

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



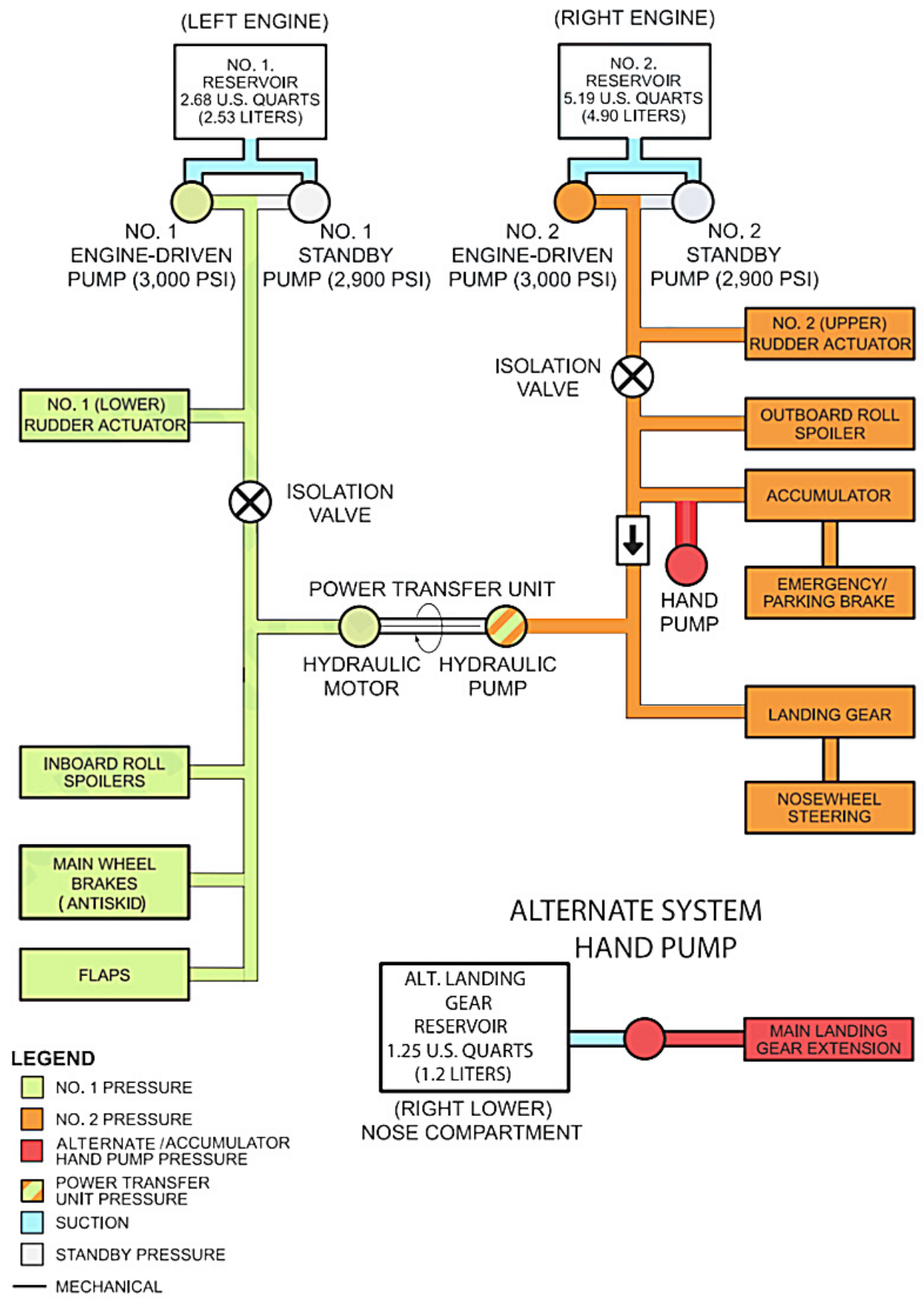
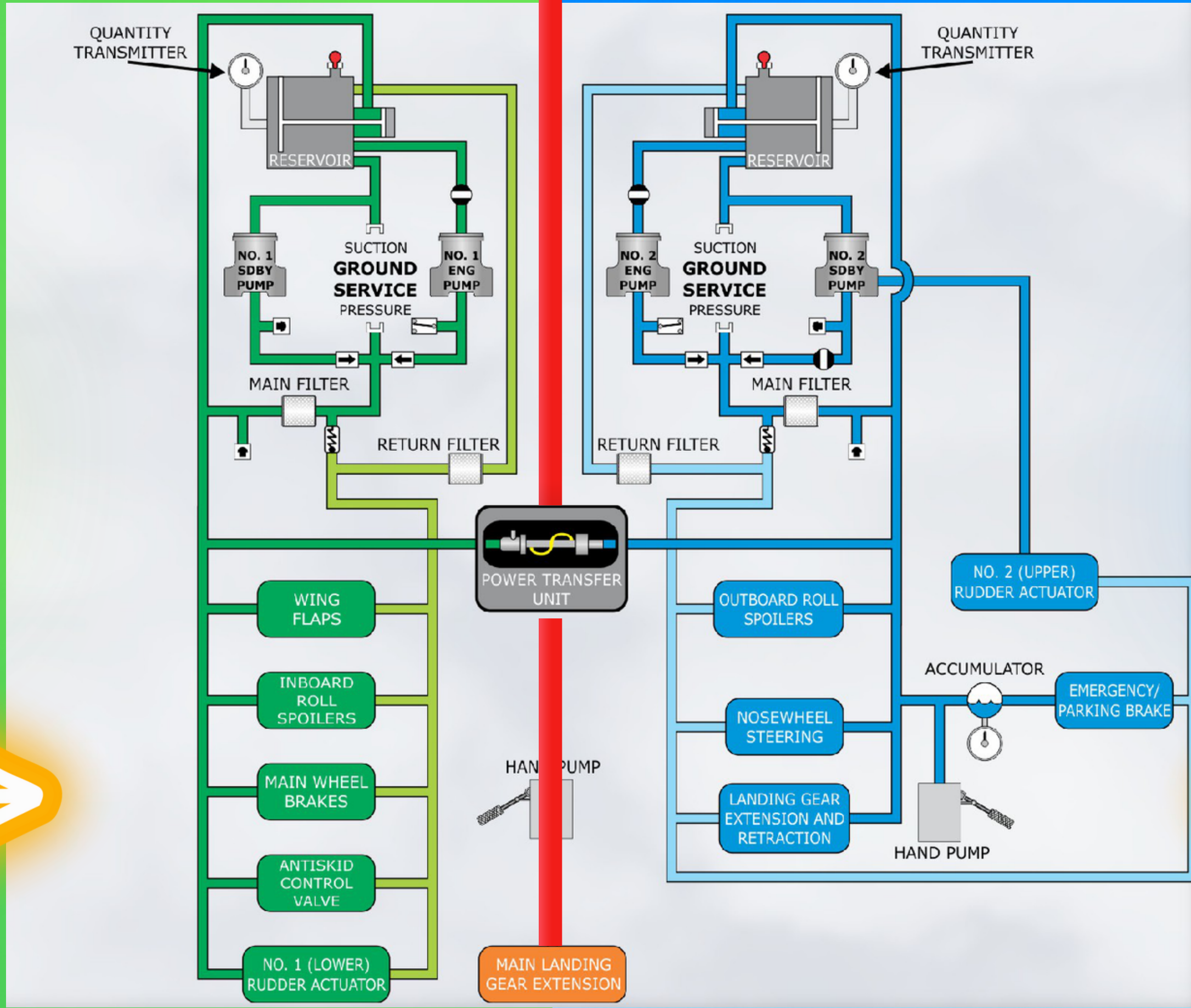


