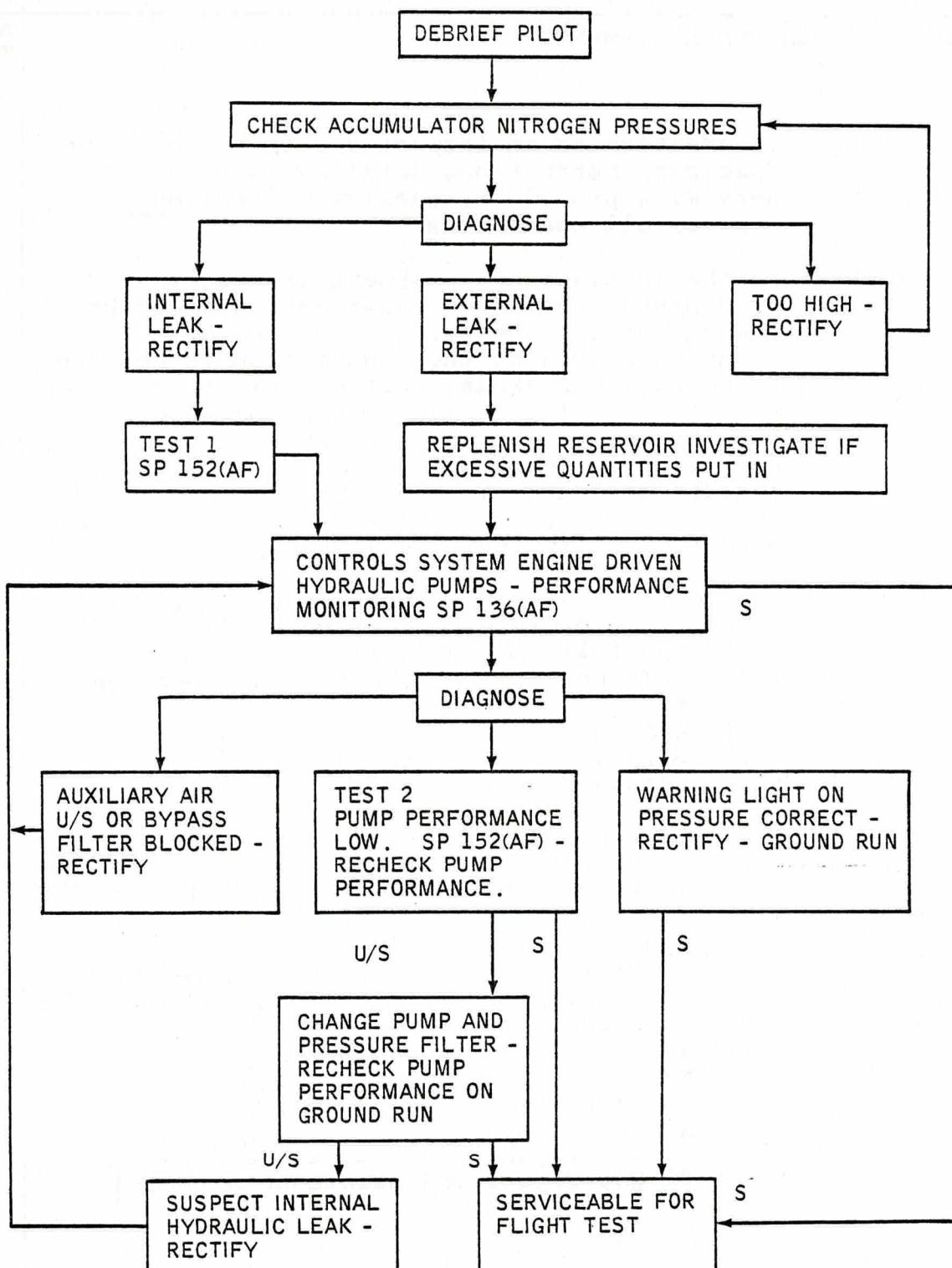


CHAP 2 AIRFRAME SP 153 A L 4 SHEET 1 OF 2	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Logic Sequence For Hydraulic 1 And Hydraulic 2 Investigation	AFSC 42152	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		
SPECIAL TOOLS AND EQUIPMENT Nil		ASSOCIATED PROCEDURES SP 136 (AF) 152 (AF)
<p>NOTE 1: In addition to an inspector carrying out any specific instructions detailed in this servicing procedure, Quality Control <u>must</u> monitor all operations</p> <p>NOTE 2: If the initial replenishment is less than 2 or 3 pints, then the investigation would be speeded up by continuing with the logic sequence providing the consumption is not due to hydraulic leakage, particularly into the fire zones. The fluid consumption rate can then be checked during the investigation. If high rate of consumption is confirmed and is not due to leakage then consideration should be given to checking for a split reservoir bladder or a faulty heat exchanger.</p> <p>NOTE 3: The controls system engine driven hydraulic pumps - performance monitoring SP 136 (AF) cover the following items:-</p> <ul style="list-style-type: none"> (i) Pump performance and internal leakage (ii) System pressure (iii) Warning light operation (iv) Auxiliary air pressure (v) Bypass filter operation <p>NOTE 4:</p> <ul style="list-style-type: none"> (i) If a hyd warning has been on for 5 minutes or more and the pressure switch is serviceable, then the pump magnetic filter should be checked for contamination. (ii) If this is found to be excessive the pump and associated filters should be replaced. (iii) If only light swarf is found on the magnetic filters it should be cleaned and replaced. A red diagonal entry should be made for a further check in 3 to 5 flying hours in the aircraft flight report and maintenance record. 		

Continued Overleaf

Safety and Servicing Notes are to be complied with throughout the work detailed on this card.



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