

Figure 11-10. Main Gear Alternate Hand Pump System



#1 HYD  
ISO VLV

#2 HYD  
ISO VLV

## CAUTION LIGHTS (amber)

- indicates related rudder isolation valve has closed
- the only hydraulic service available from that system is the rudder



**#2 SPU  
AUX PWR**

**CAUTION LIGHT (amber)  
(Mod 8/1983)**

comes on to show:

- failure of primary AC power supply to No. 2 standby hydraulic pump
- pump continues to operate on auxiliary AC power source



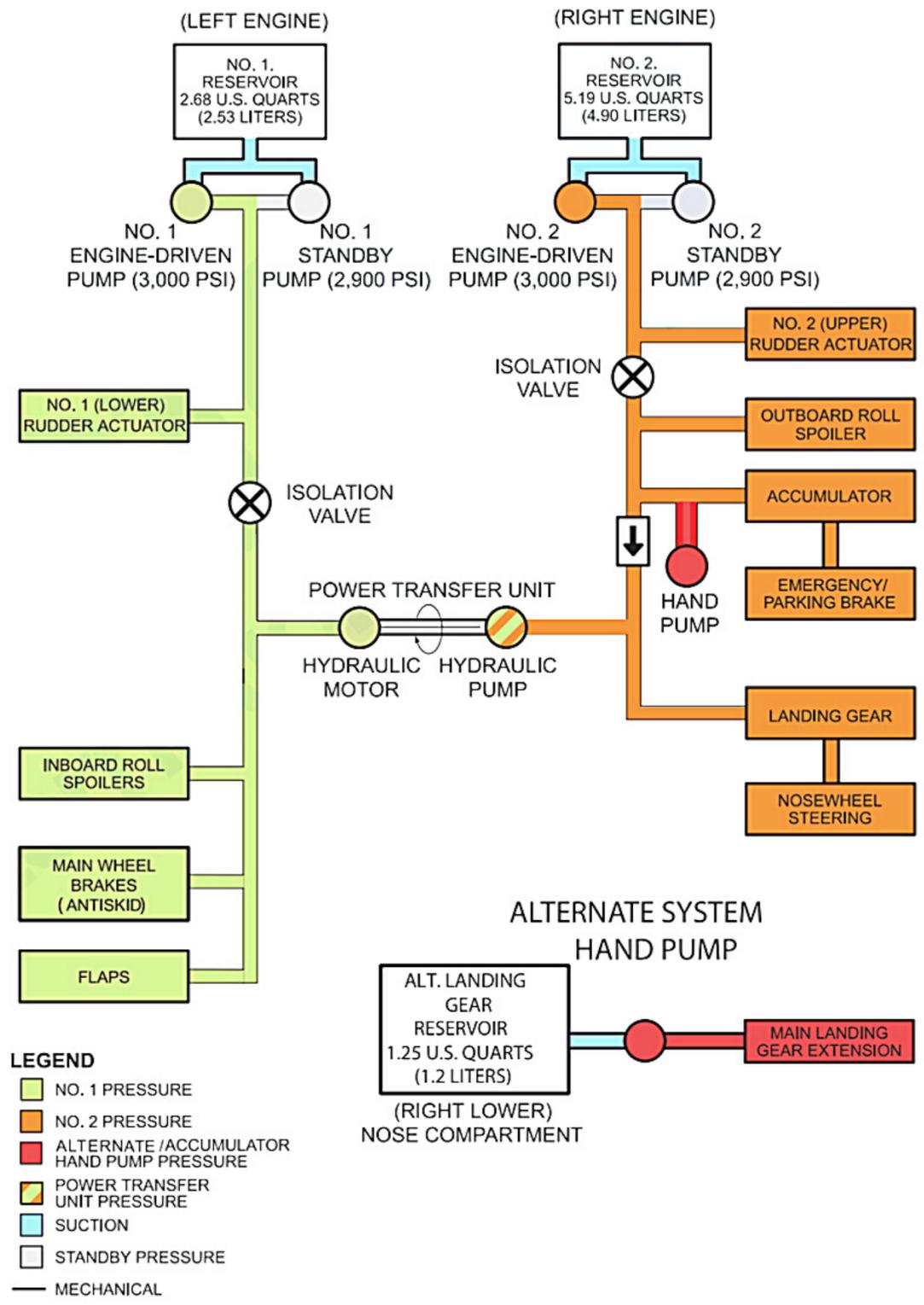
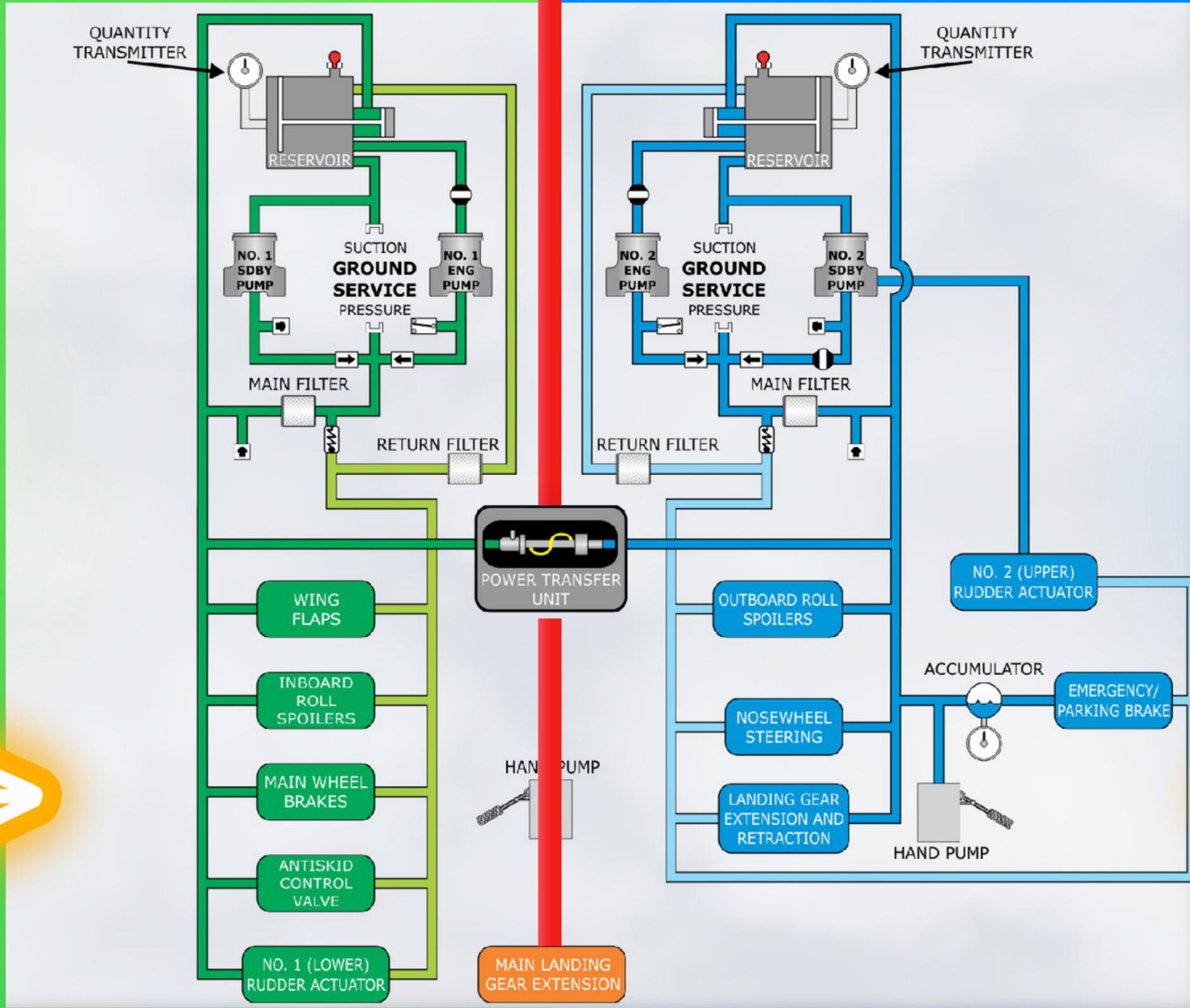
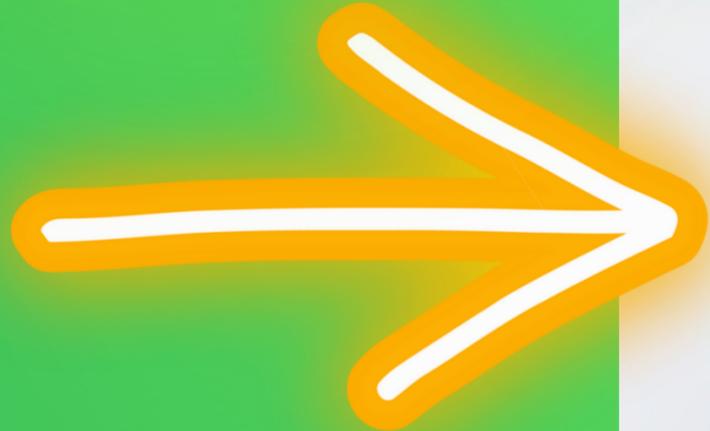


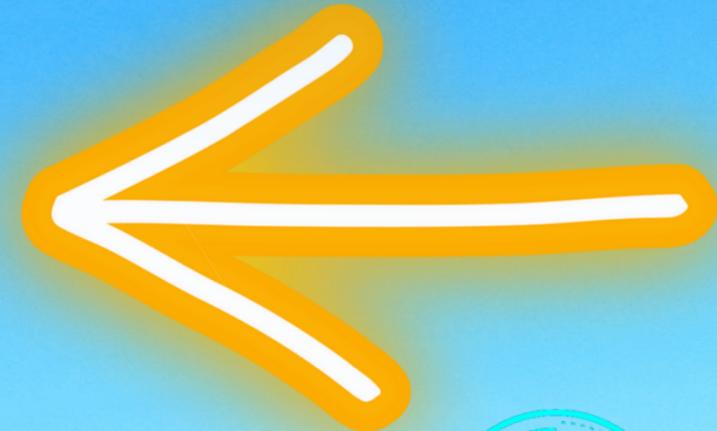
Figure 11-11. Hydraulic Power Distribution (Mod 8 / 2781 Series 100 and 300 Only)



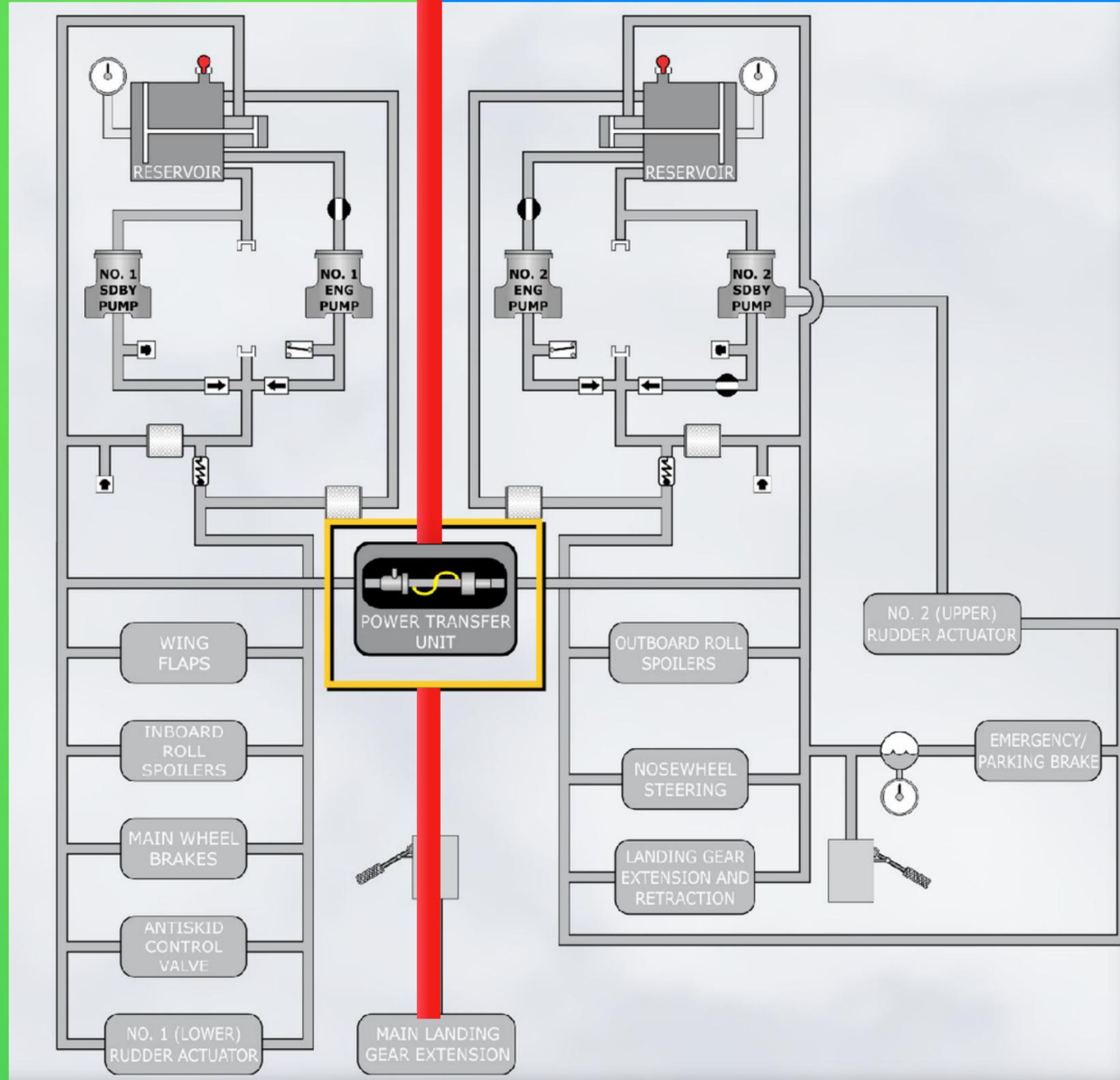
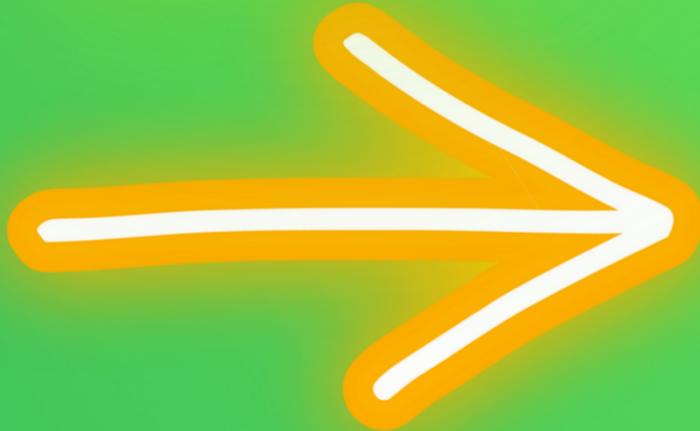
# #1



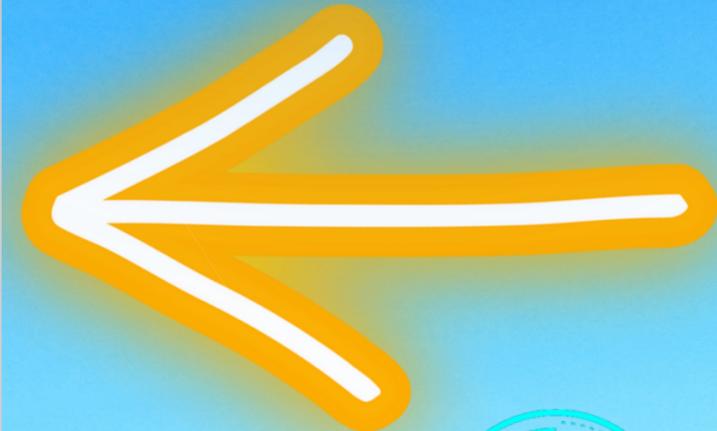
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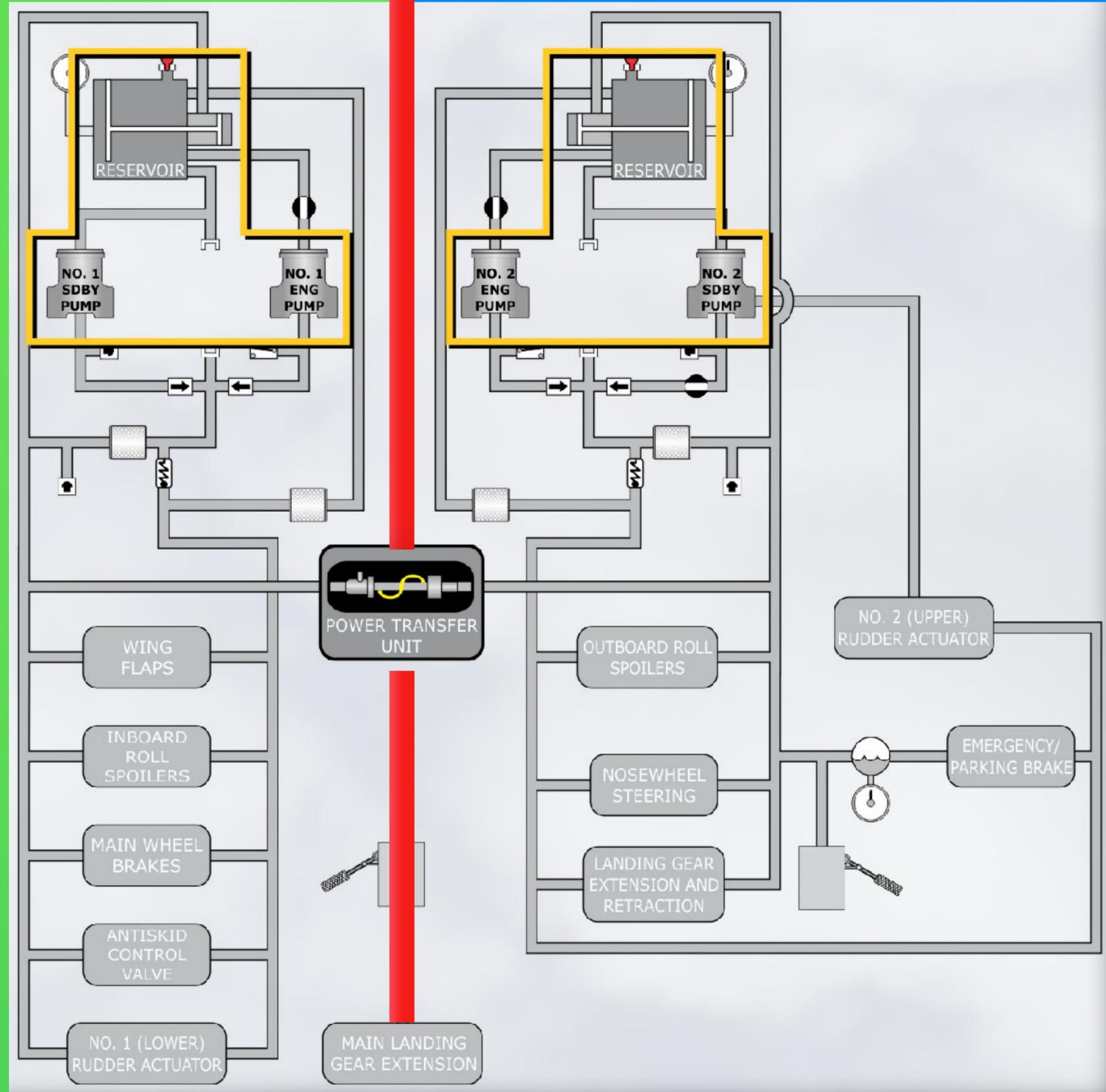
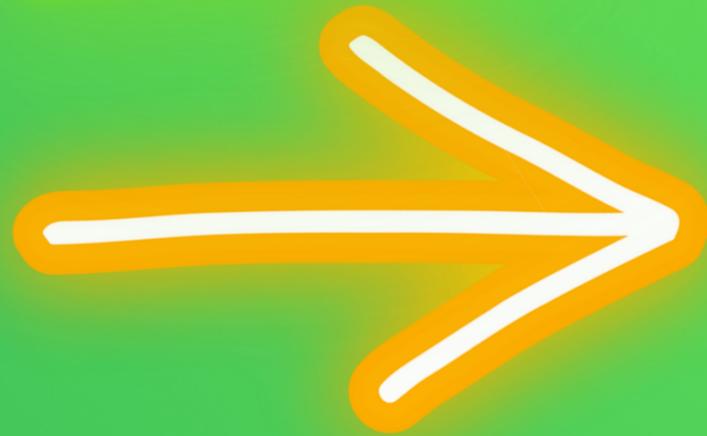
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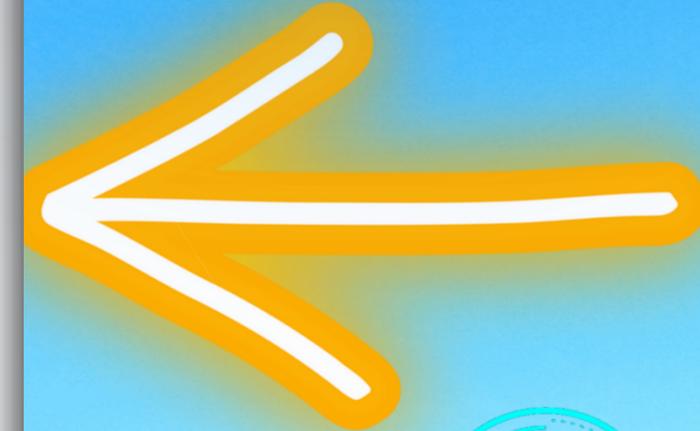
# #2