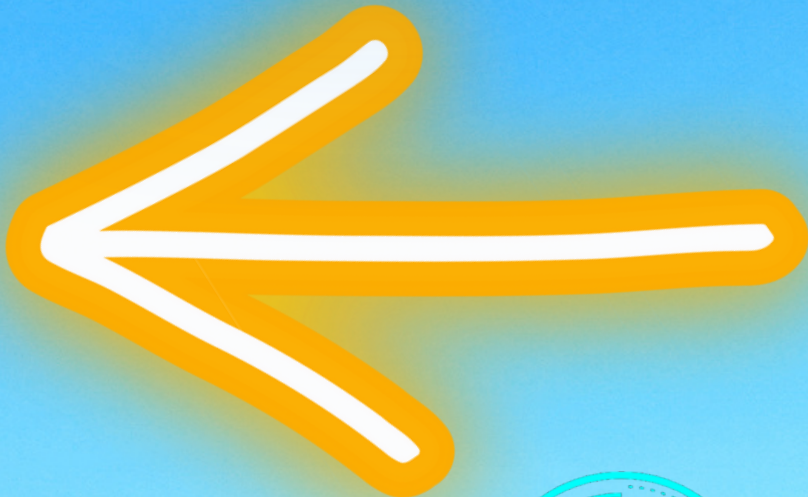
Figure 11-11. Hydraulic Power Distribution (Mod 8 / 2781 Series 100 and 300 Only)



