Chapter 15

SWITCH, MECHANICALLY OPERATED, ROTAX, TYPE D7403

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LIST OF ILLUSTRATIONS

LEADING PARTICULARS

Operating torque	... 15 lbs.
Current	10 amps.
Weight	12 ozs.

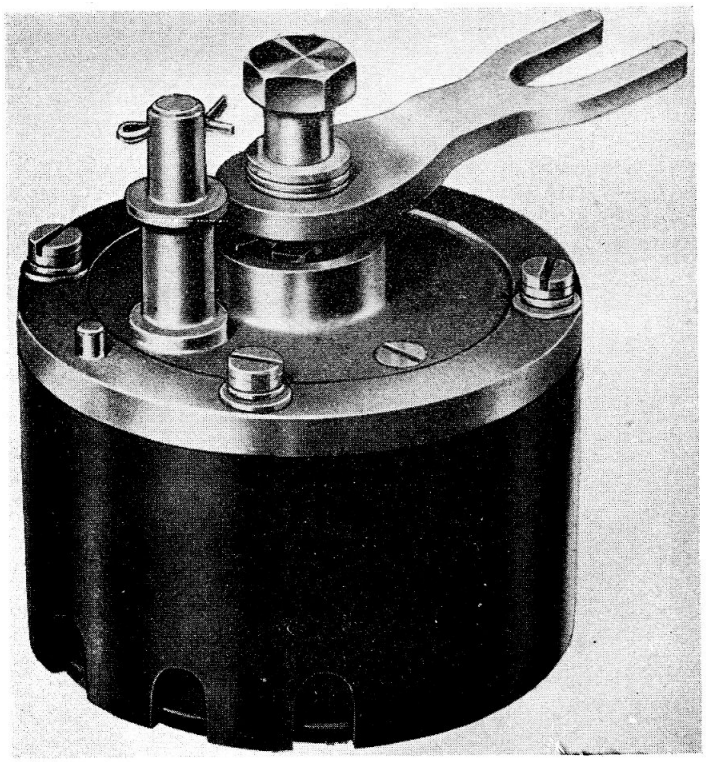

Fig. 1. General view of D7403 switch

Introduction

1. Type D7403 switch is one of a series adapted for various control functions in aircraft, in this instance for flap control.

DESCRIPTION

2. For the general description of this switch see A.P.4343, Vol. 1, Sect. 11, Chap. 22. The type D7403 does not differ in any serious respect from the others in the D7400 series. It is arranged to provide 5 ways, and has an operating torque of 15 lbs., plus or minus 2 lbs. The maximum load is 10 amps.

OPERATION AND INSTALLATION

3. The switch is intended for incorporation into a designed housing and link control system. The operating lever has a maximum movement of 90 deg. giving a movement of 120 deg. in the contact lever.

4. Fixing is by 4 holes in the front cover, 4 B.A. tapped and equally-spaced on a 2·187 in. P.C.D. Electrical connections are at the back.

SERVICING

5. For servicing, reference should be made to A.P.4343, Vol. 1, Sect. 11, Chap. 22. The ball race should be lubricated lightly with D.T.D.900/4420 grease.

Insulation resistance tests

6 The insulation resistance, measured with a 250-volt insulation resistance tester should not be less than 50,000 ohms between all terminals and the frame, with the switch in all the following positions:—

Terminals 1 and 3, 4, 5 and 6 with switch making 1 and 2.

Terminals 1 and 2, 4, 5 and 6 with switch making 1 and 3.

Terminals 1 and 2, 3, 5 and 6 with switch making 1 and 4.

Terminals 1 and 2, 3, 4 and 6 with switch making 1 and 5.

Terminals 1 and 2, 3, 4 and 5 with switch making 1 and 6.

Any pair of terminals Nos. 2 to 6 inclusive.

Note . . .

The value of insulation resistance given in para. 6 applies to units being tested under normal workshop conditions. Due allowance should be made for the climatic conditions of the locality and those of the aircraft servicing area or dispersal point where the tests are being applied. In particularly damp climates, the readings obtained may be low enough to give apparently sufficient reason for rejection and, in these instances, discretion should be exercised.

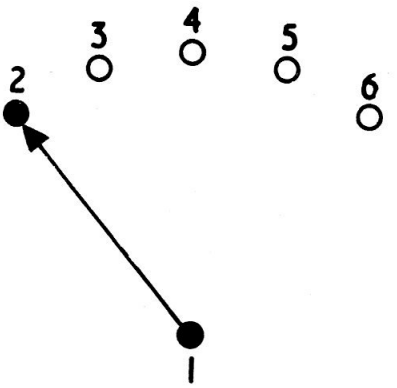

Fig. 2. Circuit diagram