

GROUP C.5 EMERGENCY FUEL PUMP

(CODE EF)

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Equipment employed

1. The major components employed in the emergency fuel pump circuit are quoted below, together with the appropriate Air Publications to which reference should be made for a detailed description and the necessary servicing required to maintain them in an efficient condition:—

Tumbler switch, S.P./ON-OFF, Type XD.779/3 (<i>fuel pump isolating</i>)	<i>A.P.4343C, Vol. 1, Book 1, Sect. 1</i>
Warning lamp, Type A (<i>fuel pump isolating</i>)	<i>A.P.4343E, Vol. 1, Sect. 18</i>
Fuel pump solenoid	<i>Ref. Engine Handbook</i>

DESCRIPTION

Emergency fuel pump

2. This circuit, which controls the solenoid-operated isolating valve of the fuel pump, is provided as a safety measure, for use in the event of failure of either portion of the duplex engine-driven fuel pump of the engine fuel system. The circuit is required, due to the fact that the two portions of the pump are connected in parallel in the engine fuel system, and should one portion of the pump or their barometric pressure control fail, the other portion of the pump, if not isolated, will go into 'no stroke' condition, so causing subsequent engine failure. The isolating valve is integral with the upper portion of the pump and is controlled by a ISOLATED/NORMAL switch located on the forward portion of the cabin port shelf. A warning lamp, also mounted on this shelf, is provided to indicate when the two portions of the pump are isolated from each other. The switch is retained in the NORMAL position by a single strand of locking wire, which if found broken, serves to indicate to the ground crew that the emergency isolating facilities have been used.

Operation

3. The circuit is supplied from the engine starter master switch and is operative immediately this switch is placed in the ON position. The operation of the circuit will be apparent once reference is made to the diagram given in fig. 1.

SERVICING

General

4. For general servicing of the electrical system, reference should be made to Group A.1. All the components should be kept clean and the warning lamp filament checked for serviceability. A table giving the type of filament used will be found in Group A.1.

REMOVAL AND ASSEMBLY

General

5. Once access has been obtained, the removal and assembly of the electrical components forming the emergency fuel pump circuit, should present no difficulties. The removal of the forward portion of the cabin port shelf, which carries the isolating switch and warning lamp, is fully described in Group A.2, and the location and access to all the equipment is indicated in Group A.3.



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