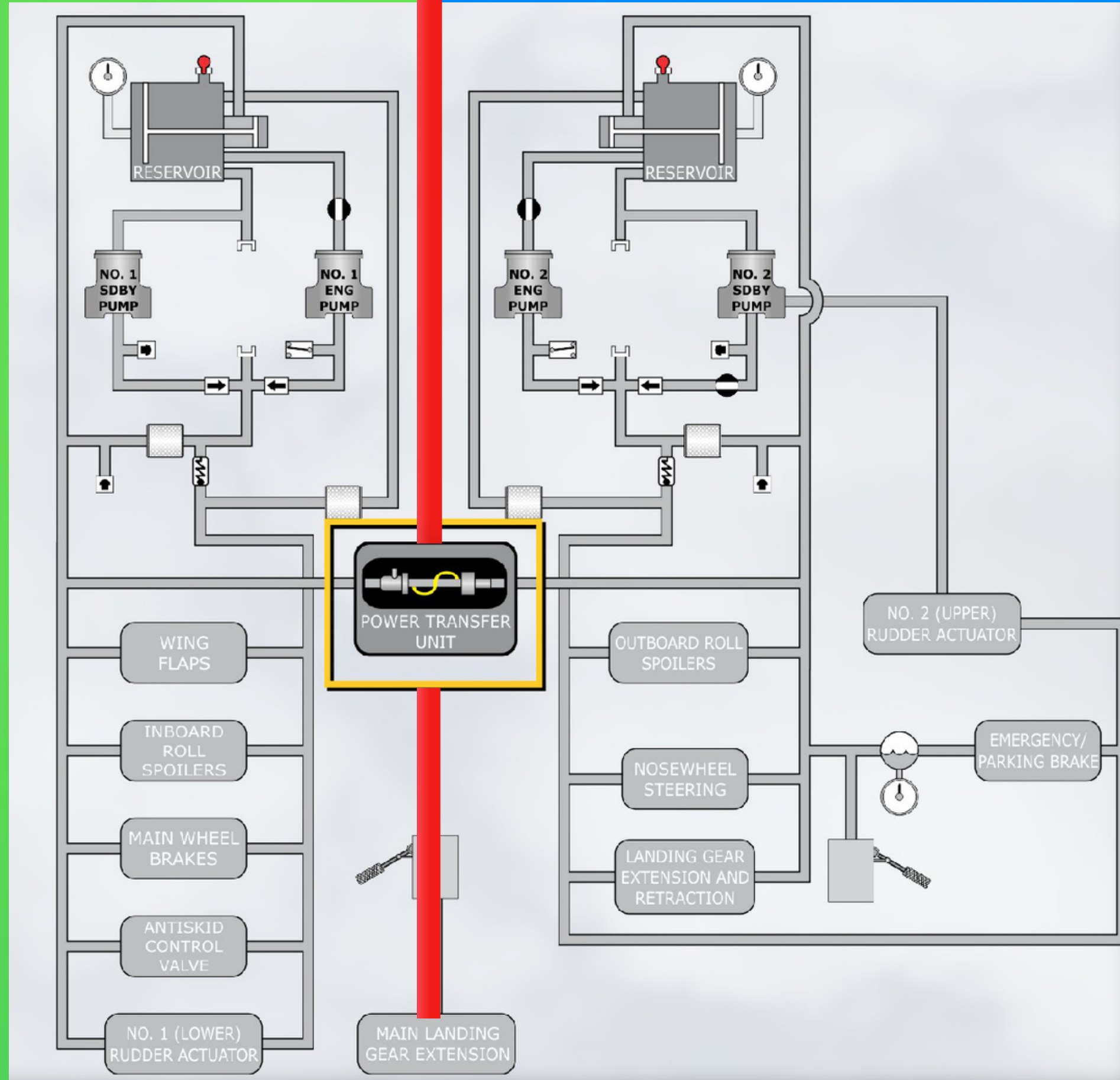
#1



#2



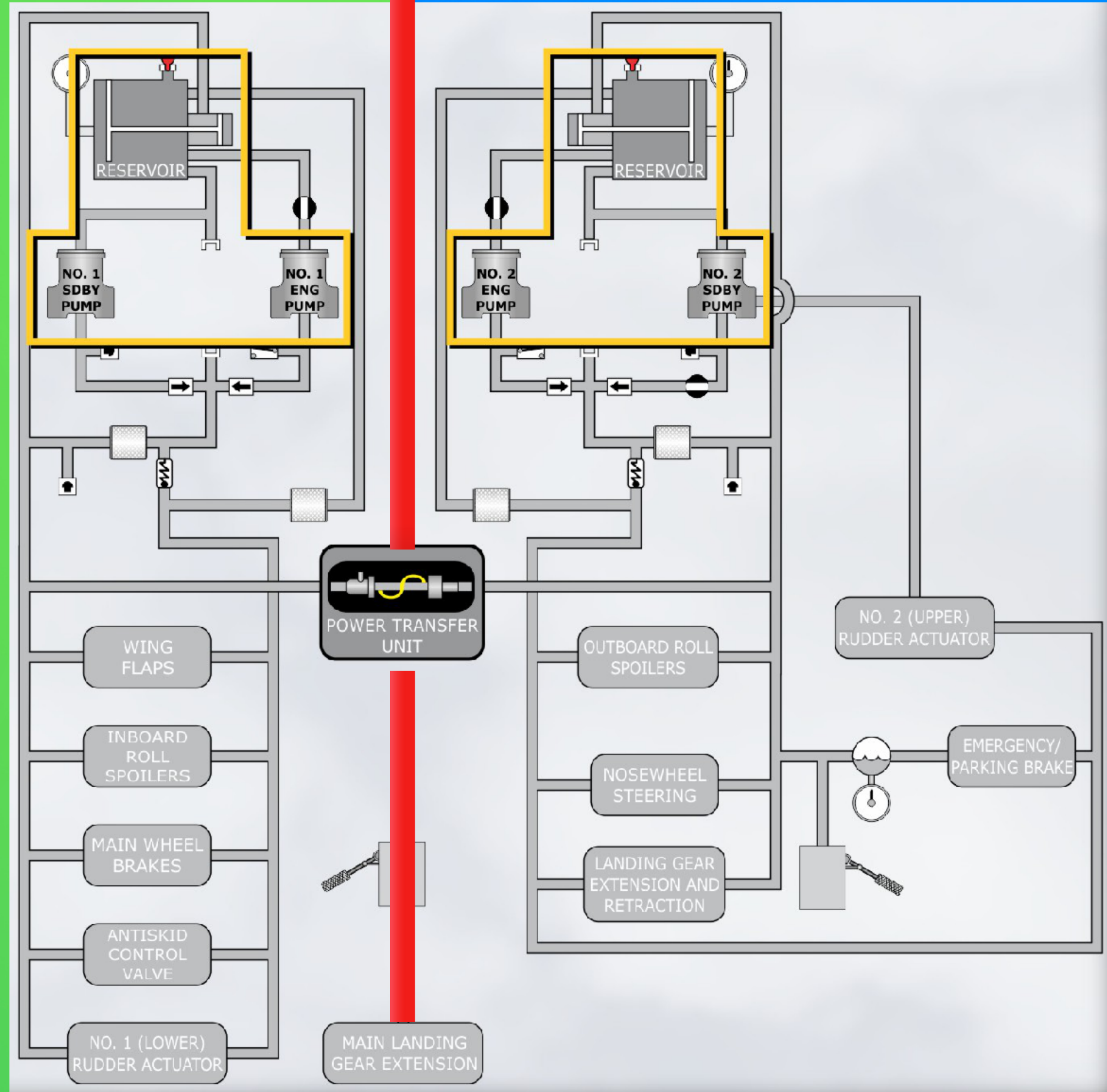
