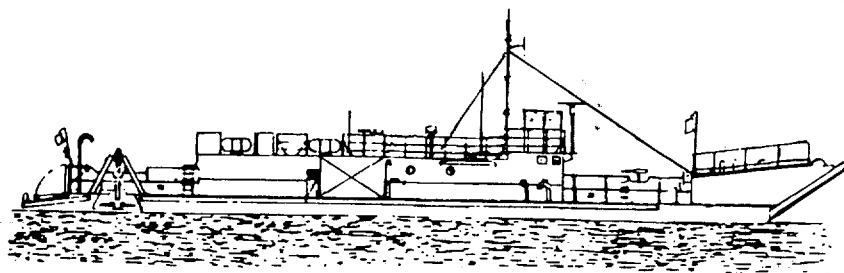


TECHNICAL MANUAL
OPERATOR'S, ORGANIZATIONAL,
DIRECT SUPPORT AND GENERAL SUPPORT
MAINTENANCE MANUAL

**DIRECT SUPPORT
MAINTENANCE
INSTRUCTIONS**

LANDING CRAFT UTILITY
LCU 1671-1679
NSN 1905-01-009-1056



This manual supersedes TM 55-1905-220-14-10, dated 28 November 1980.

HEADQUARTERS, DEPARTMENT OF THE ARMY
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Operator's, Organizational
Direct Support and General Support
Maintenance Manual

LANDING CRAFT UTILITY
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REPORTING OF ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) or DA Form 2028-2 located in the back of this manual direct to: Commander, U.S. Army Troop Support Command, ATTN: AMSTR-MPS, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you.

TABLE OF CONTENTS

	Page
CHAPTER 5.	
APPENDIX A.	
APPENDIX B.	
DIRECT SUPPORT MAINTENANCE INSTRUCTIONS	5-1
REFERENCES	A-1/A-2
MAINTENANCE ALLOCATION CHART	B-1/B-2

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CHAPTER 5

DIRECT SUPPORT MAINTENANCE INSTRUCTIONS

OVERVIEW

The direct support maintenance instructions in this chapter apply to the following:

<u>DESCRIPTION</u>	<u>PARAGRAPH</u>
Main Propulsion Engine and Marine Gear	5-3
Electric Power Generation and Distribution	5-28
Bow Ramp and Winch.....	5-47
Stern Gate	5-53
Anchor Handling System	5-57
Mast.....	5-83
Ships Hydraulic System	5-84
Steering Systems	5-102
Pump Sets	5-118
Sewage System	5-130
Heating, Ventilation and Air Conditioning System.....	5-137
Commissary Space	5-146
Fire Fighting System	5-149
Interior Communication System	5-150
Electronic Navigation Systems.....	5-156
Oil Water Separator	5-158
Piping Systems	5-159
Vents and Sounding Tubes	5-172
Hull and Outfit.....	5-175

Chapter 3 contains the operator and organizational maintenance instructions for all major equipment.

Chapter 4 contains the operator and organizational maintenance instructions for all auxiliary equipment.

SECTION I REPAIR PARTS, SPECIAL TOOLS, TMDE, AND SUPPORT EQUIPMENT

5-1. GENERAL.

Repair parts, special tools, test, maintenance, diagnostic equipment, (TMDE), and support equipment are listed and illustrated in TM 55-1905-220-34P. All fabricated tools are listed in Appendix H.

SECTION II TROUBLESHOOTING

5-2. GENERAL TROUBLESHOOTING.

- a. This table lists the common malfunctions which you may find during the operation and maintenance of the landing craft.
- b. You should perform the tests/inspections and corrective actions in the order listed.
- c. This manual cannot list all malfunctions that may occur, nor all tests or inspections and corrective actions. If a malfunction is not listed or is not corrected by listed corrective actions, notify your supervisor.
- d. Refer to Chapter 3 or 4 for the crew and organizational maintenance procedures.

Table 5-1. Fuel system - Injector - Incorrect Fuel Output Troubleshooting.

MALFUNCTION
TEST OR INSPECTION
CORRECTIVE ACTION

1. Incorrect fuel output.

Step 1. Spray tip or orifices partially plugged.

Clean the orifices with tool J4298-1 using the proper size wire.

Step 2. Spray tip orifices enlarged.

Replace the spray tip.

Step 3. Carbon build-up in tip.

Ream the injector tip with tool J1243.

