

CHAP 6 AIRFRAME SP 602 A L SHEET 1 OF 5	SERVICING PROCEDURE F53 T55	BAC F53 & T55 (SA) 5A3A Section 1 2nd Edition
Hydraulic Accumulator (Nitrogen) - Skin Gauge Check and Replenishment	AFSC 43151 42152	TIME EST
Safety and Servicing Notes are to be complied with throughout the work detailed on this card.		

## SPECIAL TOOLS AND EQUIPMENT

## ASSOCIATED PROCEDURES

Inflation adapter Mk 2 (4G/6246).  
Gauge (4G/3029 or 4G/3026).  
Charging adapter (26DK/95304).

NOTE: System accumulators are to be allowed to cool to ambient temperature before skin gauge checks.

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## 1. PREPARATION

1.1	Front system accumulators.	}	Exhaust hydraulic pressure by operating brake lever.
1.2	Wheel brake accumulator.		Exhaust hydraulic pressure by operating control column.
1.3	Nos.1 and 2 controls accumulators.		

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## 2. PREPARATION

2.1 External d.c. power supply. (i) Connect. (ii) Set to ON.

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### 3. PREPARATION

3.1	Rear system accumulators.	Exhaust hydraulic pressure by operating feel selector.
3.2	Feel system accumulator.	Exhaust hydraulic pressure by setting feel selector to OUT and pressurizing system to between 1000 and 1500 lbf/in <sup>2</sup> with aircraft hand-pump.

## Continued Overleaf

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4. COMPLETION

4.1 External d.c. power supply. (i) Set to OFF.  
(ii) Disconnect.

5. SKIN GAUGE CHECKS

5.1 Skin gauges. Check that pressure indicated is as detailed in Table 1.

NOTE 1: Sub-item 5.2 is applicable only if any pressure recorded at Sub-item 5.1 is incorrect.

NOTE 2: If after allowing for temperature variations as detailed in Table 2, either:-

- (a) A pressure loss within 28 days of previous replenishment is clearly indicated, or
- (b) The pressure loss since the last monitoring check exceeds 50 lbf/in<sup>2</sup> then the cause is to be investigated before replenishment of accumulator.

5.2 Accumulator/s. Check nitrogen pressure using adapter and gauge and compare with pressure in Tables 1 and 2.

NOTE: Item 6 is applicable only if any pressure recorded at Sub-item 5.2 is incorrect and on completion of pressure loss investigation.

6. REPLENISHMENT

NOTE: After completion of replenishment the pressure reading, obtained by use of the Turner adapter gauge, the corresponding ambient temperature and the date of replenishment are to be entered for reference on the accumulator monitoring record in the F.1500 series, Aircraft Flight Report and Maintenance Record.

6.1 Accumulator. Replenish using inflation adapter Mk 2 gauge and nitrogen charging adapter.

6.2 Skin gauge. Ensure indicating equal pressure with adapter gauge.

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## SERVICING PROCEDURE

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## 6. REPLENISHMENT (contd)

6.3 Replenishing rig  
and adapter. Disconnect.

6.4 Blank. (i) Refit.  
(ii) Lock with wire.

ACCUMULATOR	AMBIENT TEMPERATURE (DEGREES CENTIGRADE AND FAHRENHEIT)						LIMITS (lbf/in <sup>2</sup> )
	MINUS 26F MINUS 15F	MINUS 10C 14F	ZERO C 32F	15C 59F	30C 86F	50C 122F	
PRESSURE (lbf/in <sup>2</sup> ) RELATIVE TO AMBIENT TEMPERATURE							
Nos.1 and 2 controls system	1285	1370	1420	1500	1580	1680	PLUS 50 MINUS ZERO
Front and rear system							
Wheel brakes	1455	1550	1610	1700	1790	1905	
Feel unit	100	105	110	115	122	130	PLUS ZERO MINUS 5

TABLE 1

Continued Overleaf

SERVICING PROCEDURE INSPECTION STAGES DO NOT EXCLUDE ADDITIONAL INSPECTION STAGES  
INCORPORATED AS NECESSARY IN MAINTENANCE CERTIFICATION DOCUMENTS