#1



#2



#1

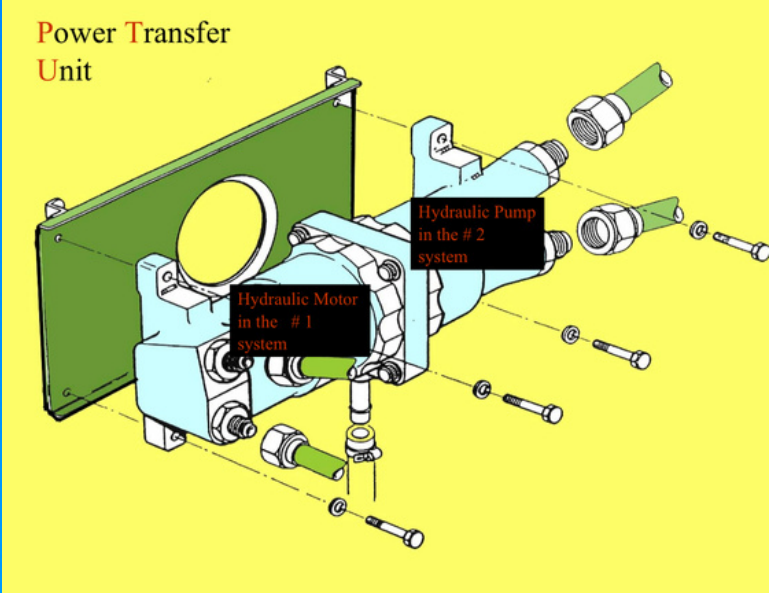
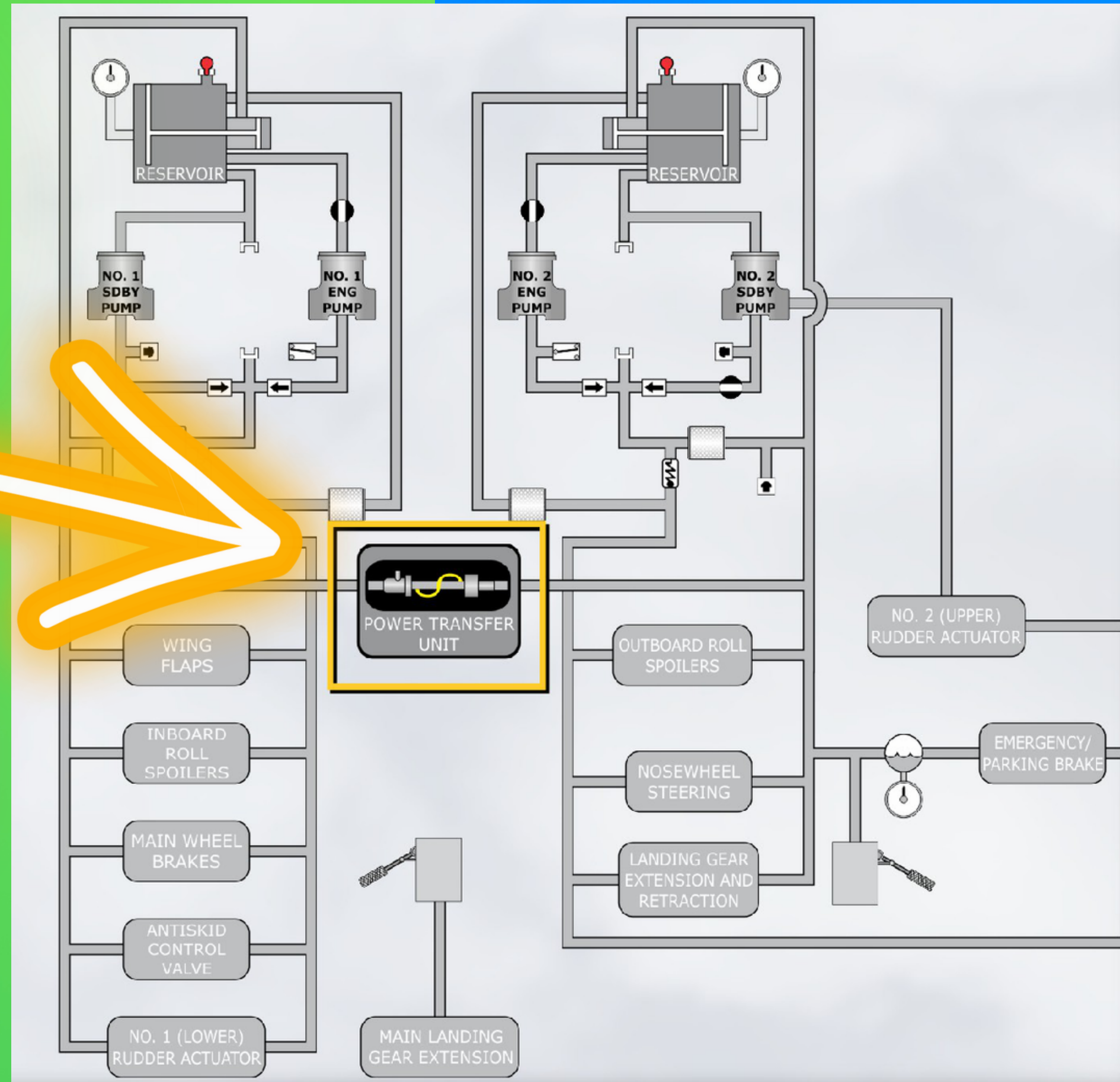