Table 5-1. Fuel system - Injector - Incorrect Fuel Output Troubleshooting.

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
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1. Incorrect fuel output (Cont).

Step 4. Worn plunger and bushing.

After the possibility of an incorrect or faulty tip has been eliminated and the injector output still does not fall within its specific limits, replace the plunger and bushing with a new assembly.

NOTE

The fuel output of an injector varies with the use of different spray tips of the same size due to manufacturing tolerances in drilling the tips. If the fuel, output does not fall within the specified limits of the Fuel Output Check Table, try changing the spray tip. However, use only a tip specified for the injector being tested.

Step 5. Cracked valve parts.

Replace the cracked parts.

Step 6. Cracked bushing.

Replace the plunger and bushing assembly.

Step 7. Poor lapped surfaces.

Re-lap the sealing surfaces.

Step 8. Foreign material between valve and seat. Disassemble the injector and clean the parts.

Step 9. Rack and gear not in time.

Assemble the gear with the drill spot mark on the tooth engaged between the two marked teeth of the rack.

Table 5-2. Fuel system - Injector -Low or High Valve Opening Pressure Troubleshooting

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
--------------------	---------------------------	--------------------------

1. Low valve opening pressure.

Step 1. Worn or eroded needle valve or valve seat in tip.

Replace the needle valve and tip assembly.

Step 2. Worn or damaged needle valve quill.

Replace the needle valve and tip assembly.

Step 3. Worn or damaged needle valve spring seat.

Replace the spring seat.

Step 4. Worn or broken valve spring.

Replace the valve spring.

Step 5. Dirt or foreign material in injector.

Disassemble the injector and clean the parts.

2. High valve opening pressure.

Step 1. Carbon or foreign material in spray tip.

Carbon in the tip should be removed with tip reamer J9464 which is especially designed and ground for this purpose.

Step 2. Carbon in tip orifices.

Check the hole size of the spray tip orifices. Then, using tool J4298-1 with the proper size wire, clean the orifices.

Table 5-3. Fuel system - Injector - Insufficient Injector Holding Time Troubleshooting.

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
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1. Insufficient injector holding time troubleshooting.'

Step 1. Poor bushing to body fit.

Lap the injector body.

Step 2. Injector nut not tightened to specified torque.

Tighten the nut to a 75-85 lb-ft torque. Do not exceed the specified torque.

Step 3. Cracked spray tip.

Replace the needle valve and spray tip assembly.

Step 4. Worn or eroded, needle valve.

Replace the needle valve and spray tip assembly.

Step 5. Worn, or eroded needle valve seat in spray tip.

Replace the needle valve and spray, tip assembly.

Step 6. Worn or broken valve spring.

Replace the valve spring.

Step 7. Worn or damaged valve spring seat.

Replace the valve spring seat.

Step 8. Defective seal ring.

Replace the seal ring.

Step 9. Body plug leaks.

Install new body plugs.

Step 10. Filter gaskets leak.

Replace the filter cap gaskets and tighten the filter caps to 65-75 lb-ft torque.

Table 5-1. Fuel system - Injector - Incorrect Fuel Output Troubleshooting.

MALFUNCTION
TEST OR INSPECTION
CORRECTIVE ACTION

1. Insufficient injector holding time troubleshooting (Cont).

Step 11. Poor sealing surfaces on fuel fittings.

Clean up the sealing surfaces or replace the filter caps, if necessary. Replace the filter if a cap is replaced.

Step 12. Dirt or foreign material in injector.

Disassemble the injector and clean the parts.

Table 5-4. Anchor Winch - Slack Puller Fluid Motors Troubleshooting.

MALFUNCTION
TEST OR INSPECTION
CORRECTIVE ACTION

1. External Leakage.

Step 1. Seal failure.

Replace seal.

Step 2. Defective casting.

Replace casting.

2. Leakage from vent port.

Step 1. "O" ring failure.

Replace seal.

Step 2. Shaft seal failure.

Replace shaft seal; check pressure in drain line should not exceed 100 psi .

Table 5-4. Anchor Winch - Slack Puller Fluid Motors Troubleshooting (Cont.)

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
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3. Leakage at fittings.

Step 1. Cracked casting.

Replace.

Step 2. Defective threads.

Replace.

Step 3. Damaged "O" ring.

Replace.

Step 4. Bump on mating surfaces.