# #1

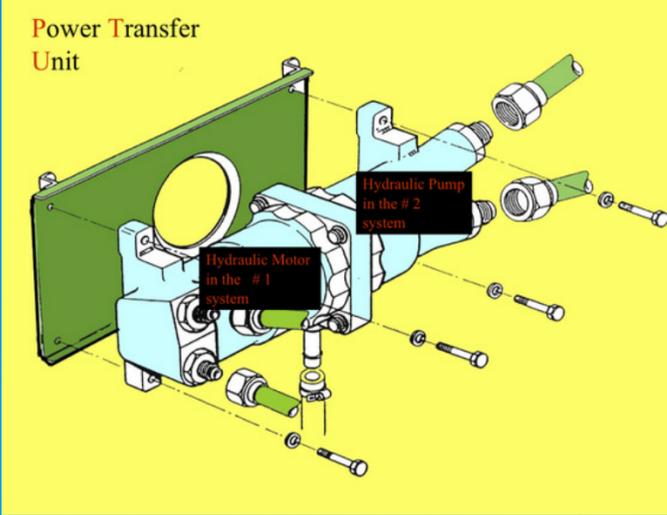
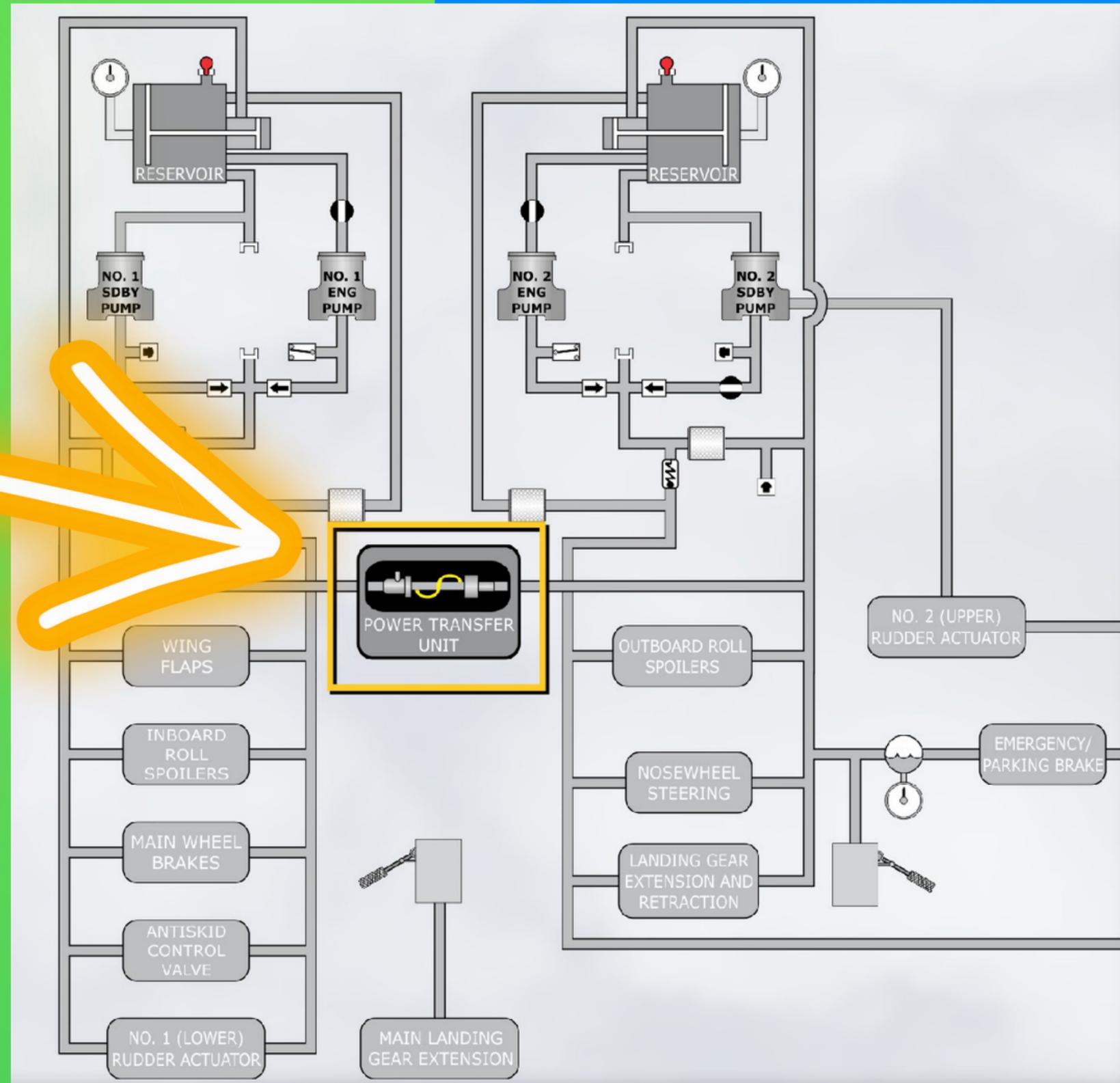


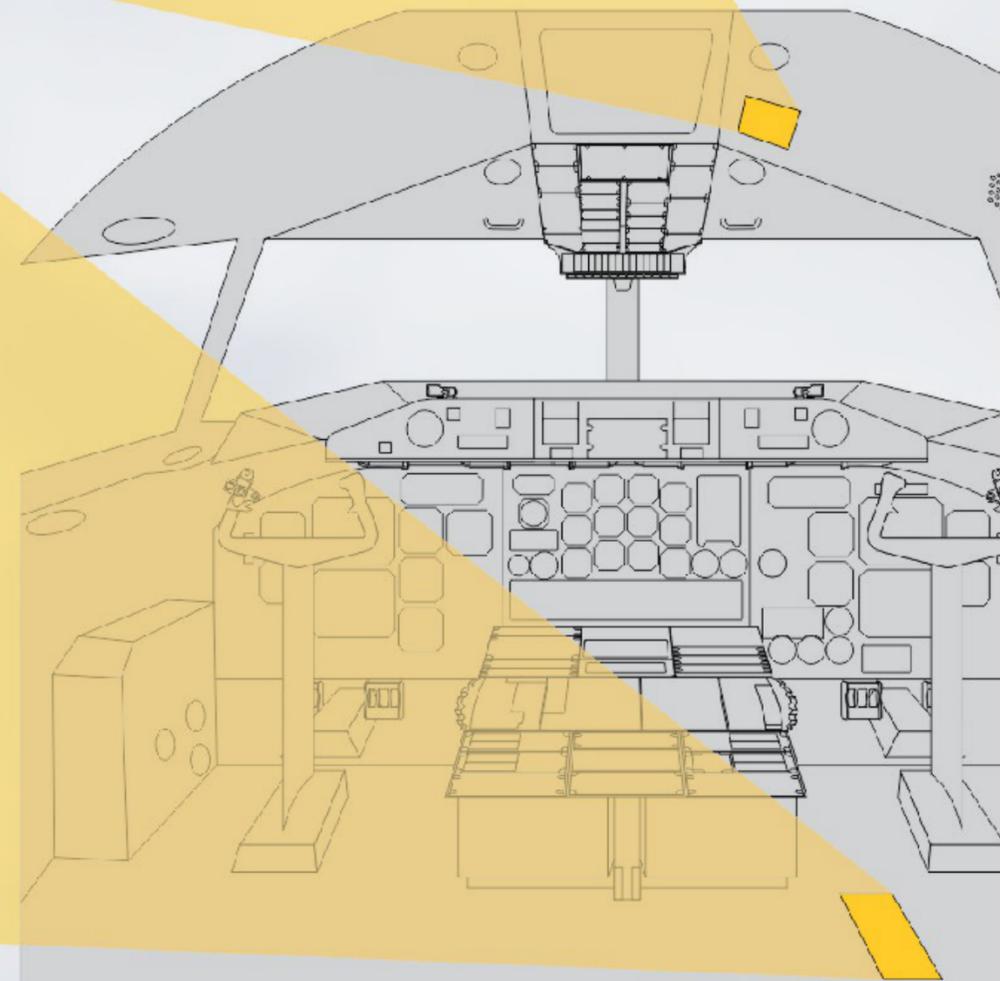
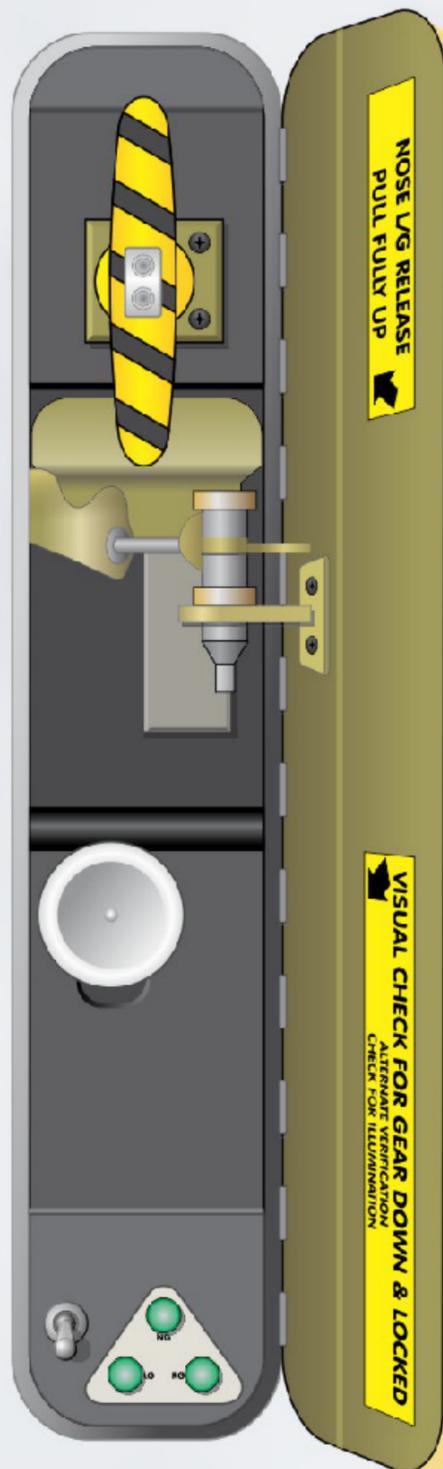
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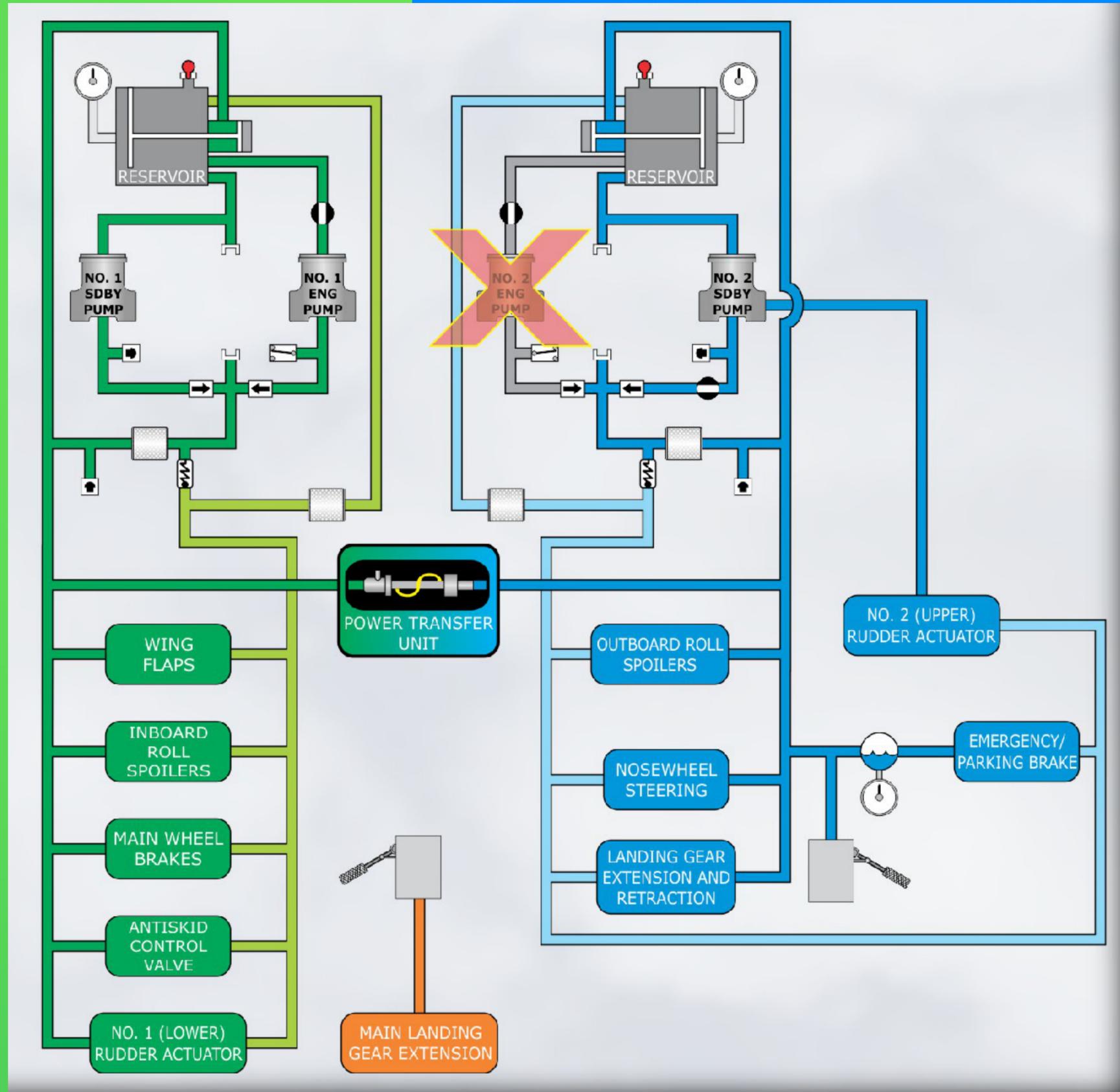