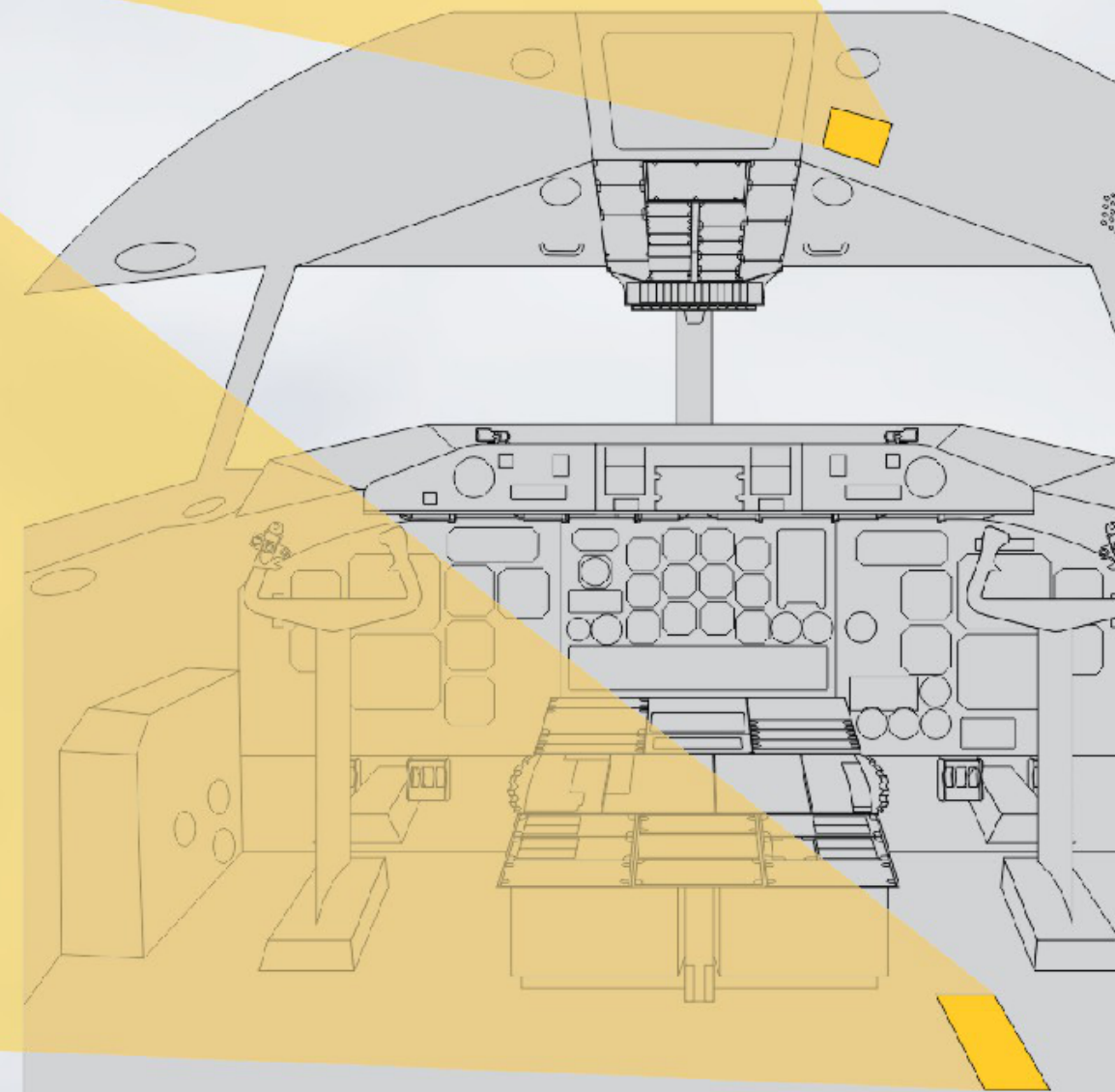
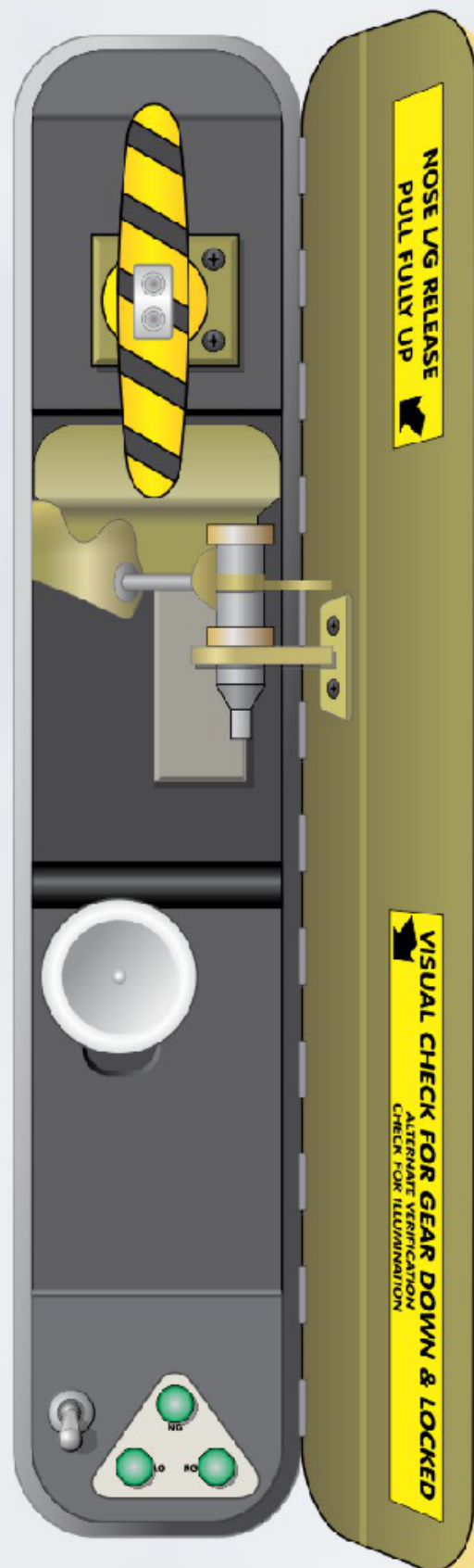