Safety and Servicing Notes are to be complied with  
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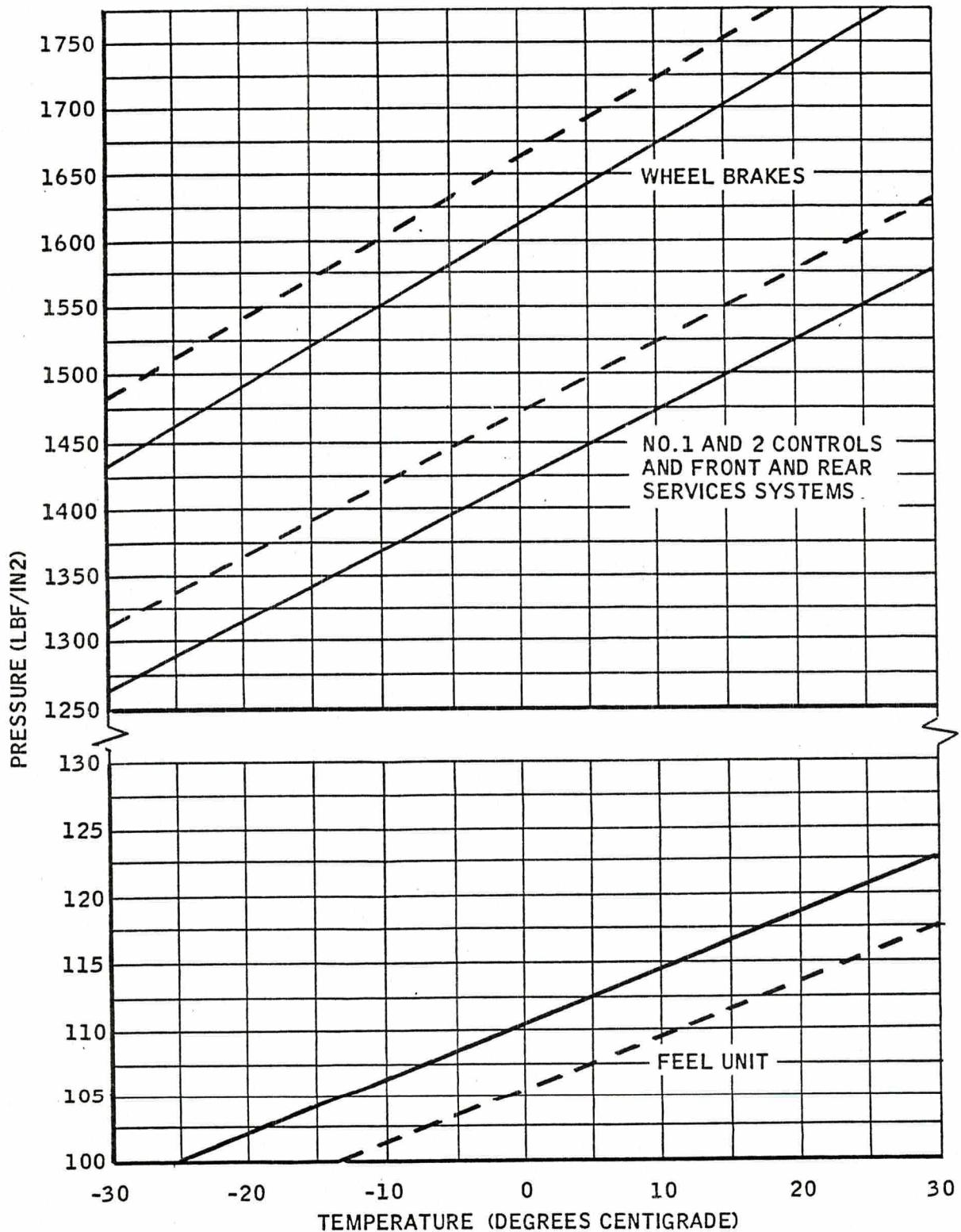


TABLE 2

Continued

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SERVICING PROCEDURE

F53 T55

BAC F53 & T55 (SA)

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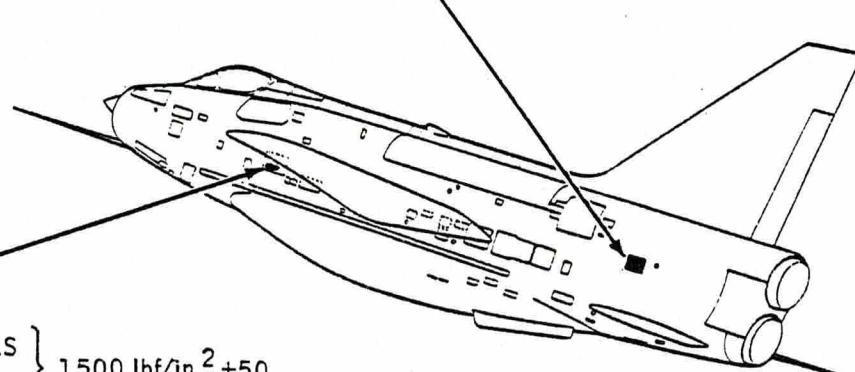
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PANEL 76P

No. 1 CONTROLS  $1500 \text{ lbf/in}^2 +50$   
- 0

PANEL  
27P MK53  
21P MK55

No. 1 CONTROLS }  $1500 \text{ lbf/in}^2 +50$   
No. 2 CONTROLS } - 0



PANEL 72S

No. 2 CONTROLS  $1500 \text{ lbf/in}^2 +50$   
- 0

PANEL 66S

REAR FUSELAGE SYSTEM  $1500 \text{ lbf/in}^2 +50$   
- 0

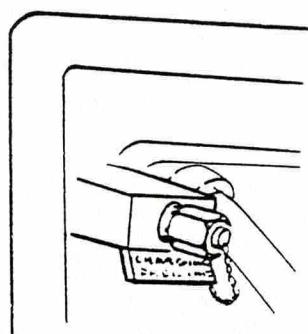
PANEL 76S

FEEL SYSTEM  $115 \text{ lbf/in}^2 +0$   
- 5

PANEL  
27S MK53  
21S MK55

FRONT FUSELAGE SYSTEM  $1500 \text{ lbf/in}^2 +50$   
- 0

WHEEL BRAKES  $1700 \text{ lbf/in}^2 +50$   
- 0



LOCATION OF PANELS

FIGURE 1



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