# PTU

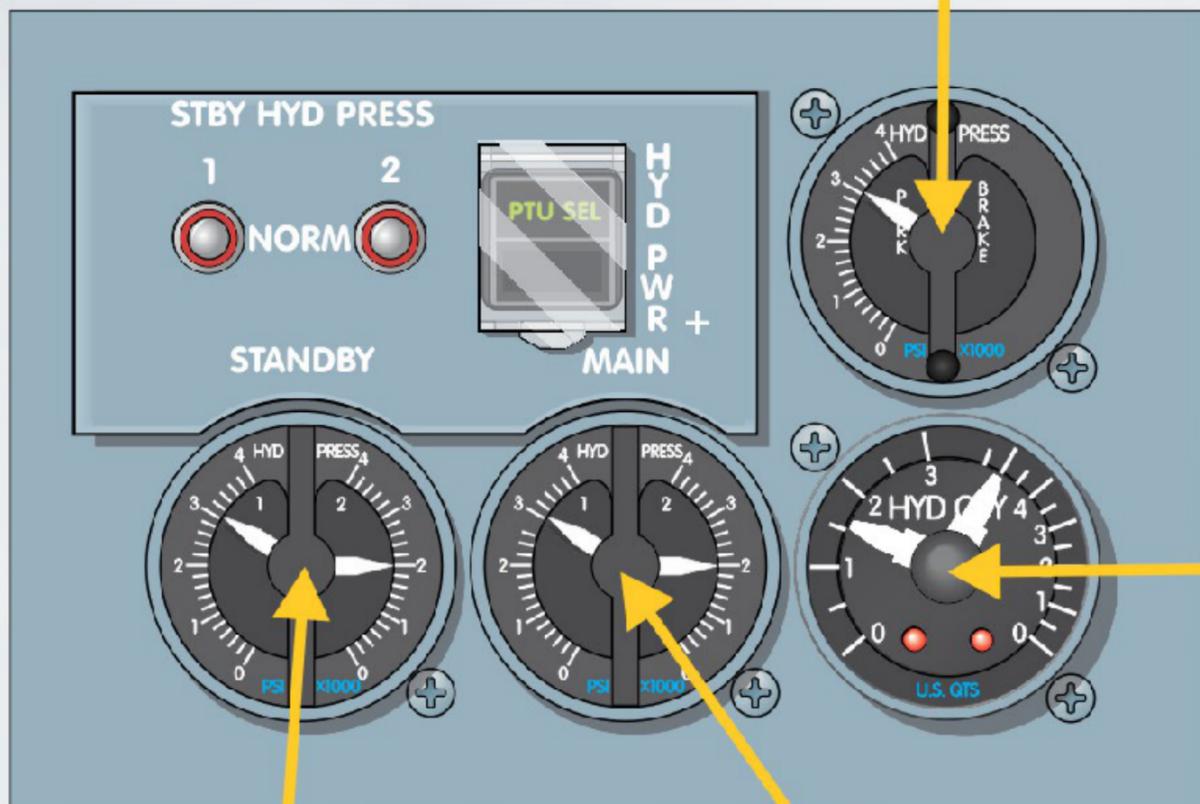
# POWER TRANSFERT UNIT







**BRAKE PRESSURE**



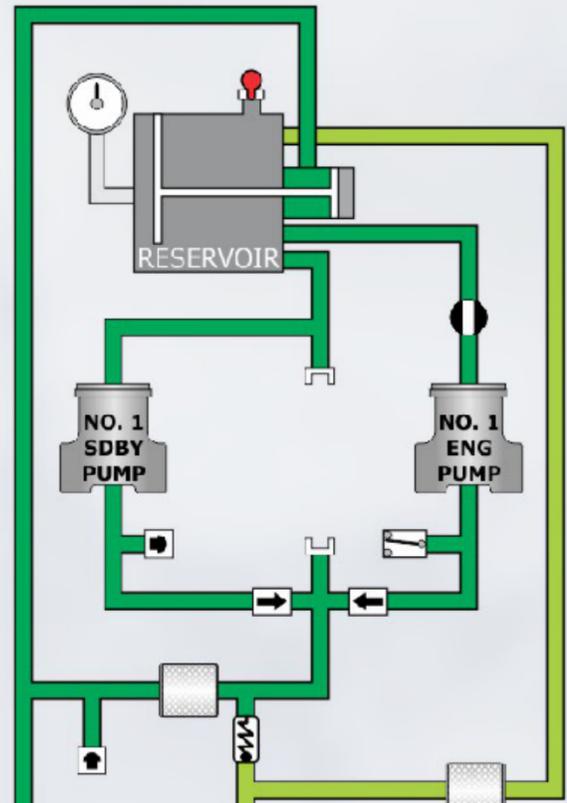
**RESERVOIR QUANTITY**

**STANDBY PUMPS PRESSURE**

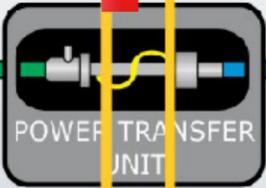
**MAIN PUMPS PRESSURE**



1

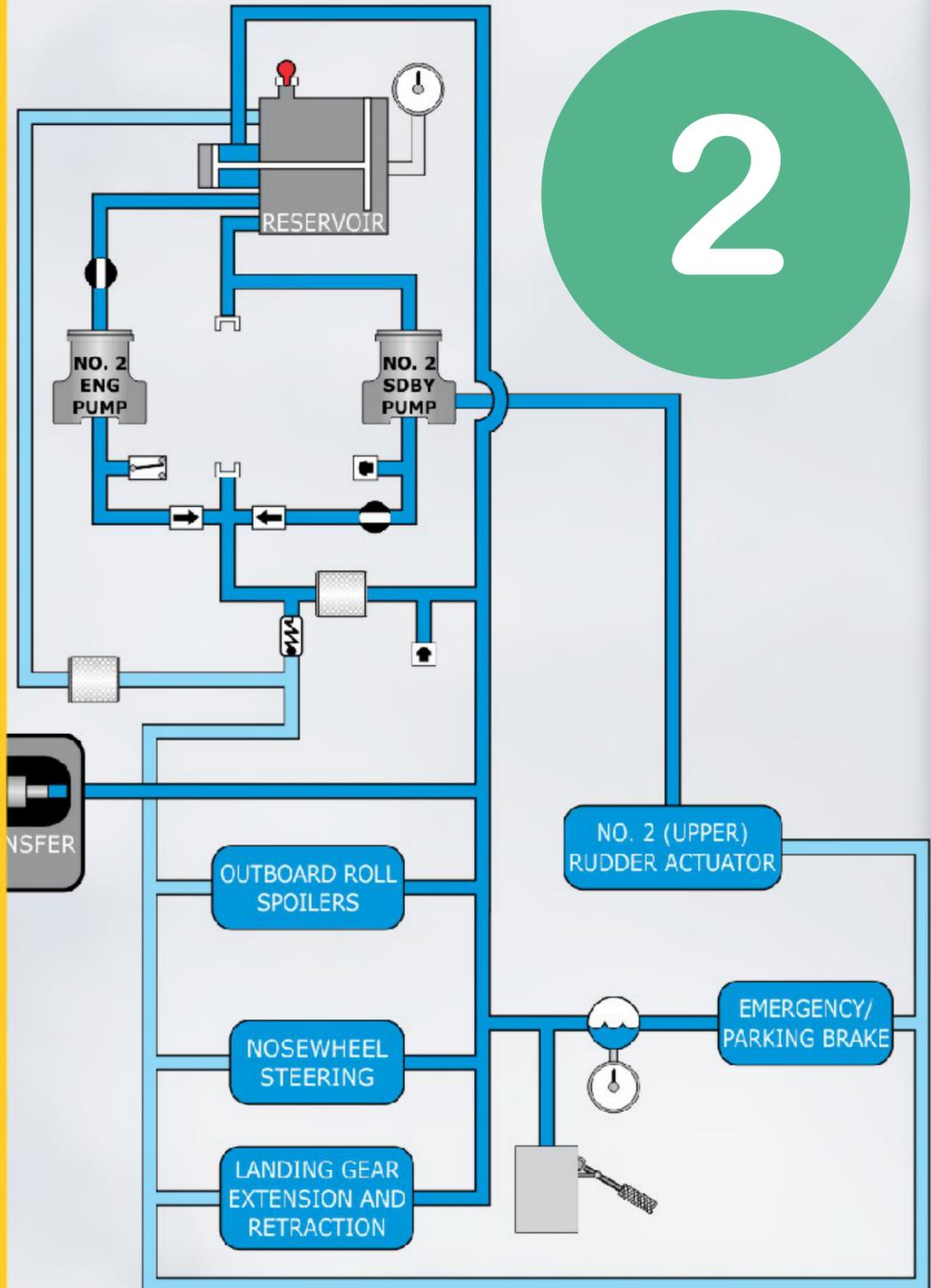


- WING FLAPS
- INBOARD ROLL SPOILERS
- MAIN WHEEL BRAKES
- ANTISKID CONTROL VALVE
- NO. 1 (LOWER) RUDDER ACTUATOR



MAIN LANDING GEAR EXTENSION

2



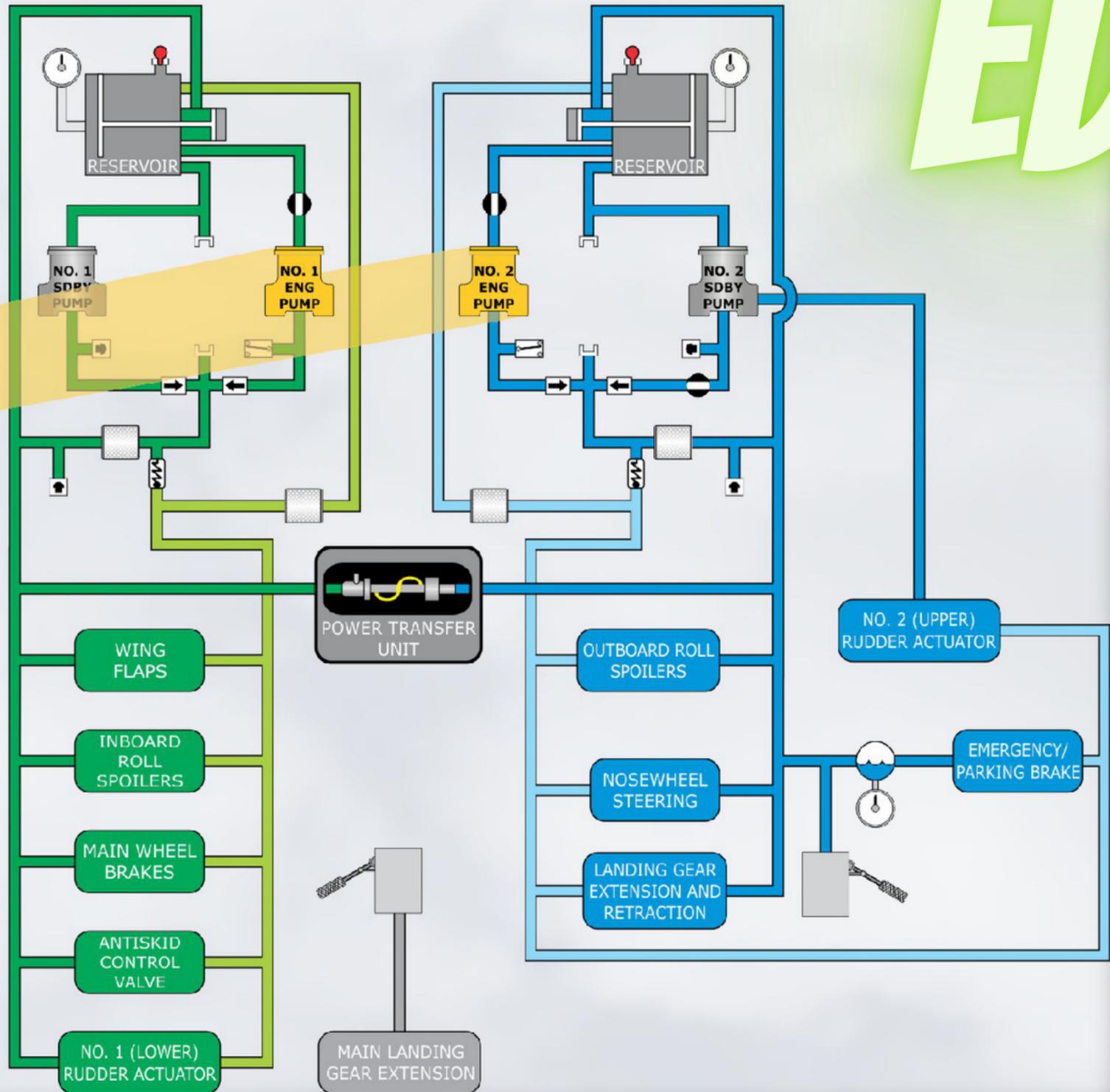
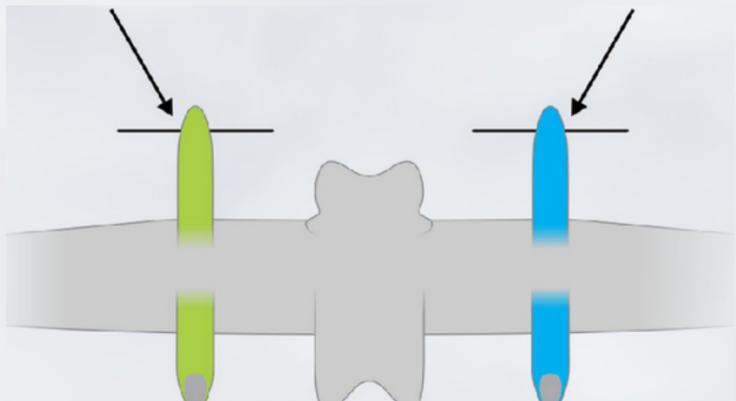
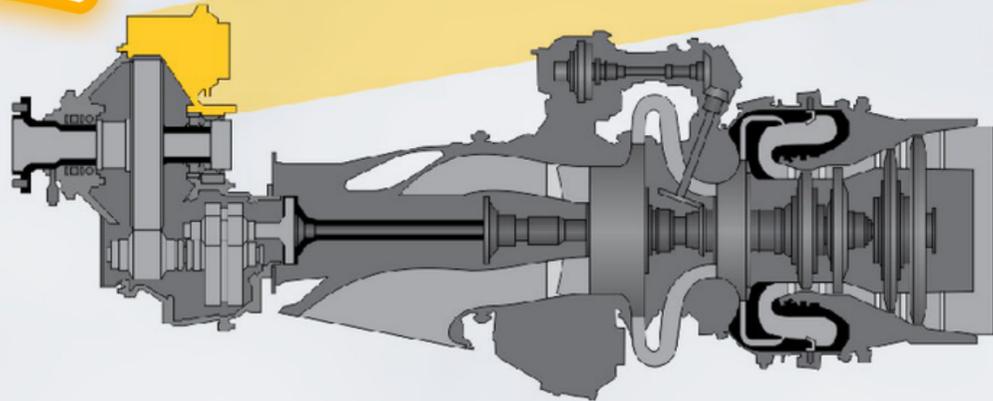
- OUTBOARD ROLL SPOILERS
- NOSEWHEEL STEERING
- LANDING GEAR EXTENSION AND RETRACTION
- NO. 2 (UPPER) RUDDER ACTUATOR
- EMERGENCY/PARKING BRAKE



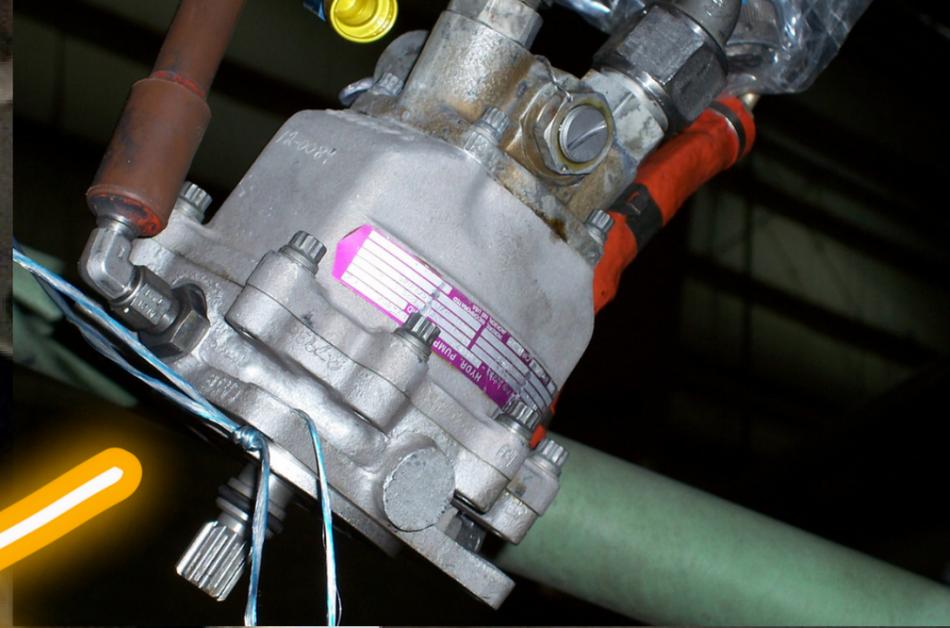
# ENGINE DRIVEN PUMP

# EDP

**3000 PSI**  
**38 US QUARTS**  
**PER MINUTE**  
**DISPLACEMENT**

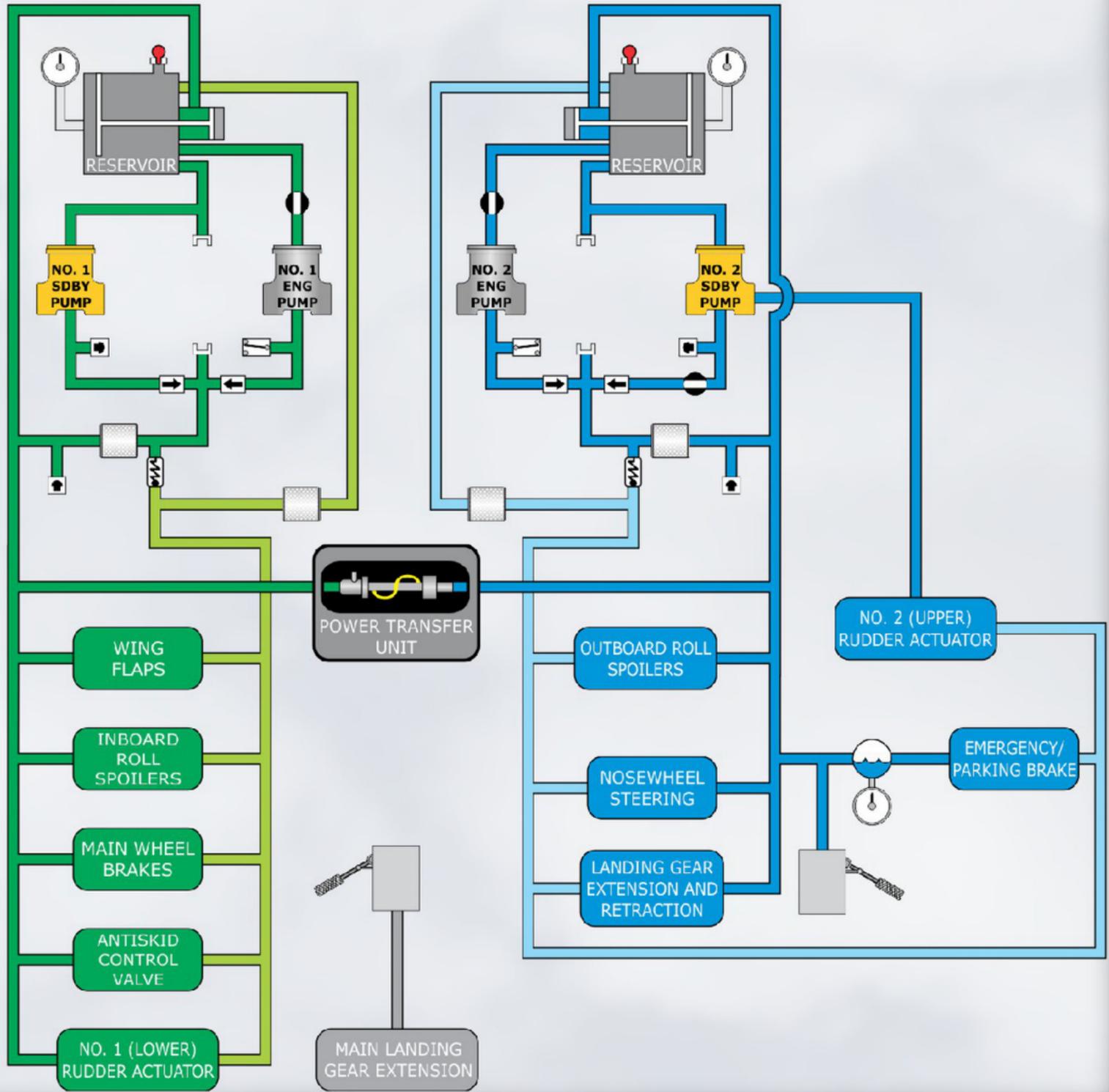


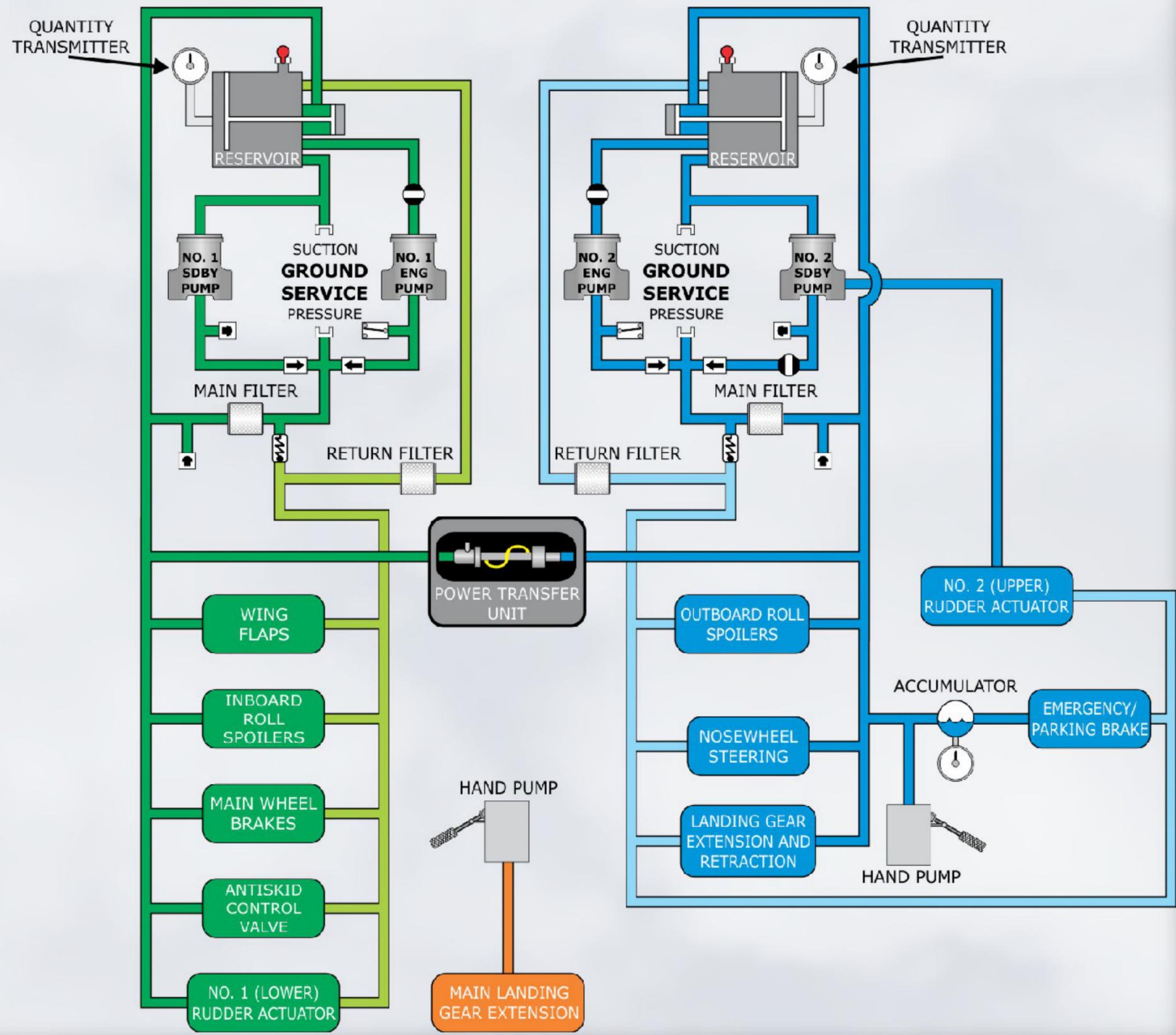
**EDP**

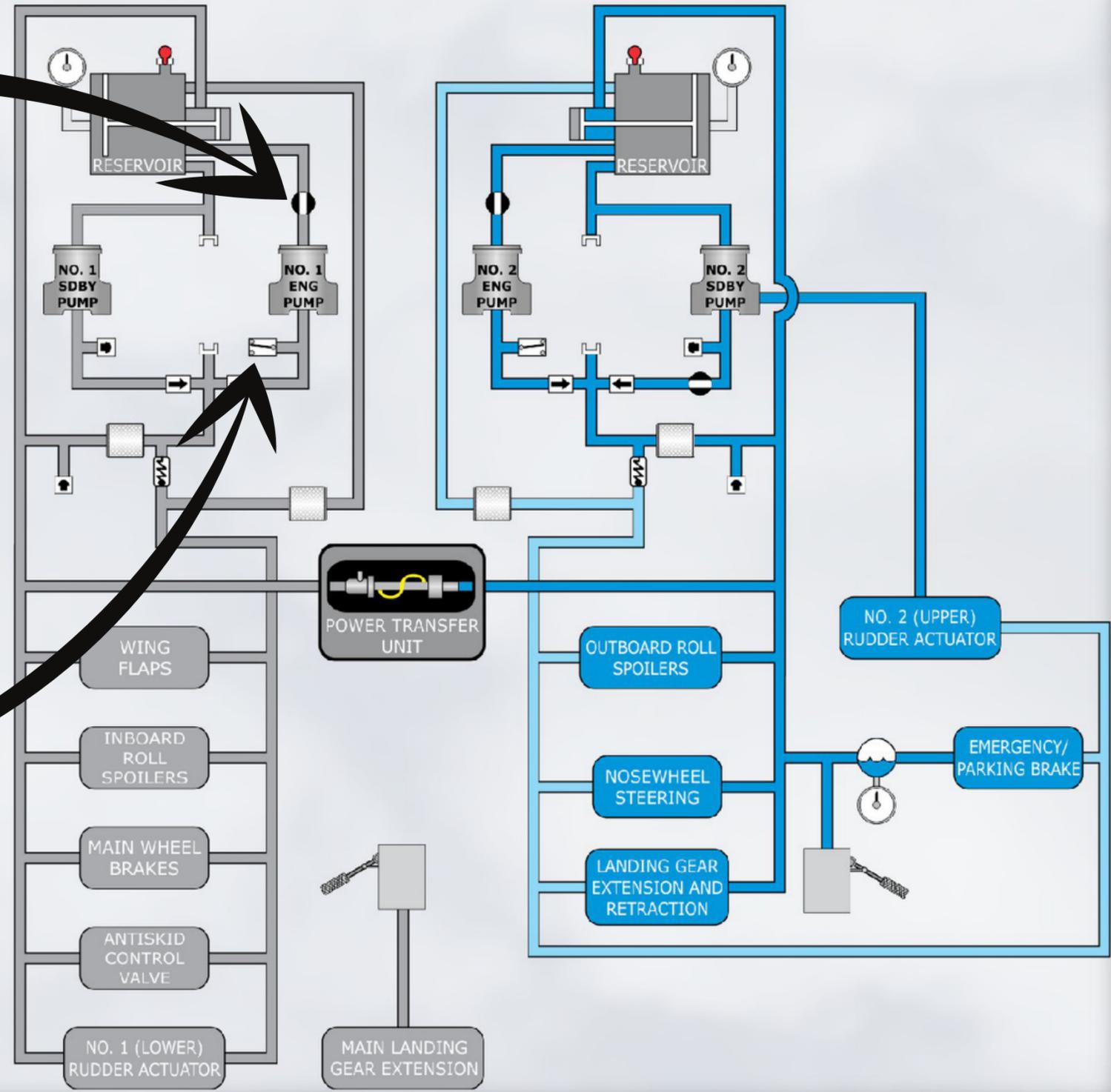
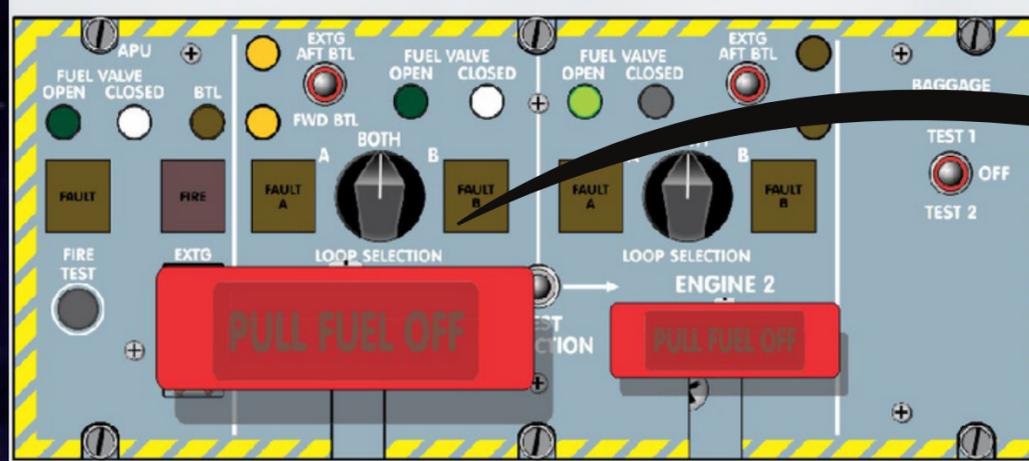