Use flat file to make flat surface.

4. Loss in speed under load.

Step 1. Low inlet pressure.

Check pressure.

Step 2. Excessive back-pressure at outlet.

Check pressure.

Step 3. Scored port plate or end cap.

Re-lap flat to clean up.

Step 4. Worn cam ring and vanes.

Replace.

Step 5. High oil temperature (thins oil).

Use heavier oil; use oil cooler; use open center circuit; adjust relief valve setting.

5. Poor speed control.

Step 1. Excessive pump leakage.

Use more efficient pump. Use flow control valve.

Table 5-4. Anchor Winch - Slack Puller Fluid Motors Troubleshooting (Cont).

MALFUNCTION	TEST OR INSPECTION	CORRECTIVE ACTION
-------------	--------------------	-------------------

6. Motor fails to start turning.

Step 1. Insufficient torque.

Increase relief valve pressure setting.

Step 2. Excessive motor leakage.

Check flow from motor outlet if excessive, check shuttle valve in front port plate. Pressure not loading - plate causing plate to move away from rotor.

Step 3. Defective "O" ring on O.D. of front port plate.

Cam ring worn; replace "O" ring if damaged.

Step 4. Insufficient pump delivery.

Pump worn.

7. Shaft play.

Step 1. Worn bearings.

Replace.

Step 2. Hammering coupling on shaft.

Coupling bore should be slip fit on shaft.

8. Burst lines on motor housing.

Step 1. Excessive pressure.

If high inertia load over runs motor, relief valve protection is required in one or possibly both lines between directional valve and motor. Use closed center valve with caution. Relief valve protection probably required as described above.

9. Excessive noise.

Step 1. Worn or damaged internal parts.

Disassemble to remove rotor, vane, cam ring assembly. Inspect for excessive wear. Check condition of faces of port plate and end cap. Rework (lap) or replace if scuffed.

Table 5-5. Stern Gate and Mast Hydraulic Cylinder Troubleshooting.

MALFUNCTION TEST OR INSPECTION CORRECTIVE ACTION
--

1. Excessive side load on piston rod.

Step 1. Misalignment between cylinder and load.

Check alignment of rod with load connection at all points in stroke.

2. Contamination in cylinder.

Step 1. Dirty installation (rust-scale, chips, sealant, etc.).

Clean and flush entire system deburr connections, etc.

Step 2. Exceptionally dirty environment.

Shield piston rod/bearing area from direct contact with contaminant.

Step 3. Worn rod scraper.

Replace when rod seals are changed.

3. Impact damage or broken parts.

Step 1. Cushions not properly adjusted.

Reference adjustment instructions in this manual.

Step 2. Lack of or improperly adjusted speed controls.

Add or adjust to reduce piston speed.

Step 3. Excessive system pressure.

Reduce to minimum required to move load.

4. Seal damage (loss of elasticity, shape, etc.).

Step 1. Excessive temperature in environment or system.

Install replacement seals with proper temperature rating period.

Step 2. Cylinder stored in horizontal position for extended period.

Replace seals, store vertically with rod up.

SECTION III MAINTENANCE INSTRUCTION**5-3. MAIN PROPULSION ENGINE AND MARINE GEAR - MAINTENANCE INSTRUCTIONS.**

The following is an index to the maintenance instructions.

<u>DESCRIPTION</u>	<u>PARAGRAPH</u>
Propulsion Engine/Marine Gear Removal and Run-In Instructions	5-4
Marine Gear	5-5
Engine/Transmission Controls	5-6
Variable Speed Mechanical Governor	5-7
Blower	5-8
Fuel Injector	5-9
Expansion Tank	5-10
Water Manifold	5-11
Thermostat and Housing	5-12
Balance Weight Cover and Accessory Drive	5-13
Engine Supports, Lifter Brackets and Crankshaft Front Cover	5-14
Muffler	5-15
Lube Oil Pump	5-16
Lube Oil Pump Pressure Regulator and Relief Valve	5-17
Flywheel and Housing	5-18
Camshaft and Gear Train	5-19
Cylinder Block	5-20
Hydrostarter	5-21
Accumulator	5-22
Hydrostarter Pump (Engine Driven)	5-23
Hydrostarter Solenoid	5-24
Hydrostarter Piping (FWD Engine Room)	5-25
Hydrostarter Piping (AFT Engine Room)	5-26
Reservoirs and Filters	5-27

5-4. MAIN PROPULSION ENGINE/MARINE GEAR - REMOVAL AND RUN-IN MAINTENANCE INSTRUCTIONS.

