the AESP's detailed below:

- 1.1 AESP 5895-H-514-523 for Secondary Access Switch / Message Centre (TKD) in AFV439.
- 1.2 AESP 5895-H-515-523 for Radio Relay installations in Carrier Full Tracked FV439.
- 1.3 AESP 6115-G-251 for Generator set diesel engine driven DC 3KW 28V

COMMENT(S) ON AESP*

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