**ENGINE DRIVEN PUMP**

**2,750 PSI**  
**6 US QUARTS**  
**PER MINUTE**  
**DISPLACEMENT**







#1 ENG HYD PUMP    #2 ENG HYD PUMP

**ILLUMINATES**

#1 ENG HYD PUMP    #2 ENG HYD PUMP

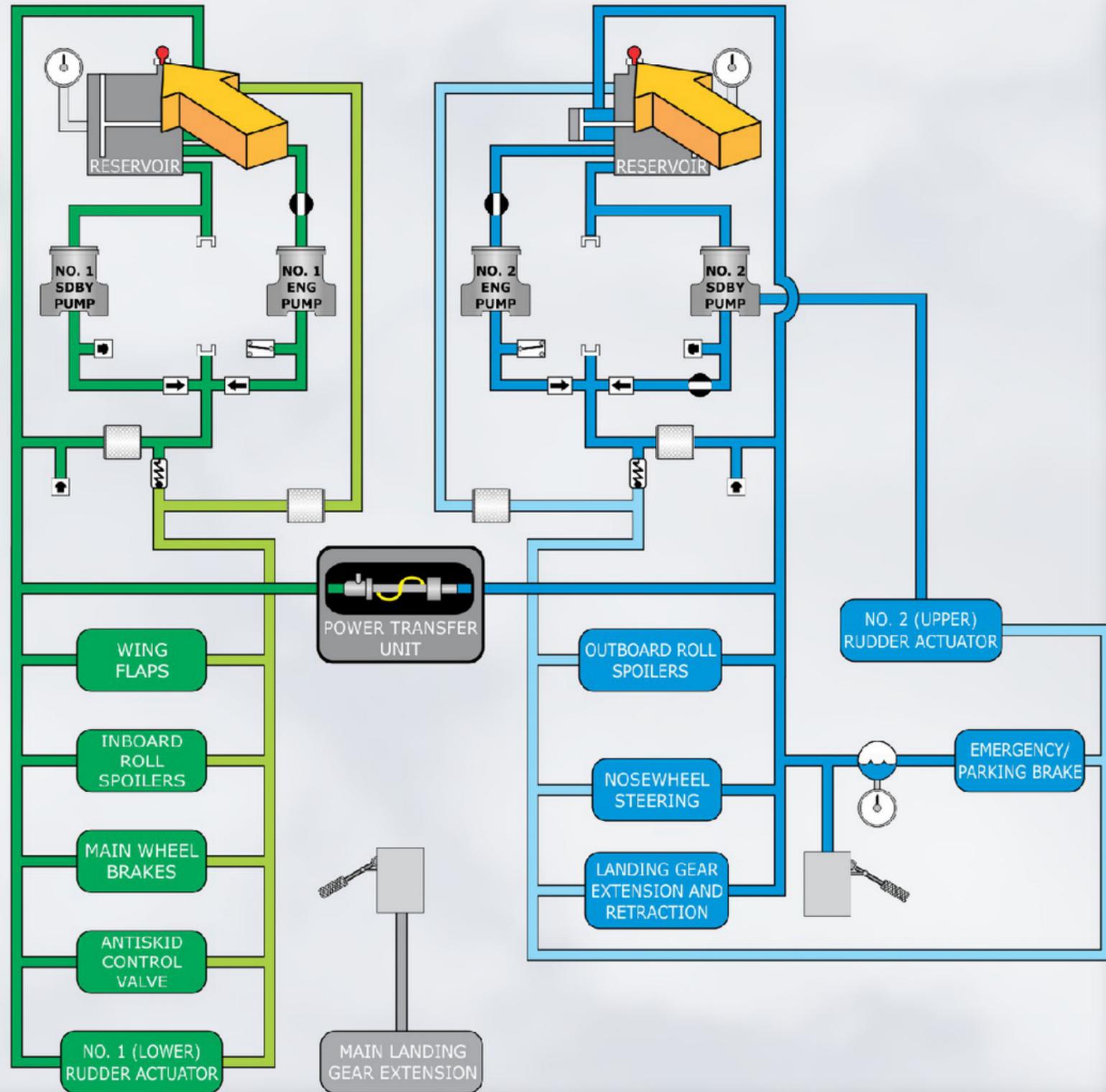
**WHEN PRESSURE DECREASES BELOW 2,000 PSI**

**2000 PSI** ↗

**+109 °C**

**#1 HYD  
FLUID HOT**

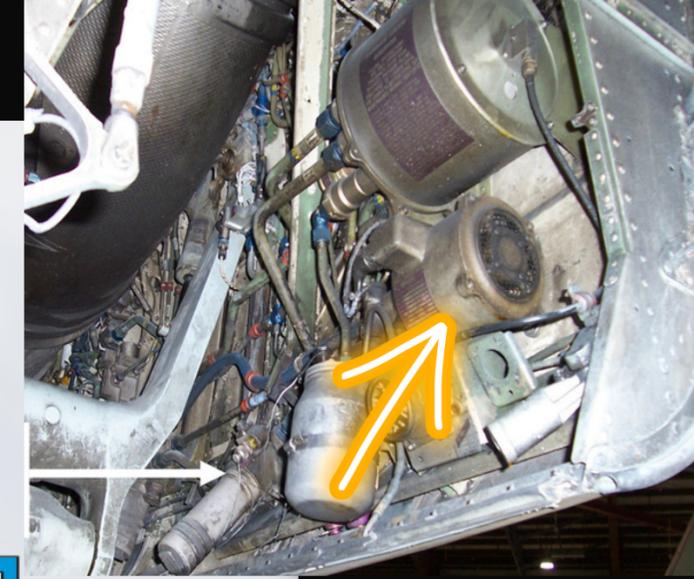
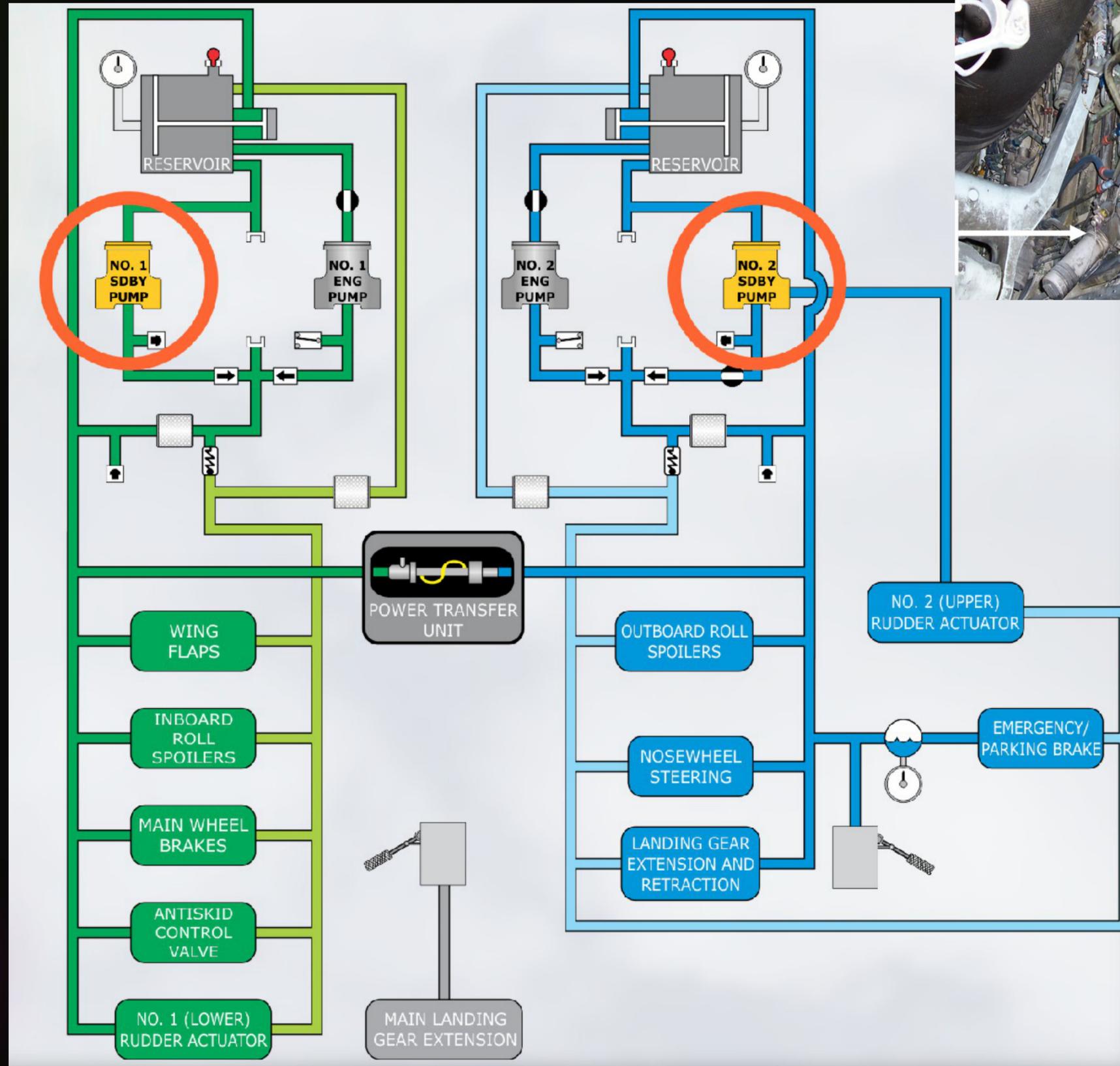
**#2 HYD  
FLUID HOT**



# SPU

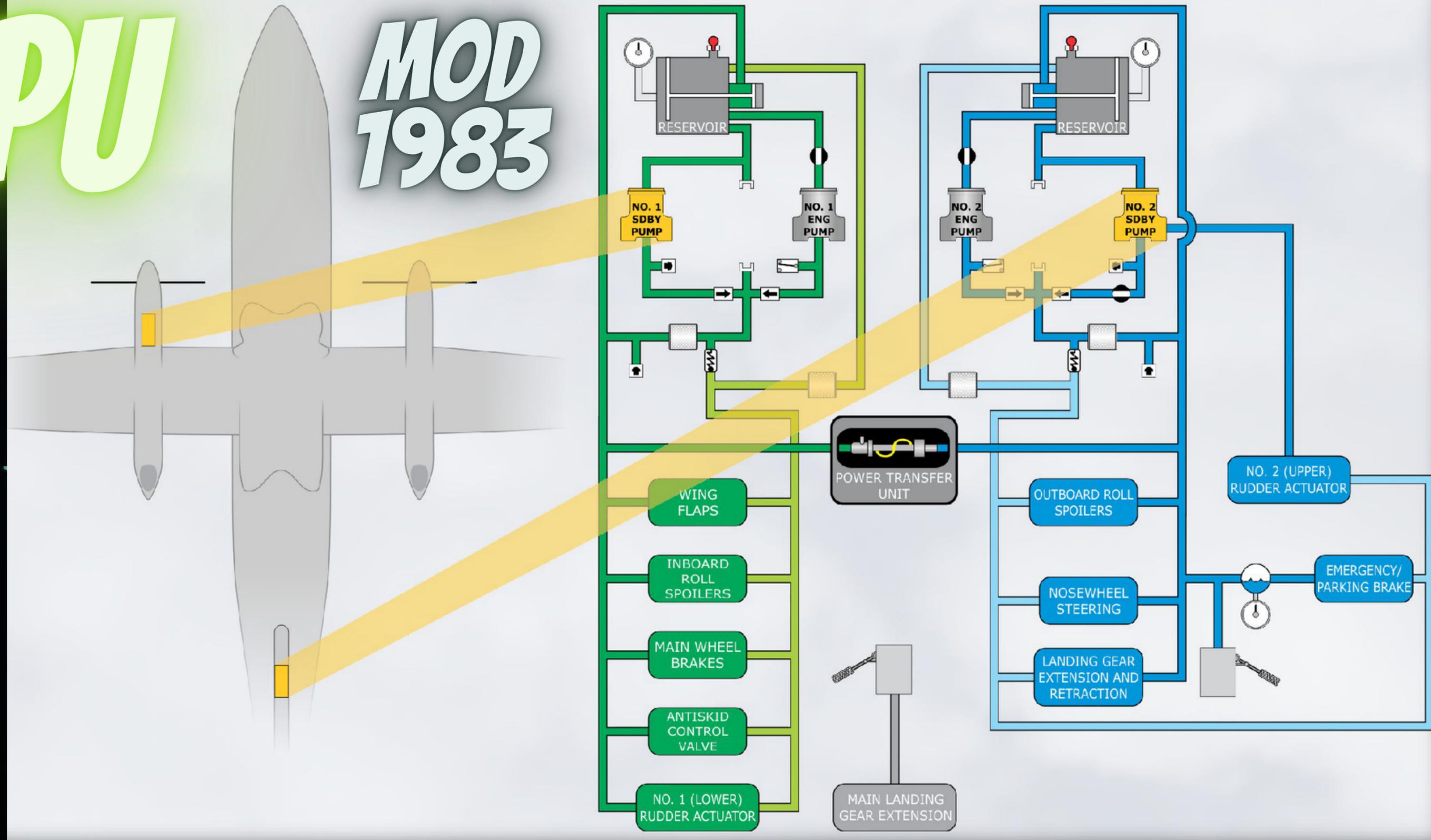


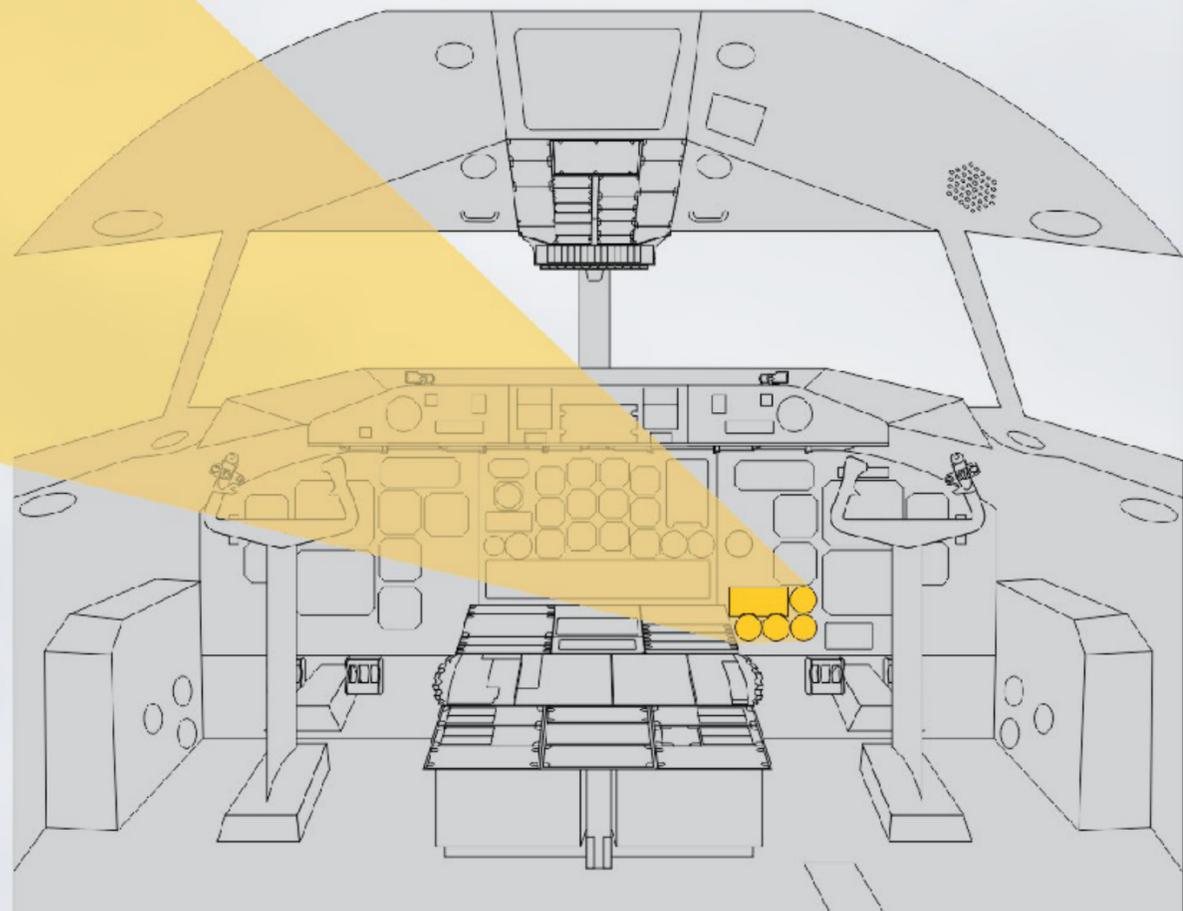
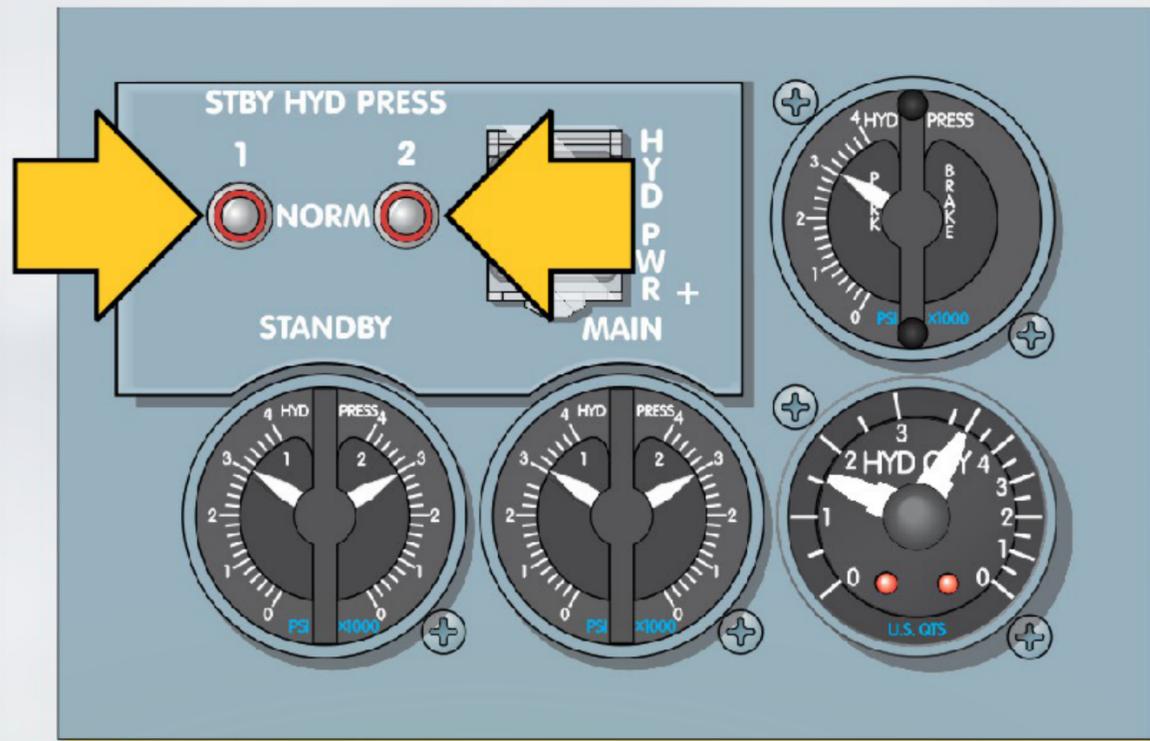
## STANDBY PRESSURE UNIT