This task covers:

a. Removal

b. Installation

c. Alignment

INITIAL SETUP:

Test Equipment

NONE

References

FO-1. Machinery - Vehicle Deck Access

Special Tools

Cutting Tools
Welding Tools
Crane (20 ton)
Miscellaneous chains, etc.
Feeler gage 0.002 inch straight edge

Equipment
Condition Condition Description

NONE

Special Environmental Conditions

Material/Parts

Engine Oil

Do not drain oil into bilges. Use oil separation and recovery system to collect oil.

Personnel Required

8

General Safety Instructions

Observe normal precautions when handling heavy equipment.

LOCATION	ITEM	ACTION	REMARKS
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NOTE

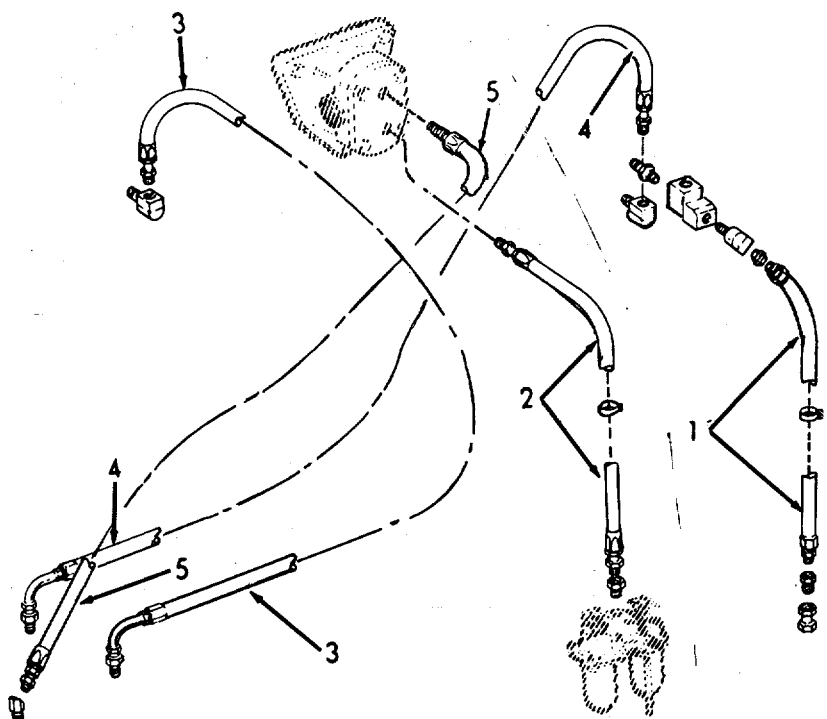
- Propulsion engine weight is 4925 lbs (2145 kg) dry.
- When a heavy boat is dry-docked, it naturally undergoes some bending. Therefore, it is always good practice to unbolt the marine gear coupling to prevent bending of the shaft.

WARNING

- To prevent the possibility of a fire when using cutting or welding equipment, place a crewman above and below the deck with a fire extinguisher.
- Keep clear of the area directly below the deck section being removed.

5-4. MAIN PROPULSION ENGINE/MARINE GEAR - REMOVAL AND RUN-IN MAINTENANCE INSTRUCTIONS (Continued).

LOCATION	ITEM	ACTION	REMARKS
REMOVAL			
1. Fuel lines	a. Supply valves	Close.	
	b. Drain hose (1)	Drain fuel.	Use a suitable container.
	c. Fuel pump input hose (2)	Disconnect at fuel pump.	
	d. Hose to left bank (3)	Disconnect at cylinder head.	
	e. Hose to right bank (4)	Disconnect at cylinder head.	
	f. Hose to fuel pump (5)	Disconnect at fuel pump.	



5-4. MAIN PROPULSION ENGINE/MARINE GEAR - REMOVAL AND RUN-IN MAINTENANCE INSTRUCTIONS (Continued).

LOCATION	ITEM	ACTION	REMARKS
REMOVAL			
2. Cooling Lines	a. Hose clamps (6)	Loosen.	
	b. Hoses (7)	Remove.	
	c. Tubing to expansion tank (8)	Remove.	

