

GROUND TEST INSTRUCTIONS

SECTION 2

ALIGHTING GEAR

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SECTION 2

ALIGHTING GEAR

PART 2

NOSE UNDERCARRIAGE

Charging and topping up operations for nose undercarriage absorber are identical to those for main undercarriage absorbers.

1. CHARGING ABSORBER

Operations given in Part 1 are to be followed for Nose undercarriage.

Pressures and equipment references are the same.

SECTION 2

ALIGHTING GEAR

PART 1

MAIN UNDERCARRIAGE

The Main undercarriage liquid spring absorbers may be charged either on or off the aircraft as conditions demand.

Charging operations are the same in both cases but the following preparations for charging must be observed:—

BENCH CHARGING

Position absorber vertically with charging valve and bleeder plug uppermost and ram fully extended.

IN SITU CHARGING

Aircraft must be in rigging position and jacked with legs fully extended and wheels clear of ground.

1. CHARGING ABSORBERS

Charge the main undercarriage absorbers by the following operations which must be made in the sequence given:—

- (i) Remove charging valve; attach fluid rig.
- (ii) Remove bleeder plug.
- (iii) Pump in fluid until it overflows from bleeder plug hole.
- (iv) Remove fluid rig; fit charging valve using NEW seal.
- (v) Fit bleeder plug.
- (vi) Remove charging valve dust plug; fit adaptor (D2606Y).
- (vii) Bleed supply pipe of air: attach charging gun (JC10 Type M).
- (viii) Pressurise absorber to 1000 p.s.i.
- (ix) Slacken bleeder plug allowing fluid and air to escape.
- (x) Repeat (viii) and (ix) until fluid free from air emerges.
- (xi) Tighten bleeder plug.
- (xii) Pressurise absorber to 2000 p.s.i. (plus or minus 50 p.s.i.); remove charging gun.
- (xiii) Remove adaptor; re-fit dust plug.
- (xiv) Wire lock charging valve and bleeder plug together.

Note . . .

The final pressure is to be increased to 3000 p.s.i. (plus or minus 50 p.s.i.) if the outside air temperature is more than 10 deg. Cent. below hangar temperature.

2. CHARGING ABSORBERS FITTED WITH RECUPERATORS

Charging operations for absorbers fitted with recuperators are identical to instructions given in Para.1 with the following items added when undercarriage leg is in situ:—

- (i) With aircraft still on jacks unscrew recuperator servicing valve OUTWARDS to stop.
- (ii) Pressurise hydraulic system to 1,600 + 50 – 0 p.s.i. minimum (using Handpump or Test Rig).
- (iii) Lower aircraft off jacks.
- (iv) Screw recuperator servicing valve fully IN.

3. TOPPING UP ABSORBERS

Before topping up main undercarriage absorbers, aircraft must be in rigging position and jacked with legs fully extended and wheels clear of ground.

Top up absorbers by the following operations which must be made in the sequence given:—

- (i) Remove charging valve dust plug; fit adaptor (D2606Y).
- (ii) Bleed supply pipe of air; attach charging gun (JC10 Type M).
- (iii) Operate gun until consistent pressure of 2000 p.s.i. (plus or minus 50 p.s.i.) is obtained over 4 or 5 operations of the lever.
- (iv) Remove charging gun.
- (v) Remove adaptor; fit charging valve dust plug.

Note . . .

The consistent pressure is to be increased to 3000 p.s.i. (plus or minus 50 p.s.i.) if the outside air temperature is more than 10 deg. Cent. below hangar temperature.

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