# SPU

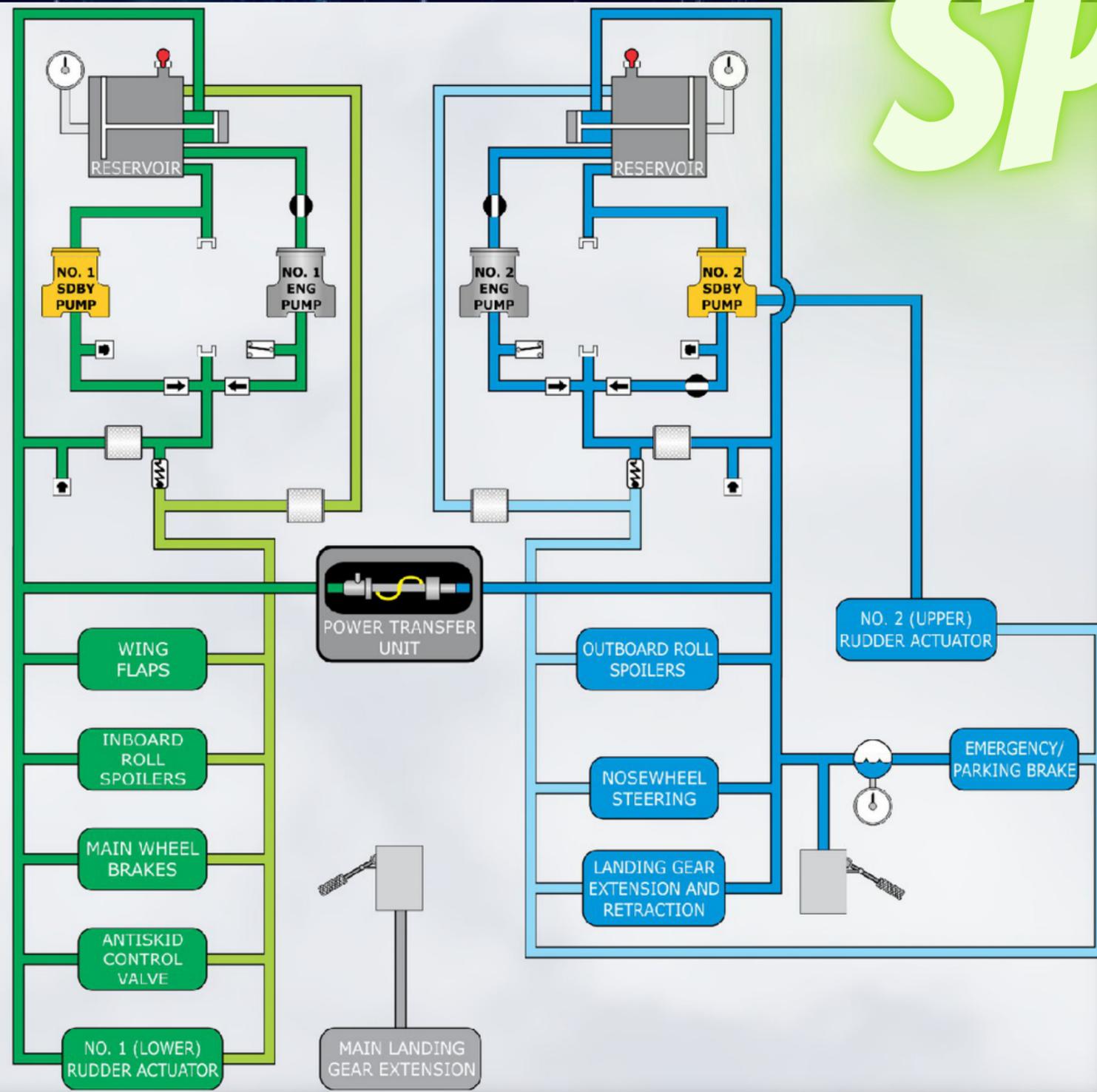
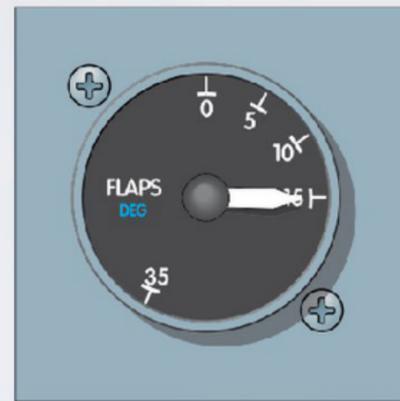
## MOD 1983