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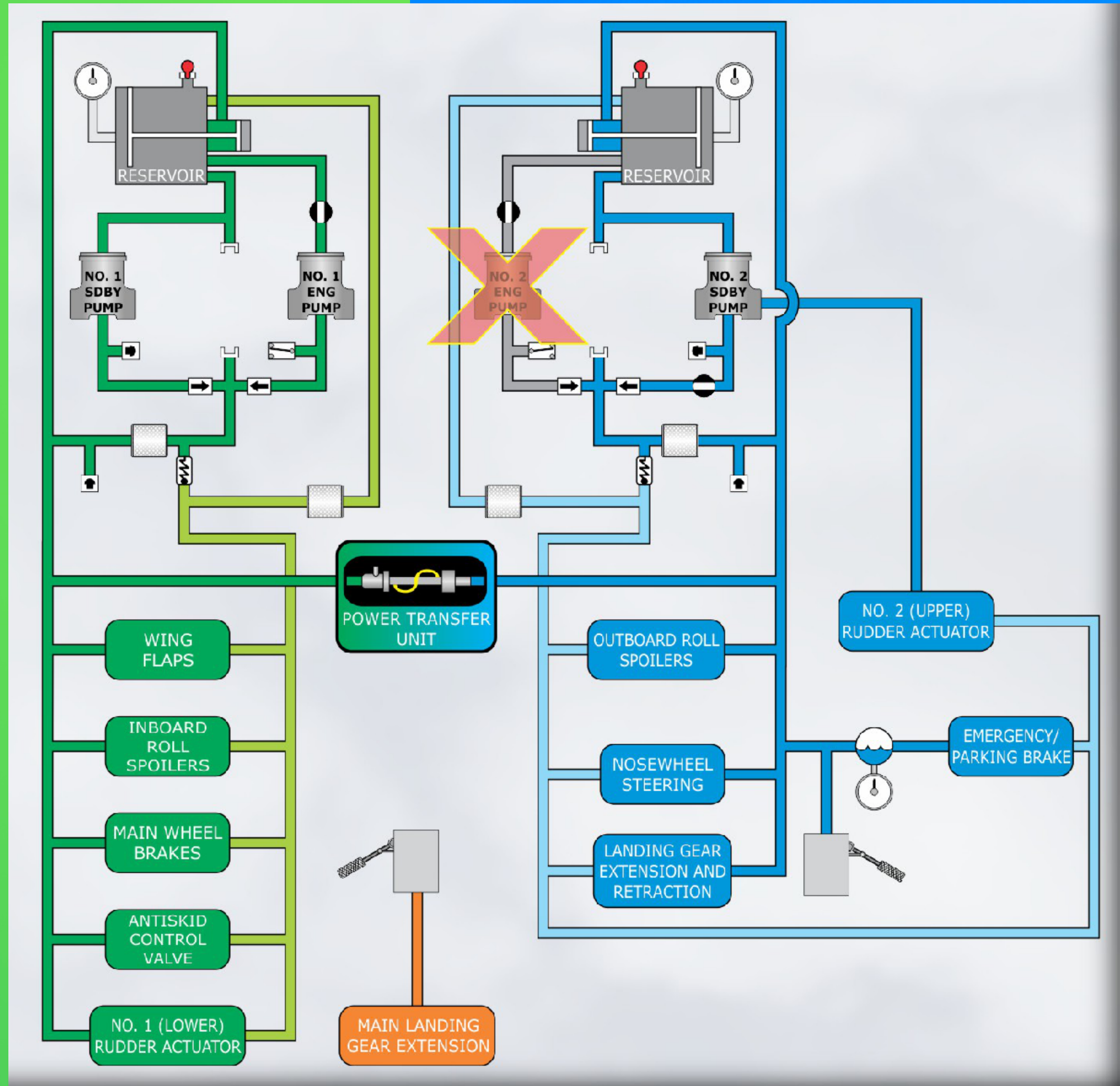


PTU

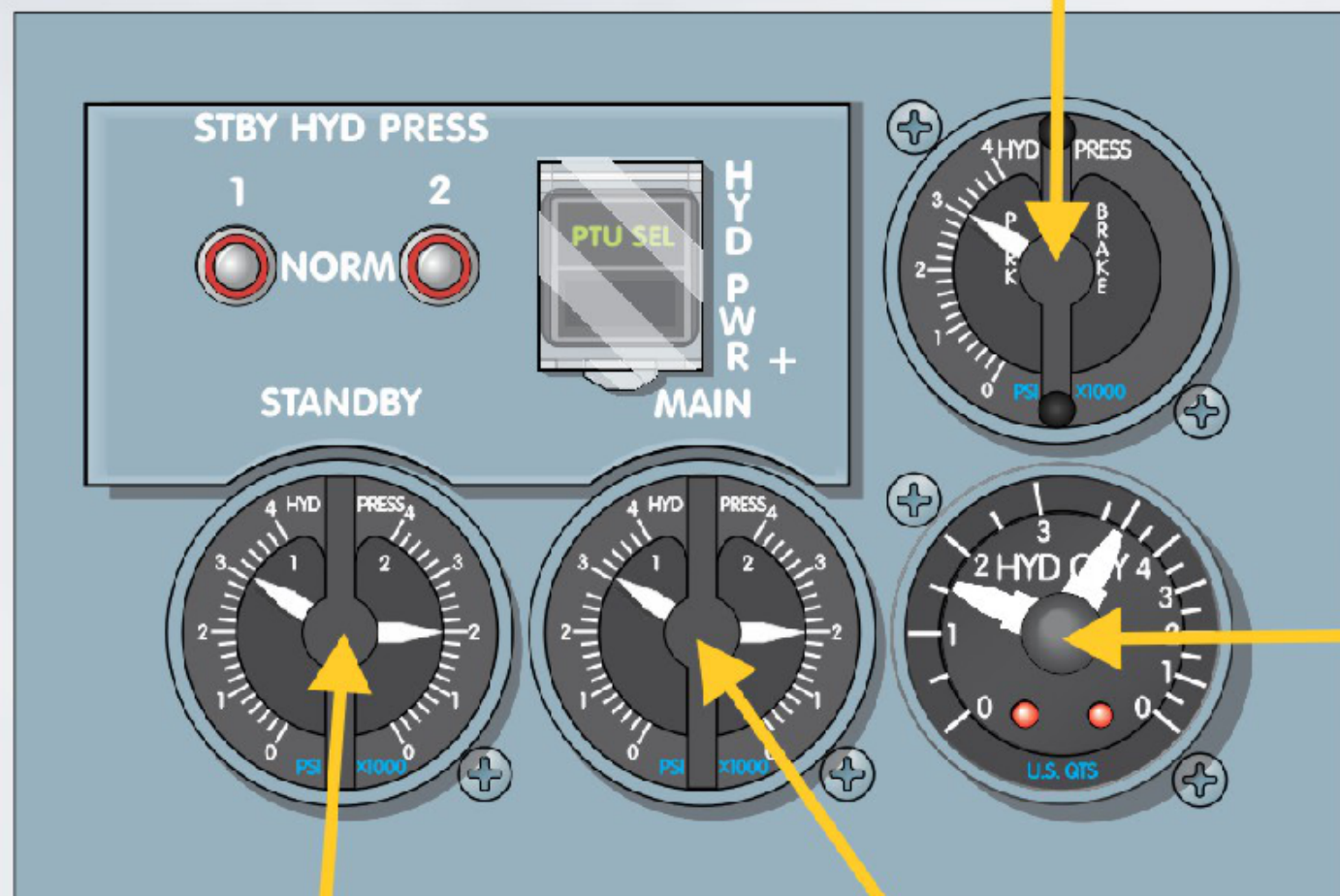
POWER TRANSFERT UNIT







BRAKE PRESSURE



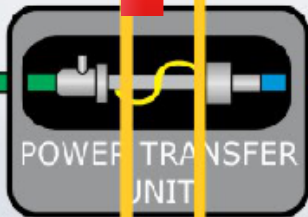
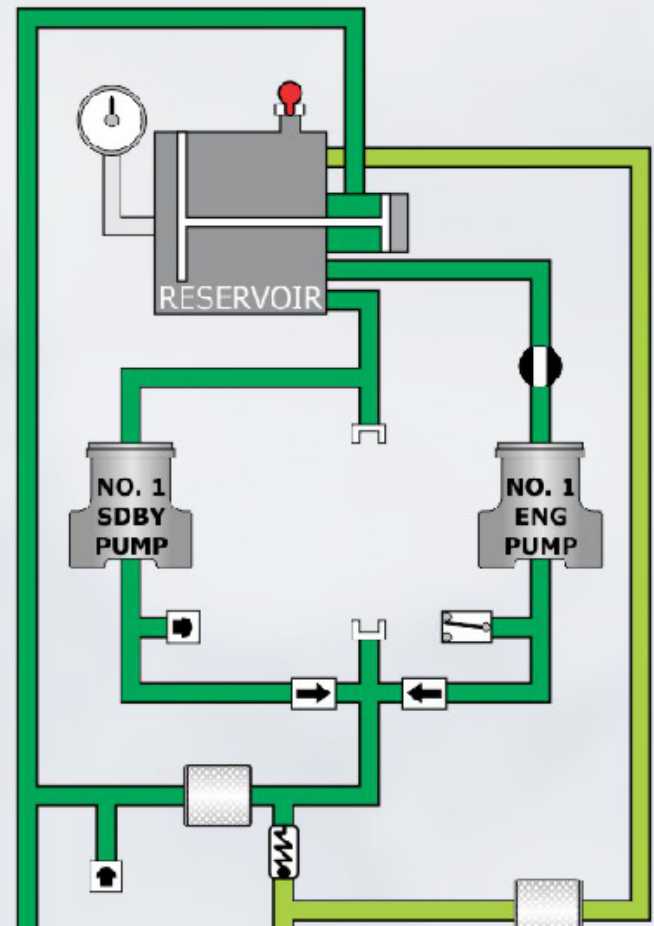