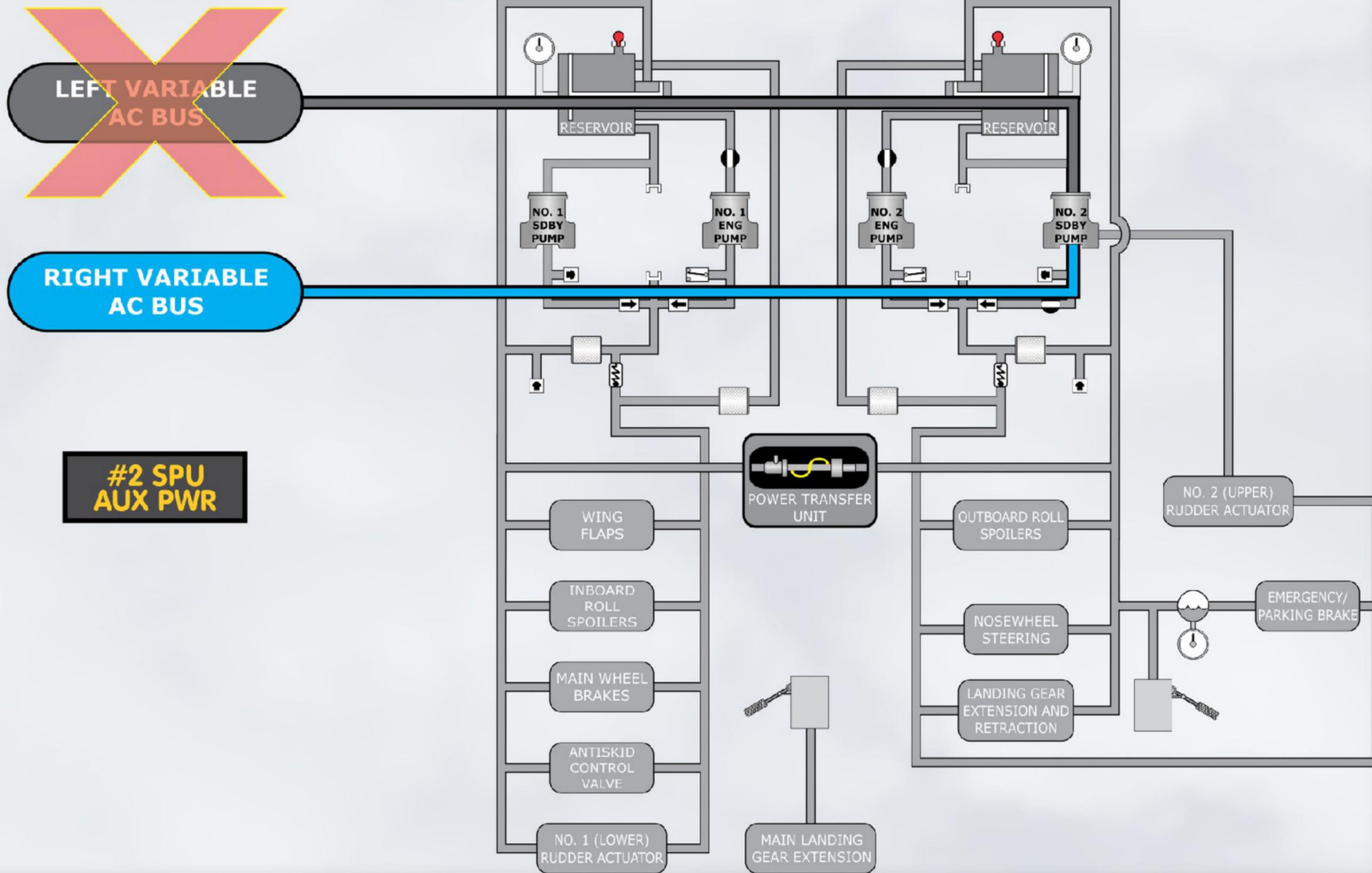




**SPU**

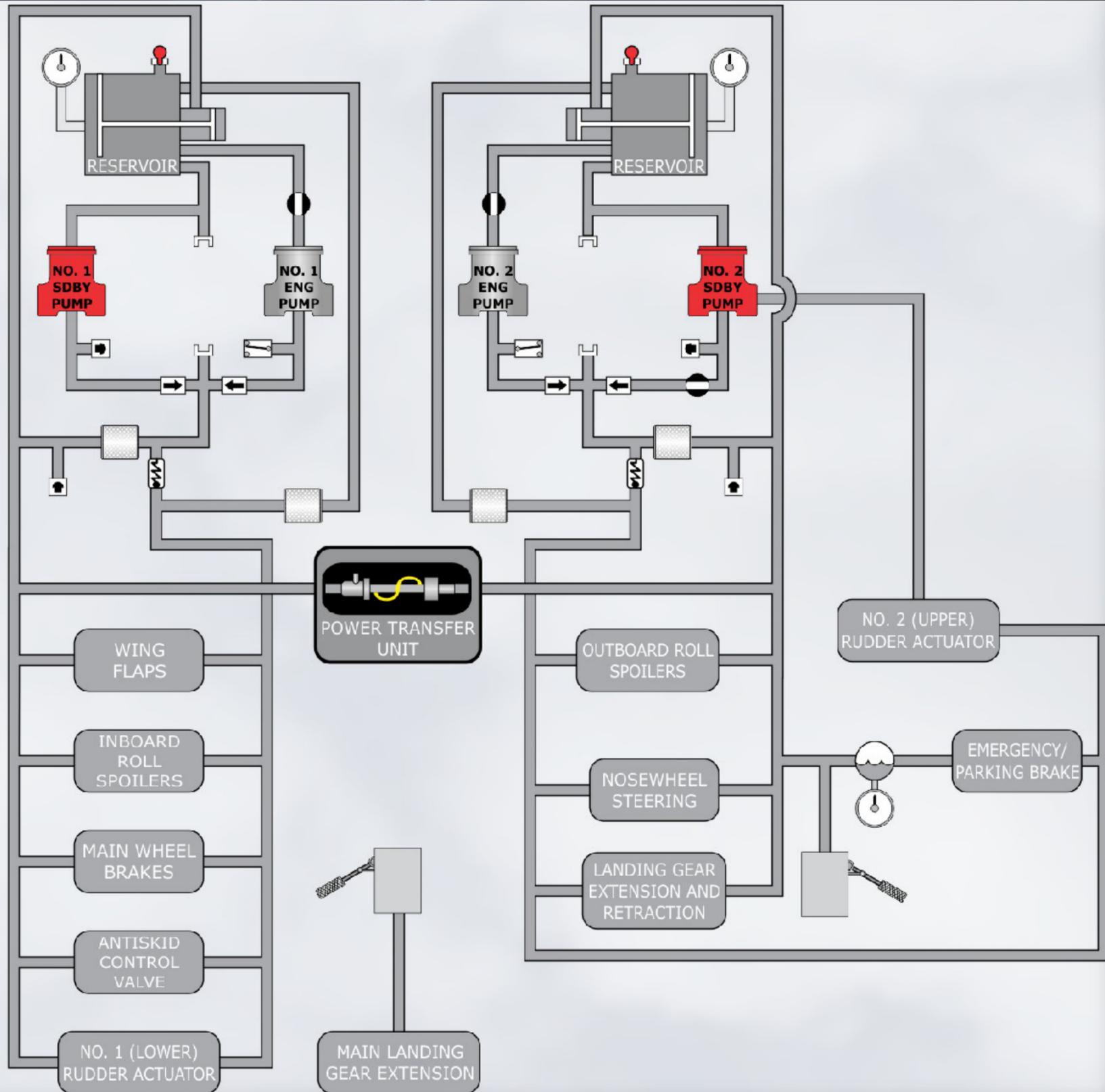
# SPU





#1 STB HYD PUMP HOT

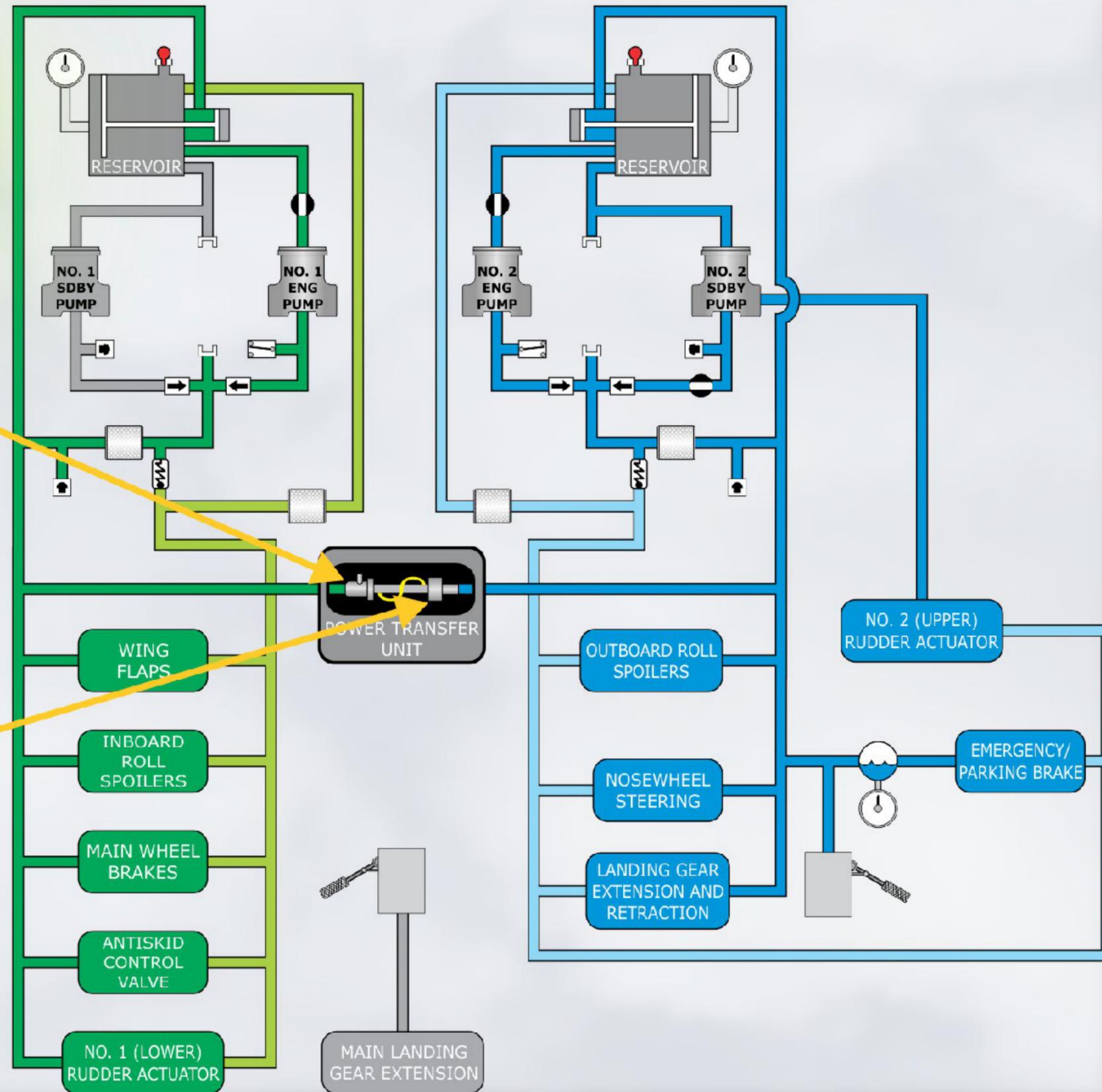
#2 STB HYD PUMP HOT



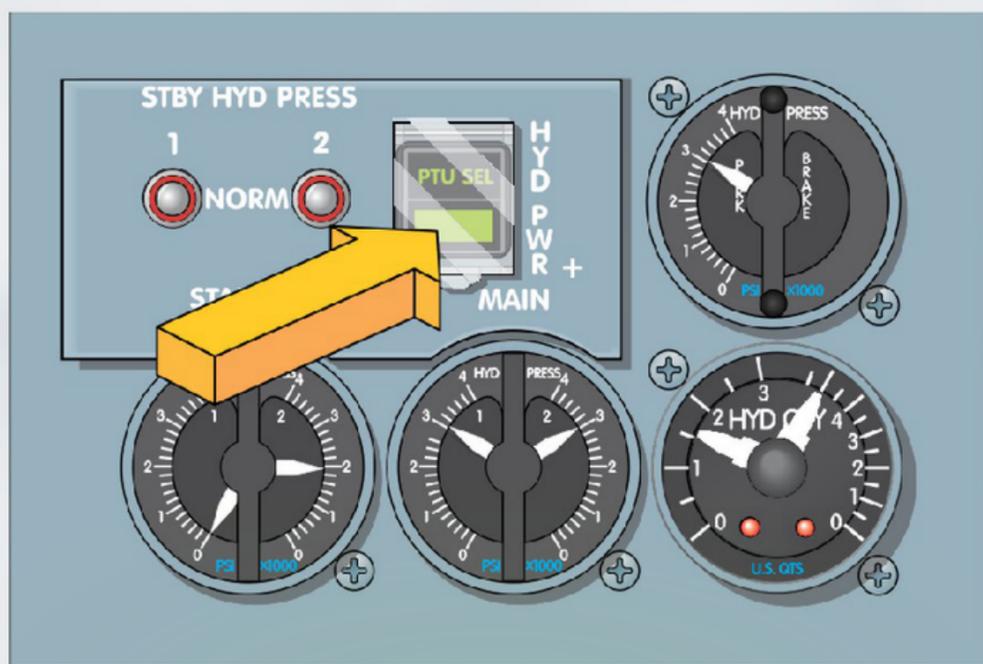
# PTU

HYDRAULIC MOTOR

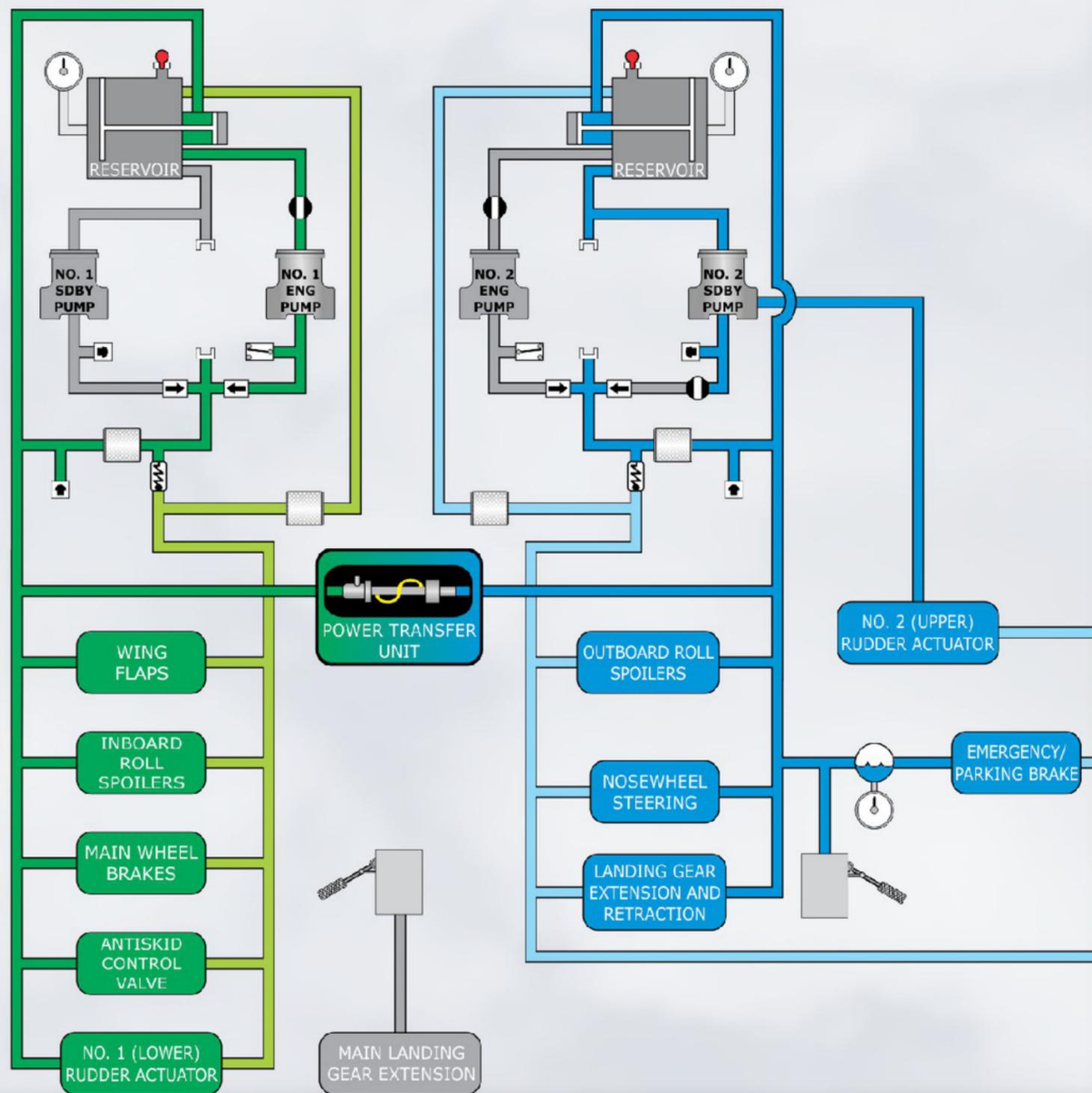
HYDRAULIC PUMP



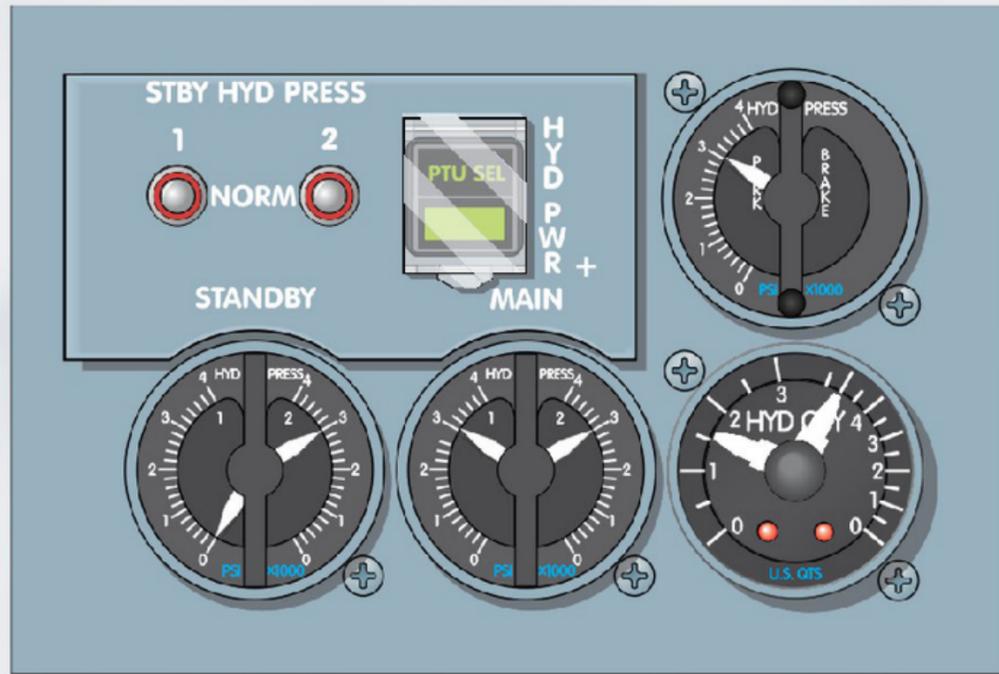
MAIN LANDING GEAR EXTENSION



# PTU



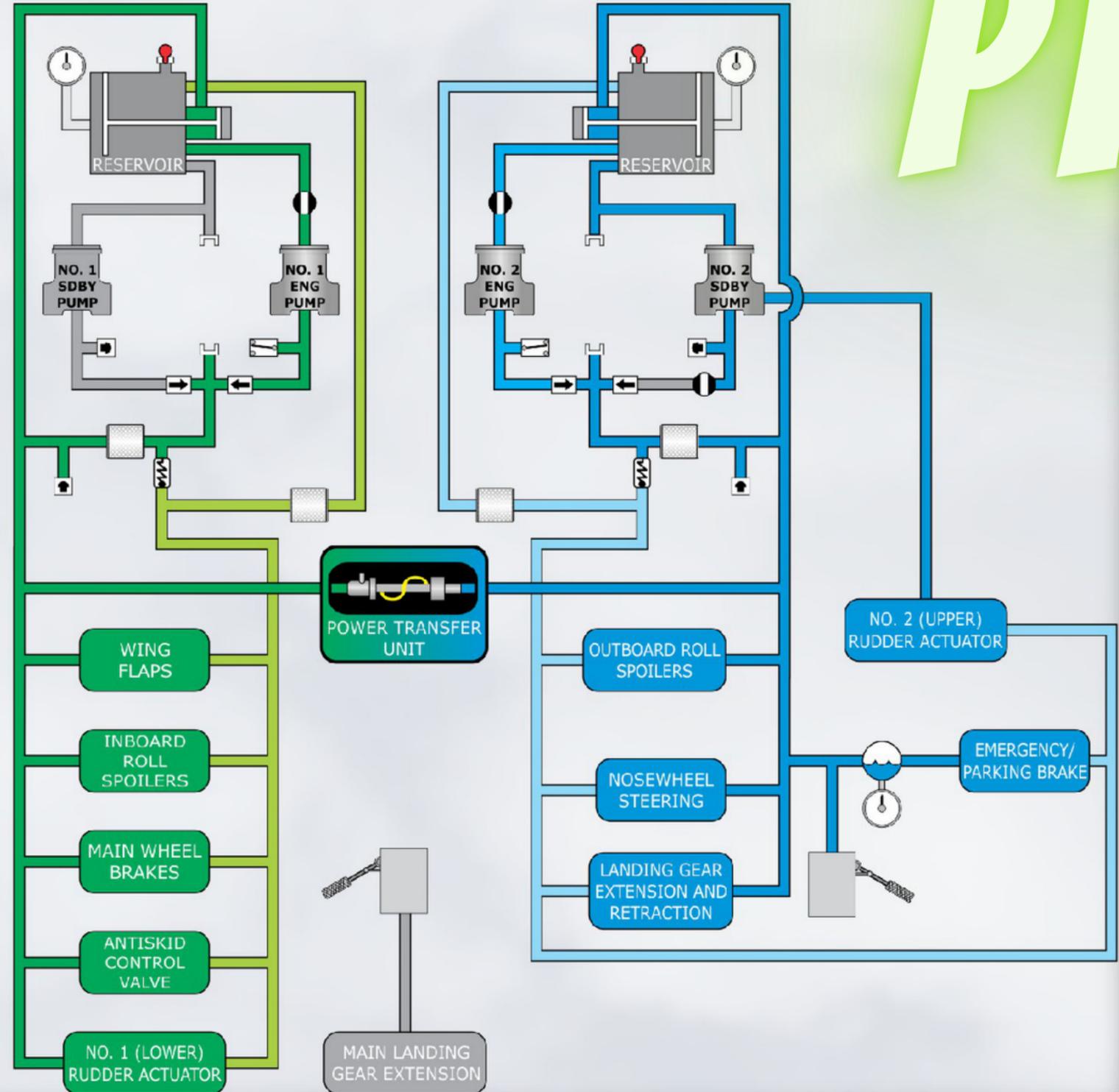
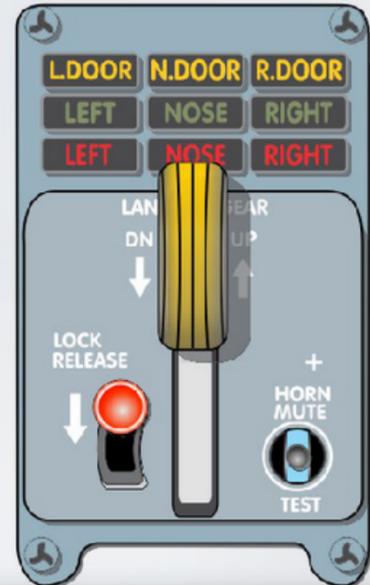
# PTU

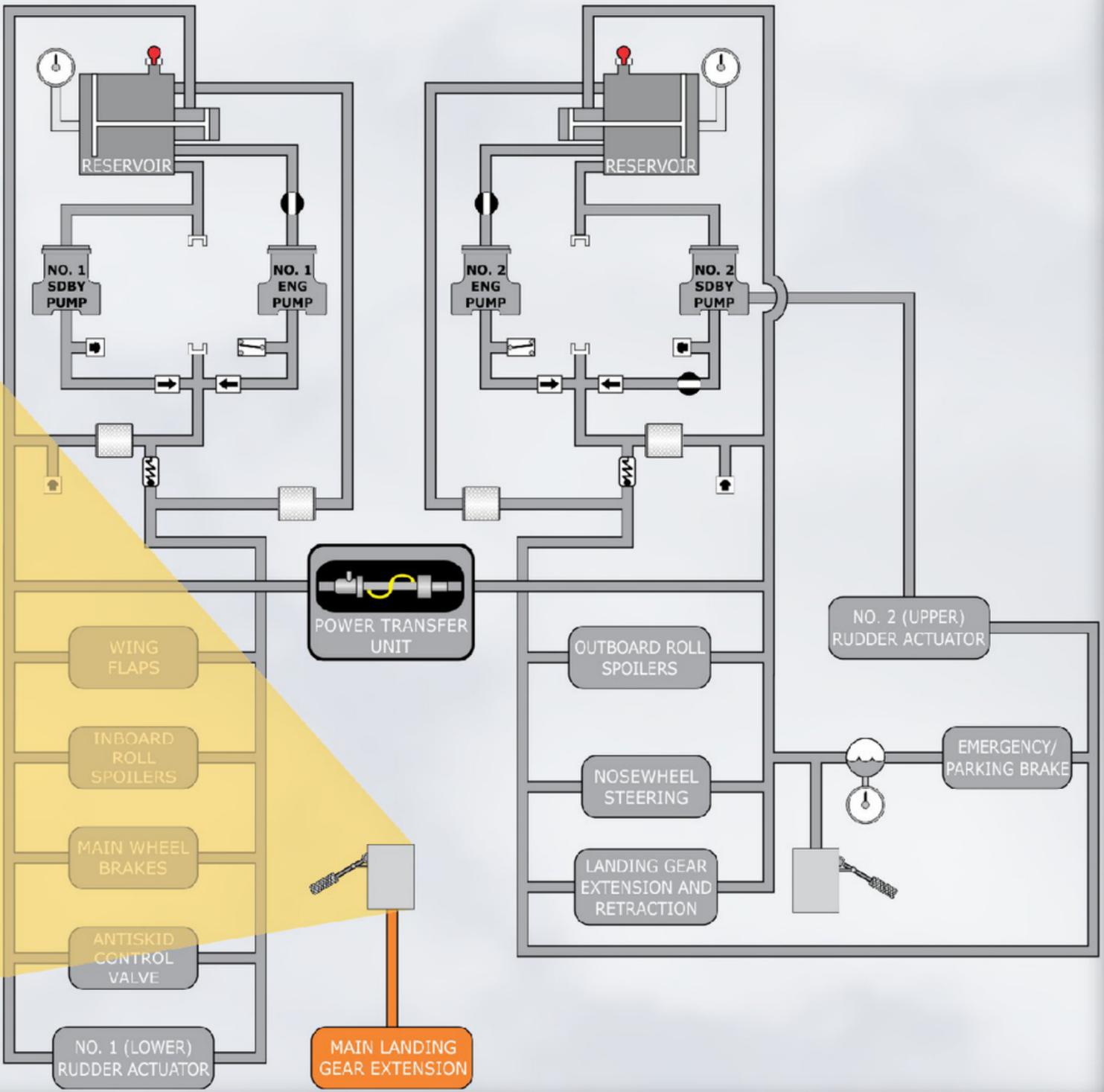
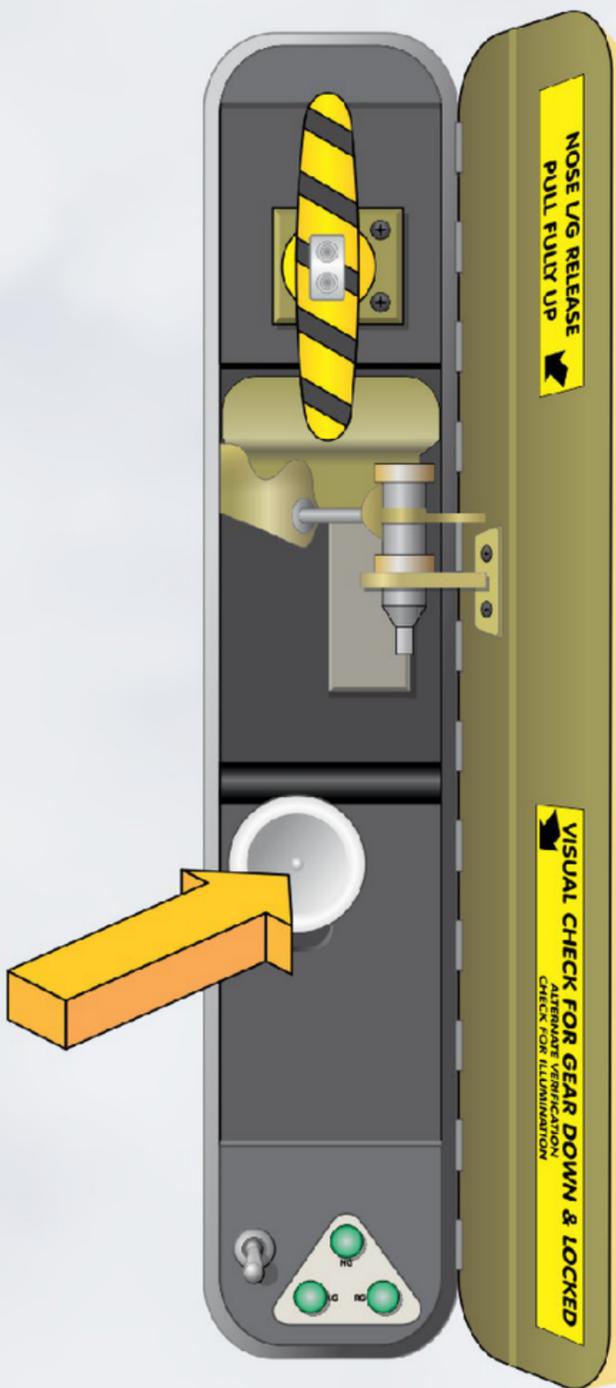


## #2 ENGINE OIL

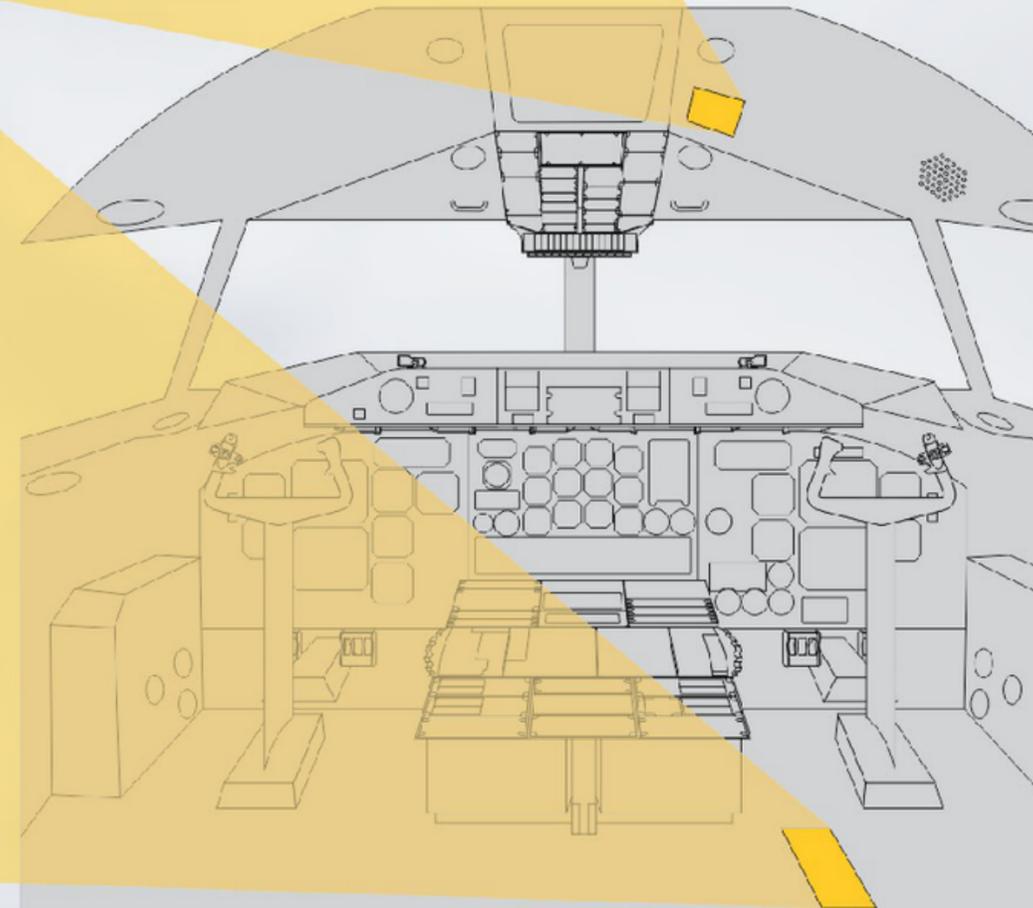
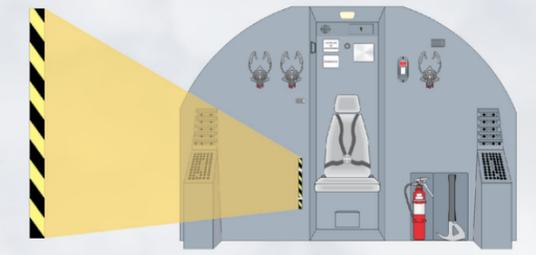
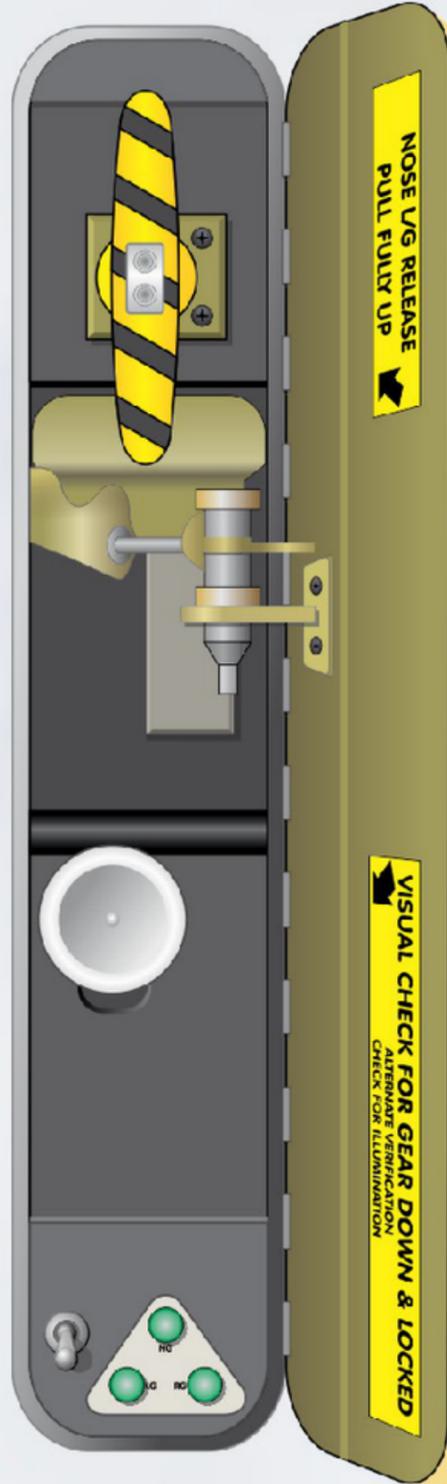


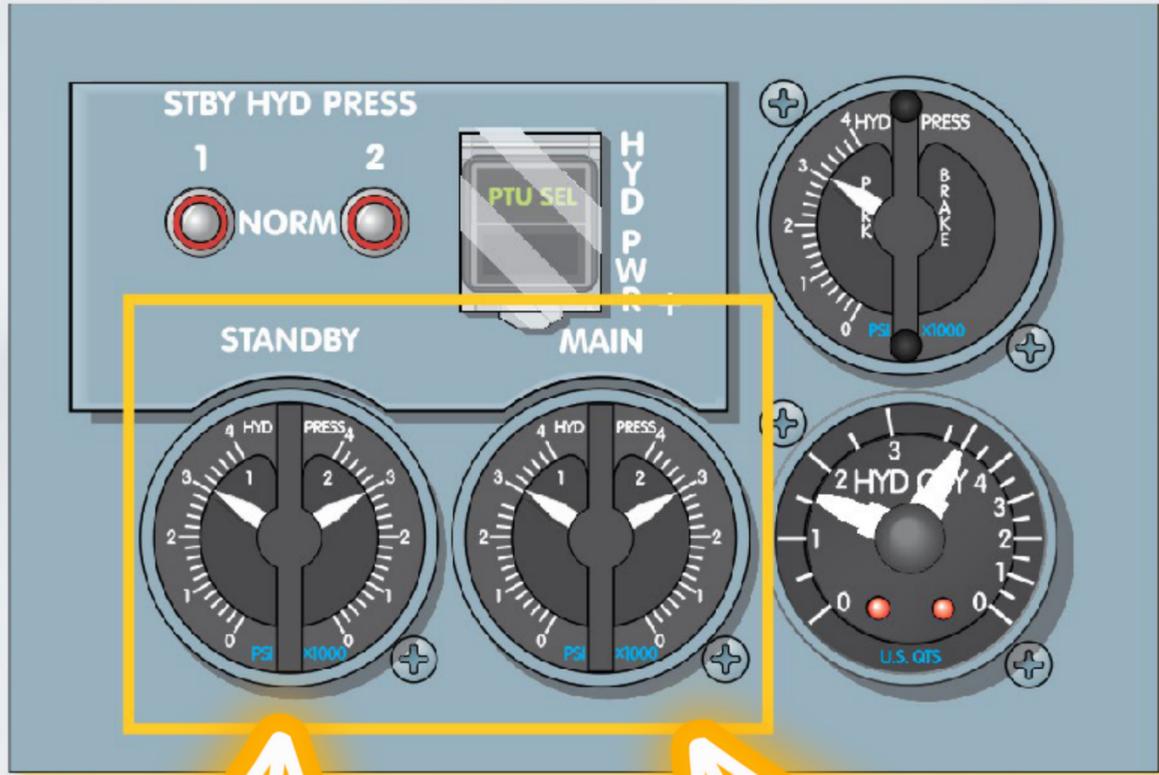
## LANDING GEAR SELECTION





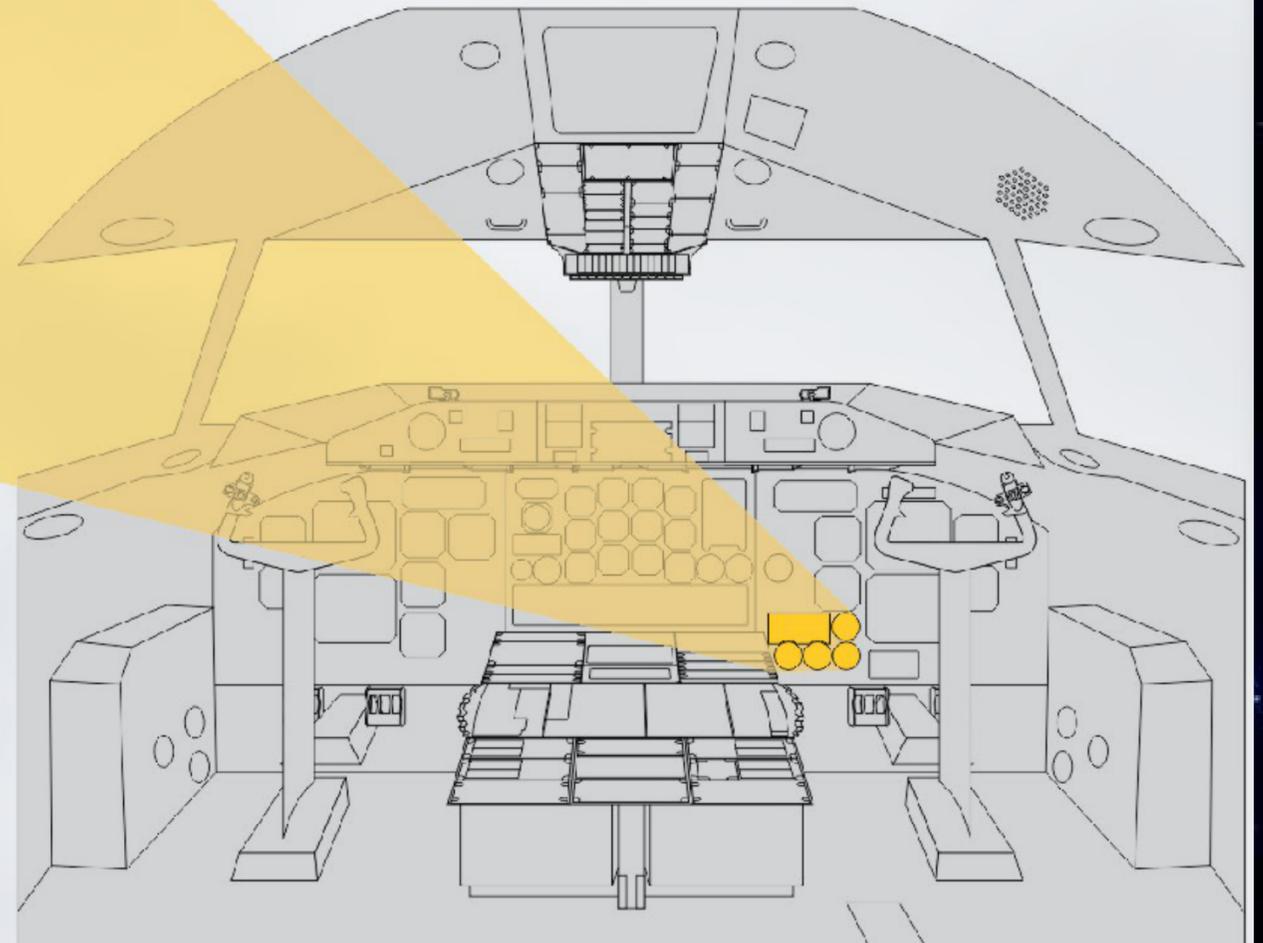




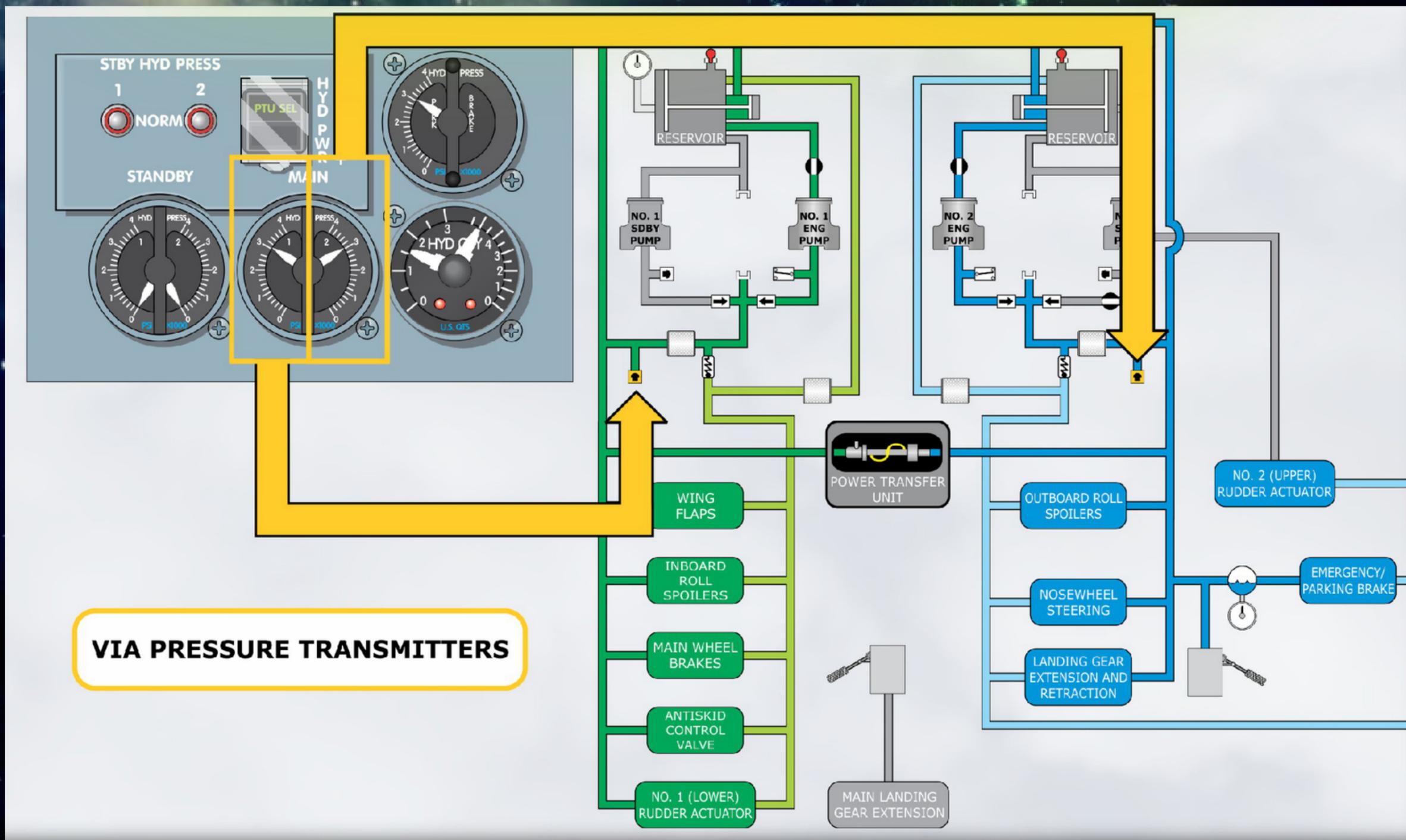


**STANDBY**

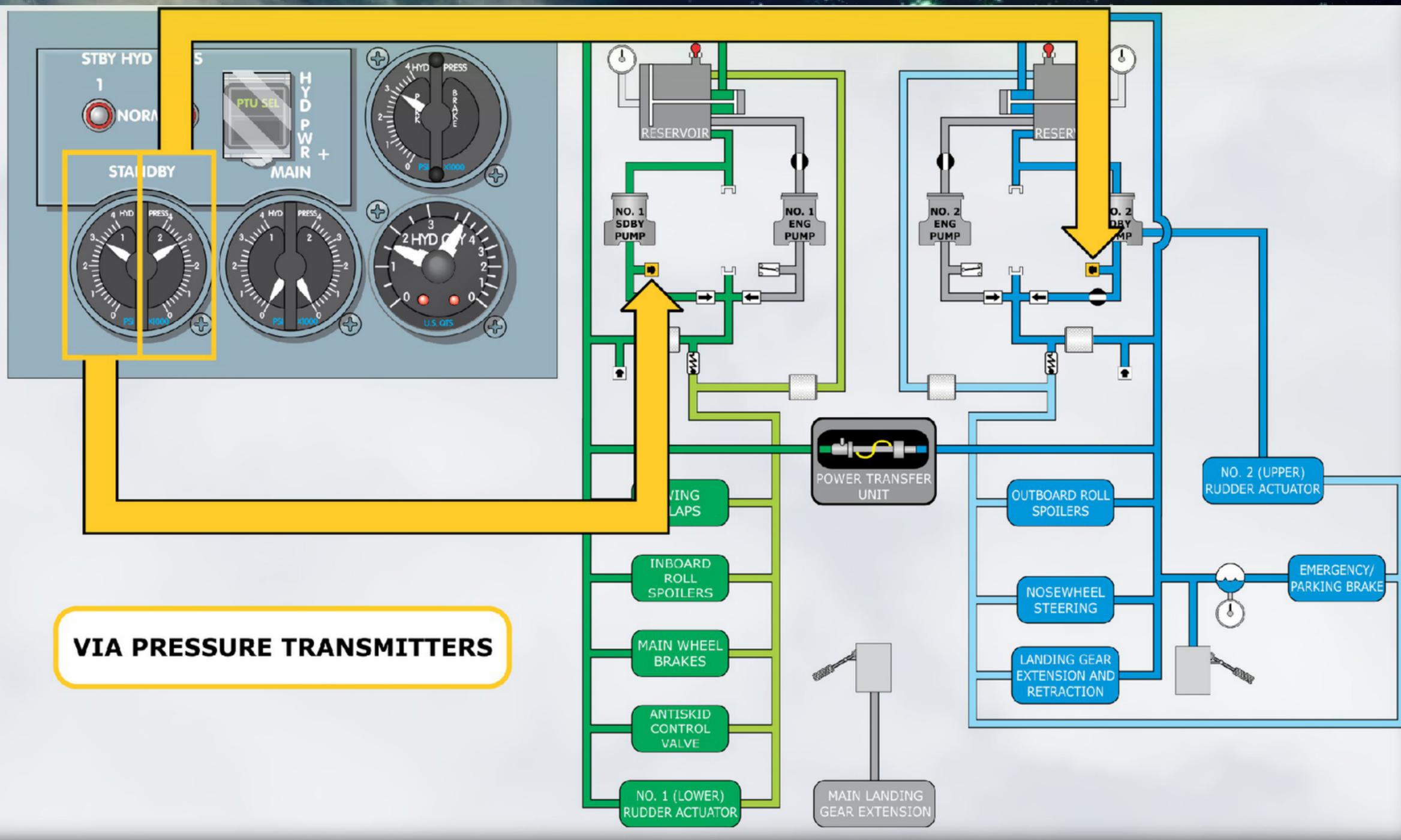
**MAIN**



# PRESSION "MAIN"

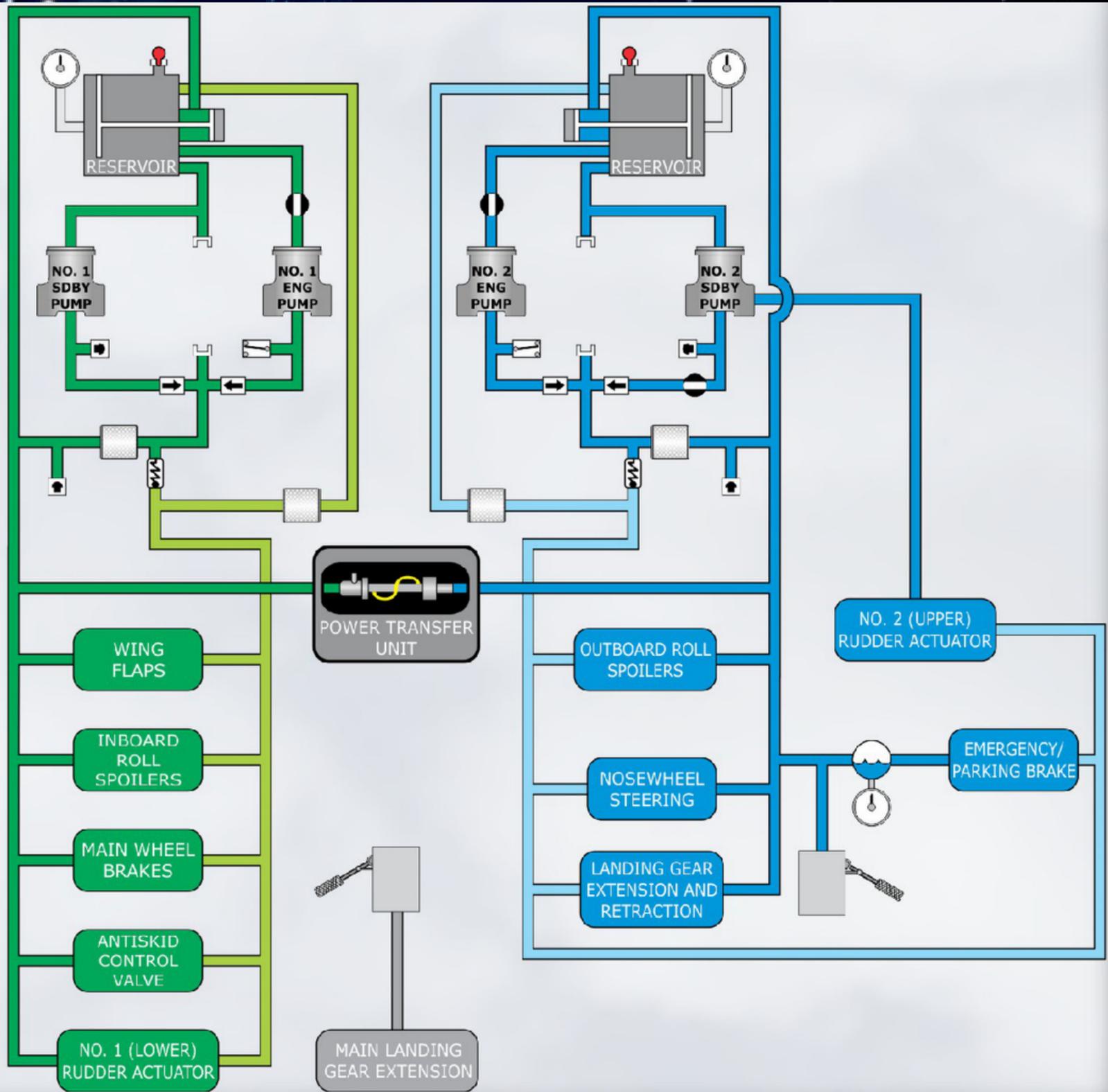


# PRESSURE STANDBY

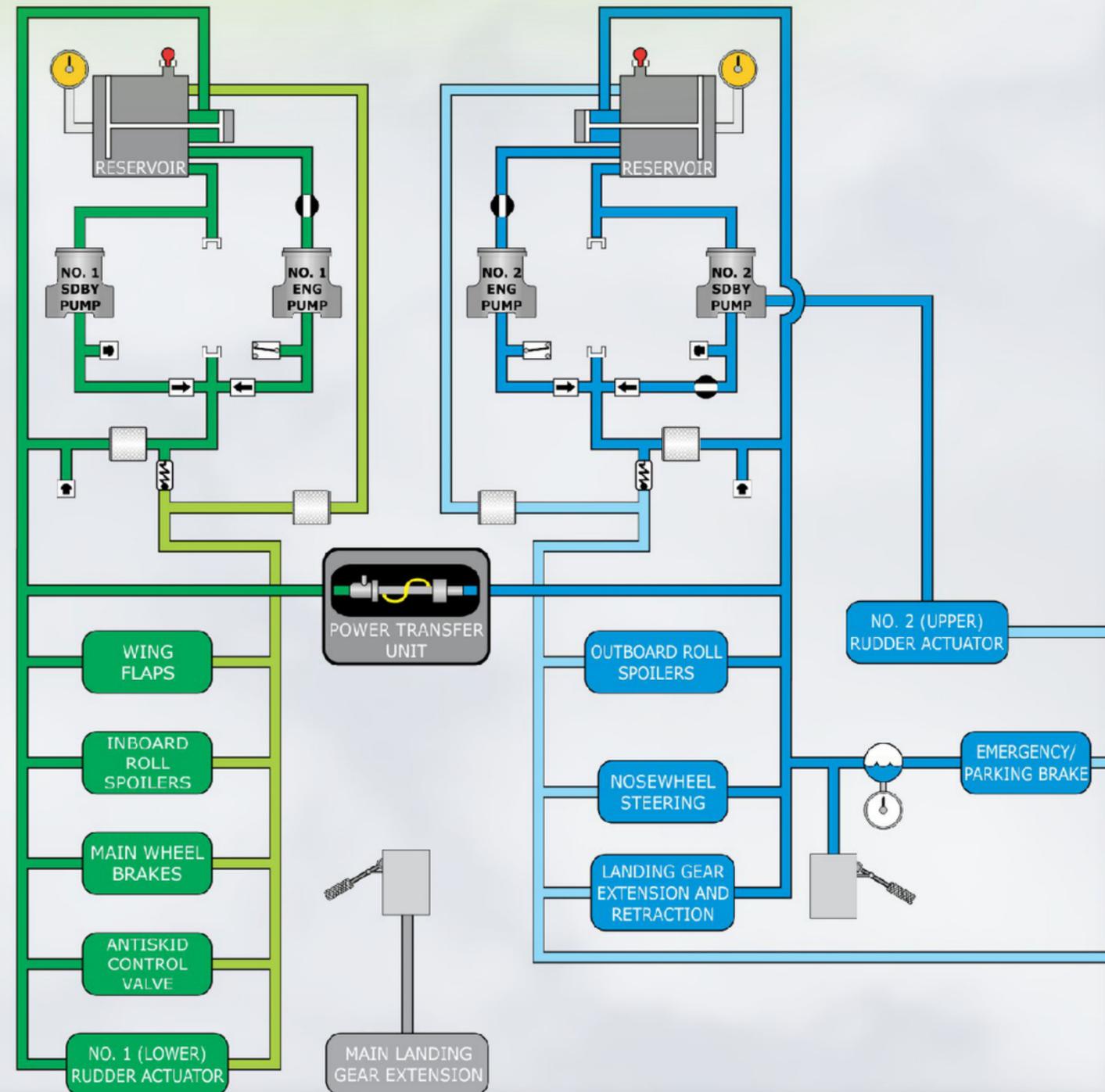
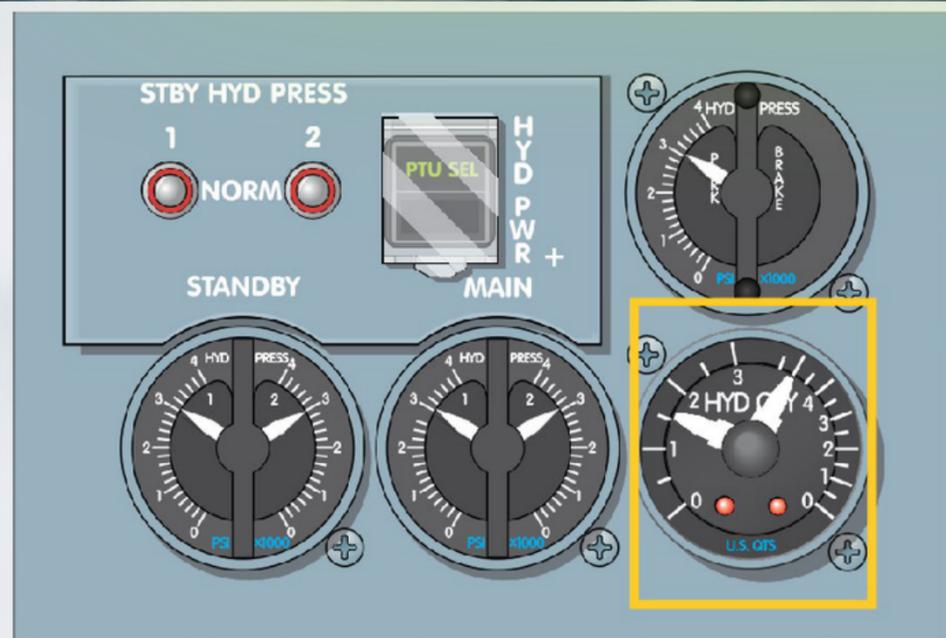




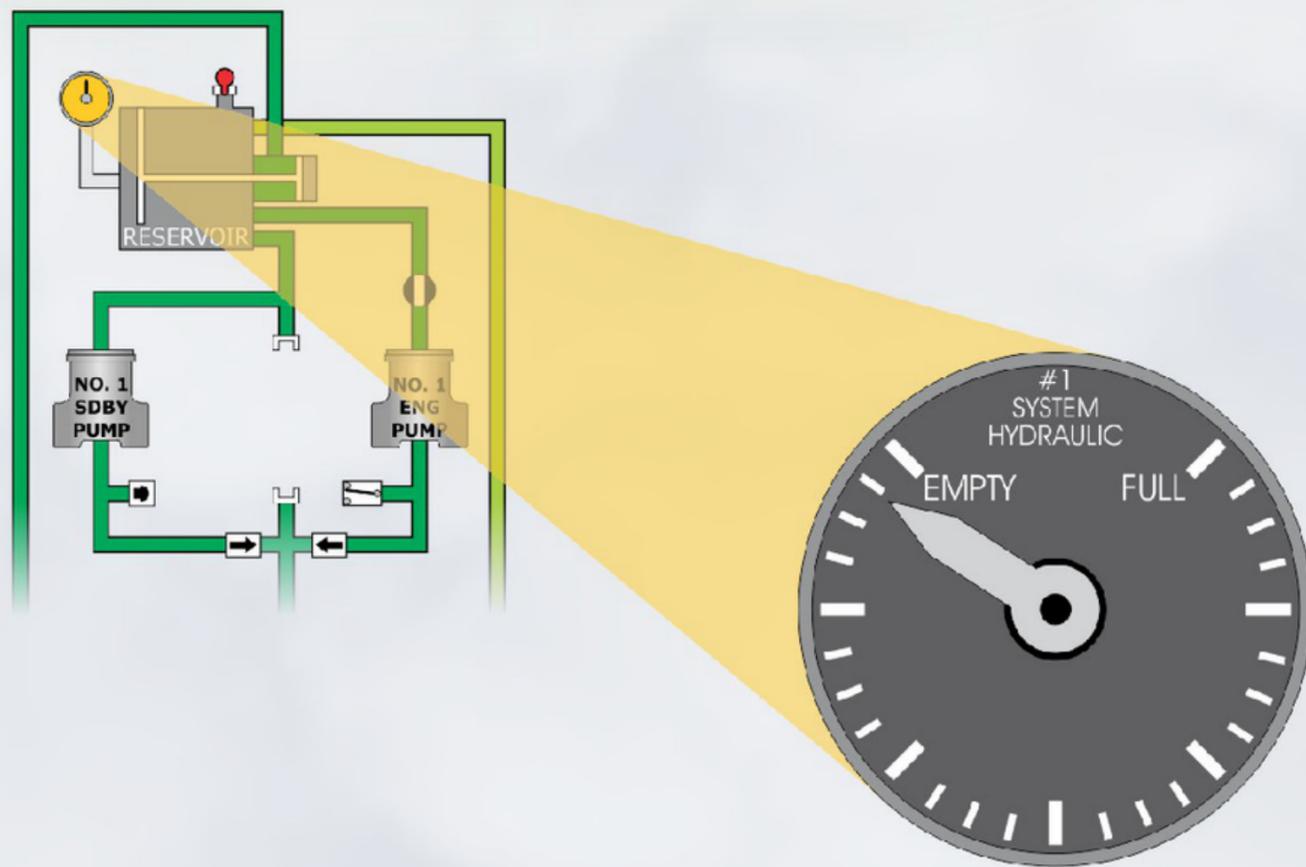
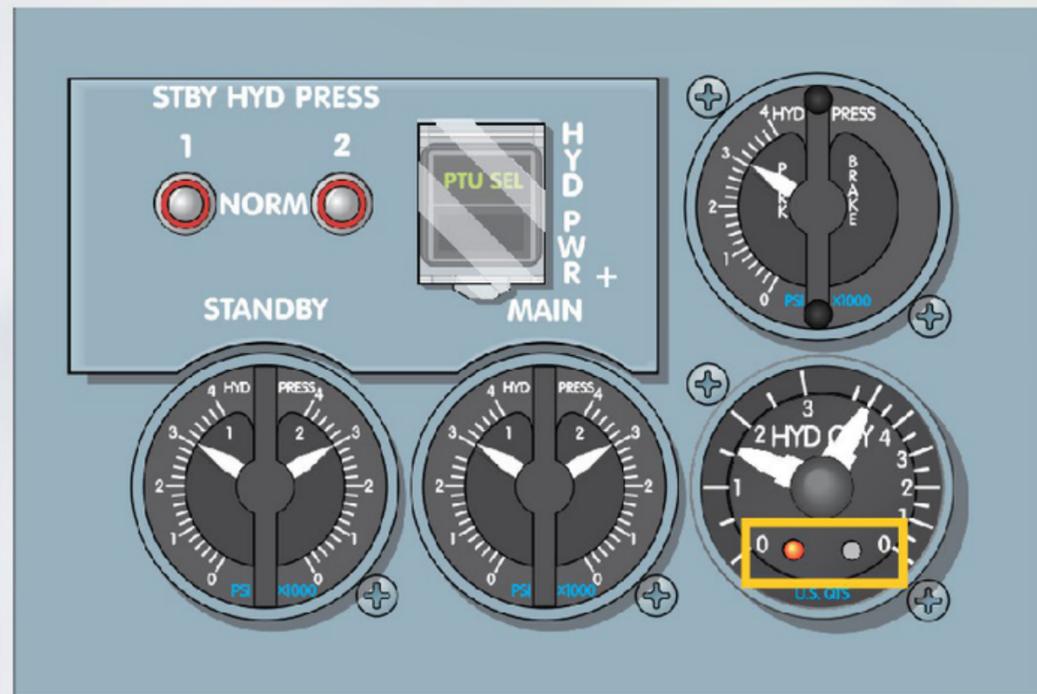
**SYSTEM 1**      **SYSTEM 2**



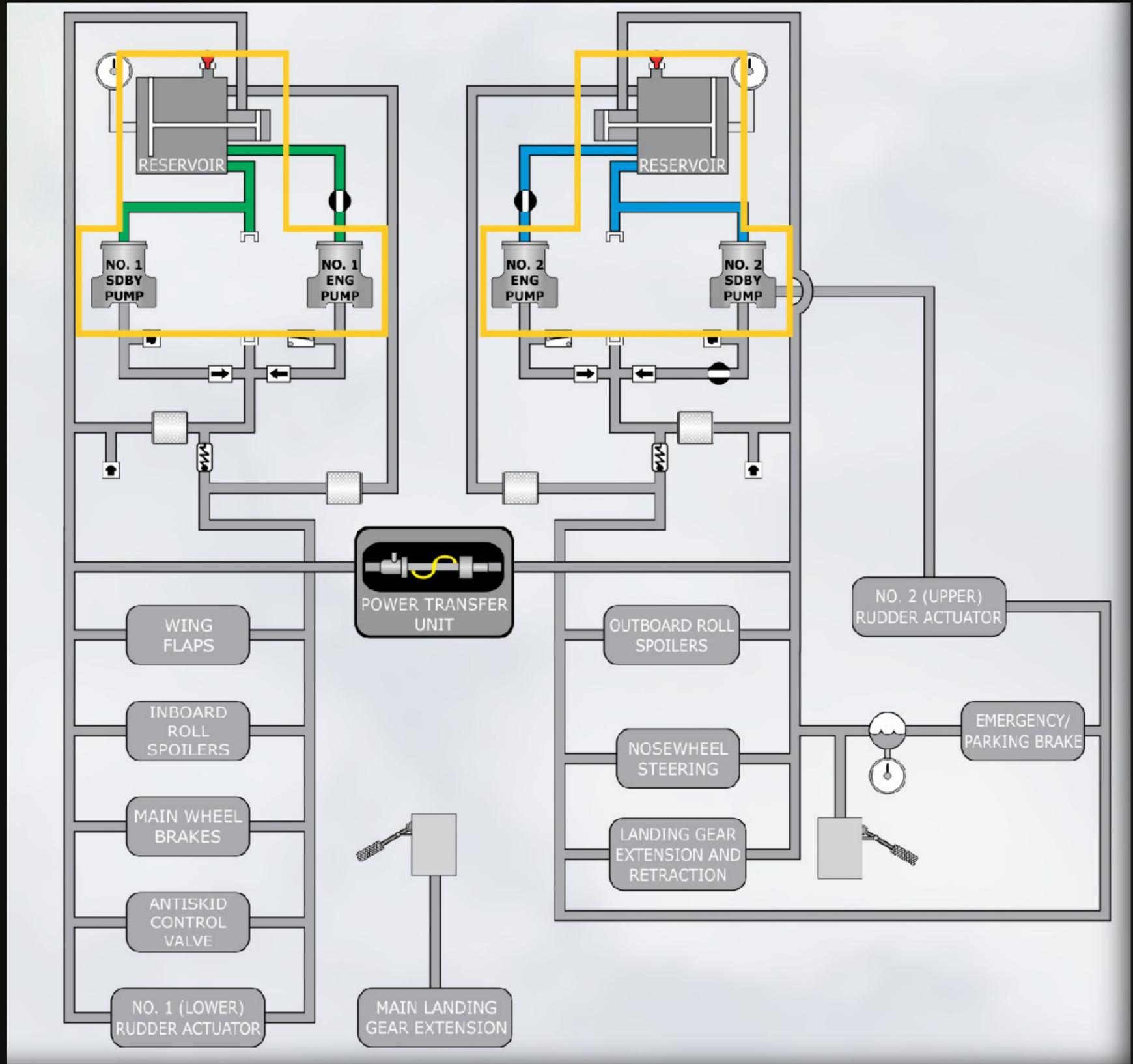
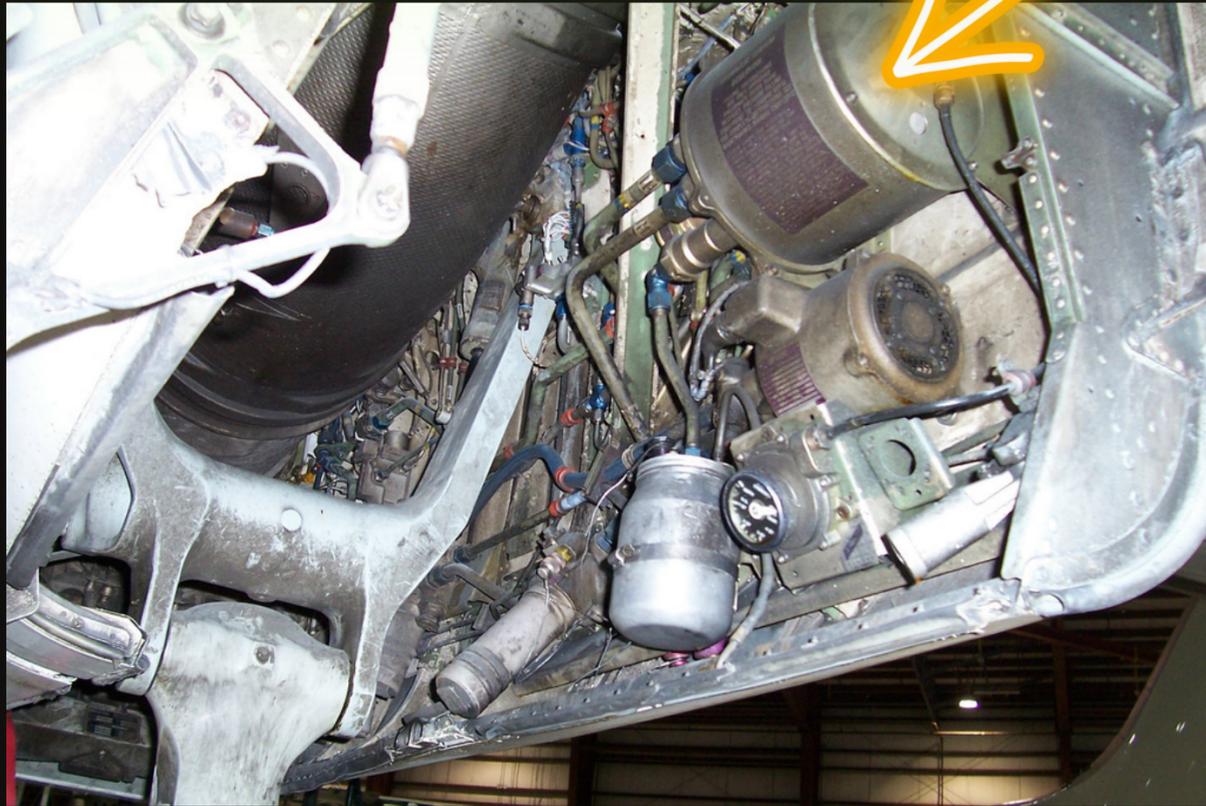
# HYDRAULIQUE QTY



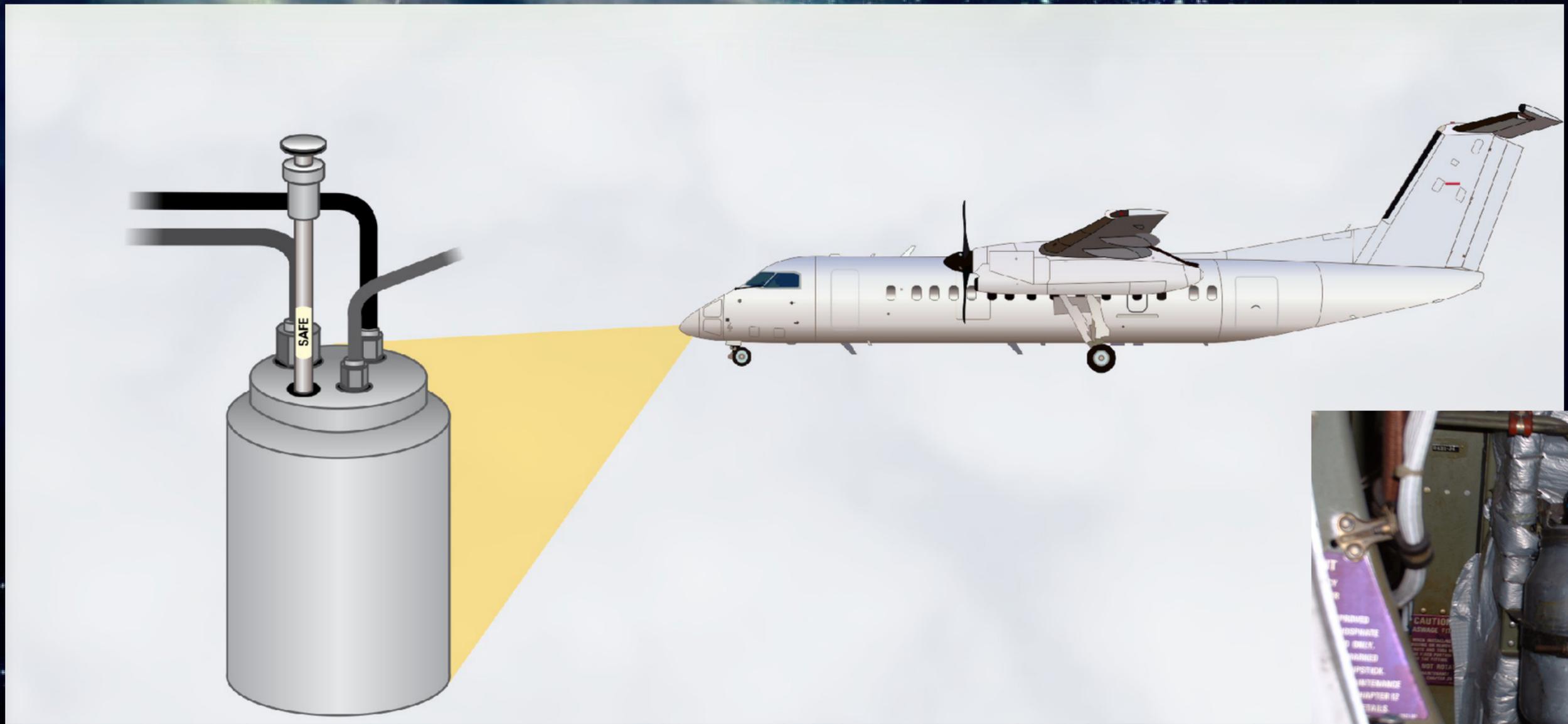
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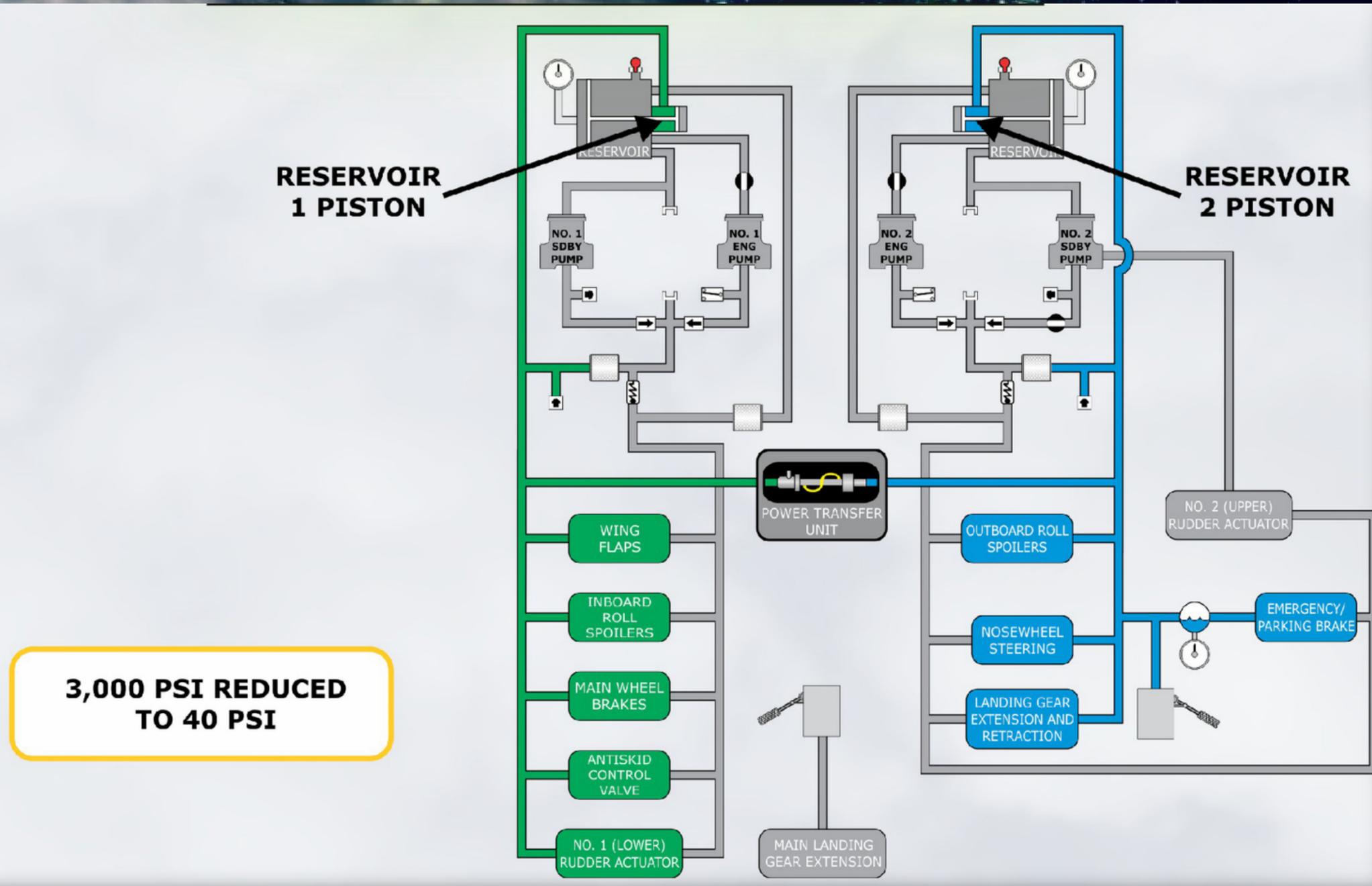
# RÉSERVOIRS



# EMERGENCY RÉSERVOIRS



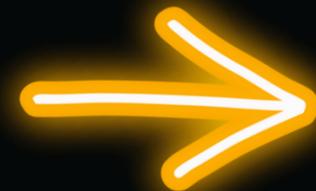
# RÉSERVOIRS



# QUESTIONS!

Combien de pression  
la pompe "standby" ou  
SPU délivre-t-elle?

**RÉPONSE**



**2 900 PSI**

# QUESTIONS!

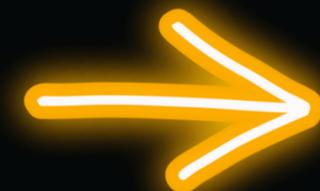
À quelle température la  
lumière

#1 HYD FLUID HOT ou

# 2 HYD FLUID HOT

caution light allumera-t-elle?

**RÉPONSE**



**109 °C**

# QUESTIONS!

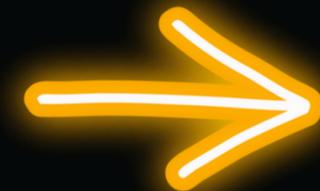
À quelle pression hydraulique la  
lumière

#1 ENG HYD PUMP ou

#2 ENG HYD PUMP

caution light allumera-t-elle?

**RÉPONSE**



**2000 PSI**

# QUESTIONS!

À quel moment les "standby hydraulic pumps" vont-elles fonctionner automatiquement (NORM position)?

**RÉPONSE**



**LORSQUE LES FLAPS SONT UTILISÉS**

# QUESTIONS!

À quoi sert le  
Power Transfer Unit (PTU)?

**RÉPONSE**



**ASSISTER LA POMPE SPU PENDANT LA RÉTRACTION DU  
TRAIN D'ATERRISSAGE LORS D'UNE PANNE DU MOTEUR #2**

Que signifie "FARPIN"?

F FLAPS

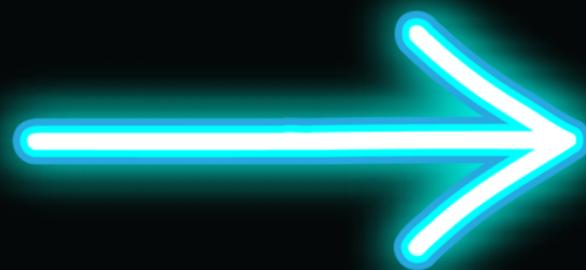
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



Que signifie "LOSER"?

L

LANDING GEAR

O

OUTBOARD ROLL SPOILER

S

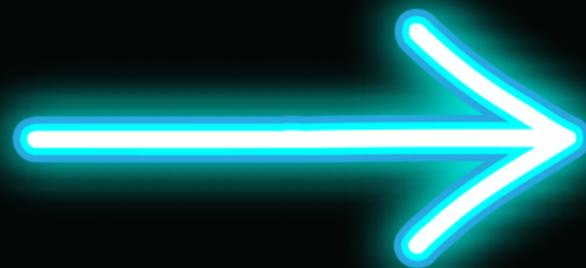
STEERING

E

EMERGENCY BRAKE

R

RUDDER 2



Que signifie "LOSER"?

F FLAPS

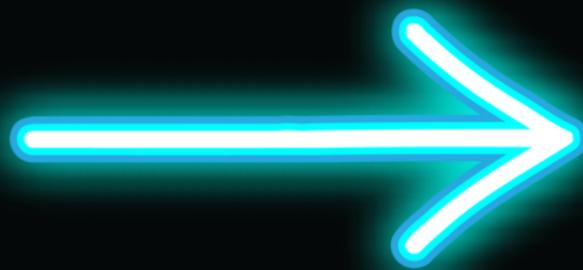
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



# SYSTEME HYDRAULIQUE # 1

F FLAPS

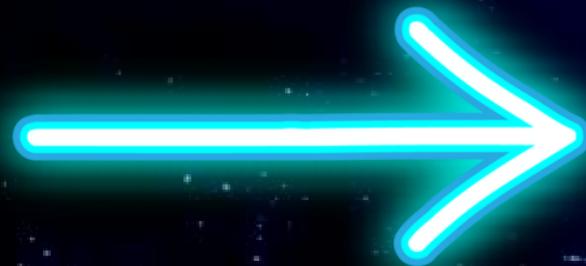
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



# SYSTÈME HYDRAULIQUE # 1

F FLAPS

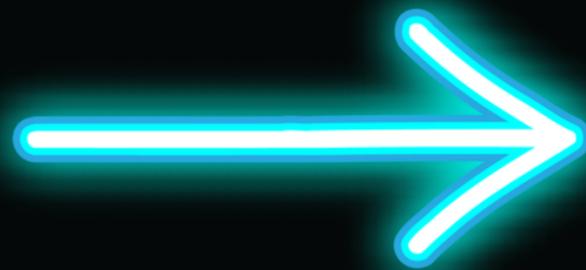
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



***MIN DISPATCH #1 SYSTEM 1.5 US QTS***

***MIN DISPATCH #2 SYSTEM 3.0 US QTS***

***LE SYSTÈME #2 EST PLUS GROS POUR PERMETTRE  
L'OPÉRATION DU TRAIN D'ATERRISSAGE.***