RESERVOIR QUANTITY

STANDBY PUMPS PRESSURE

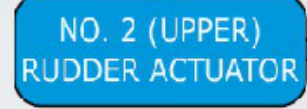
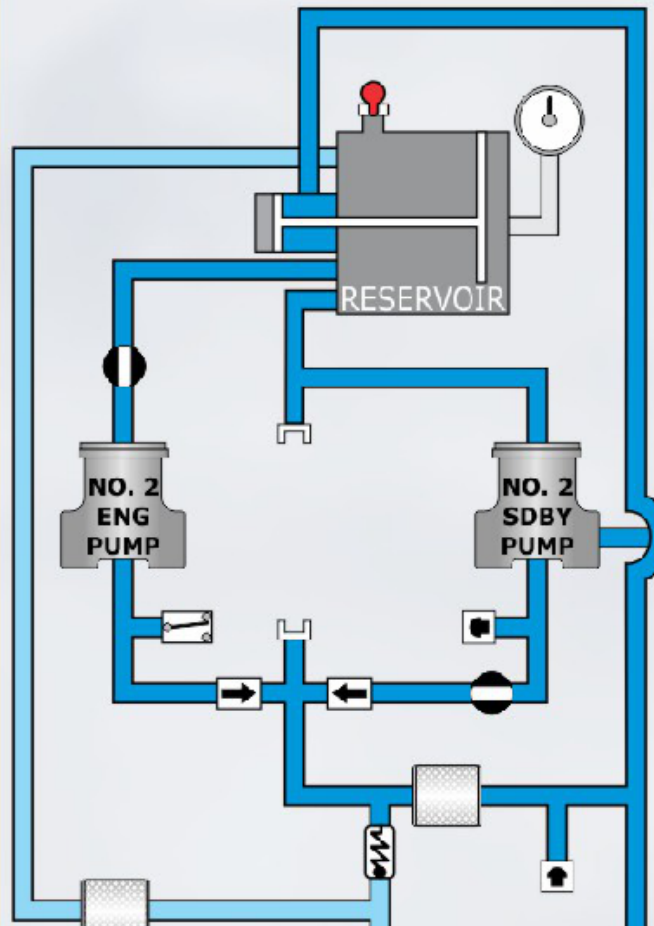
MAIN PUMPS PRESSURE



1



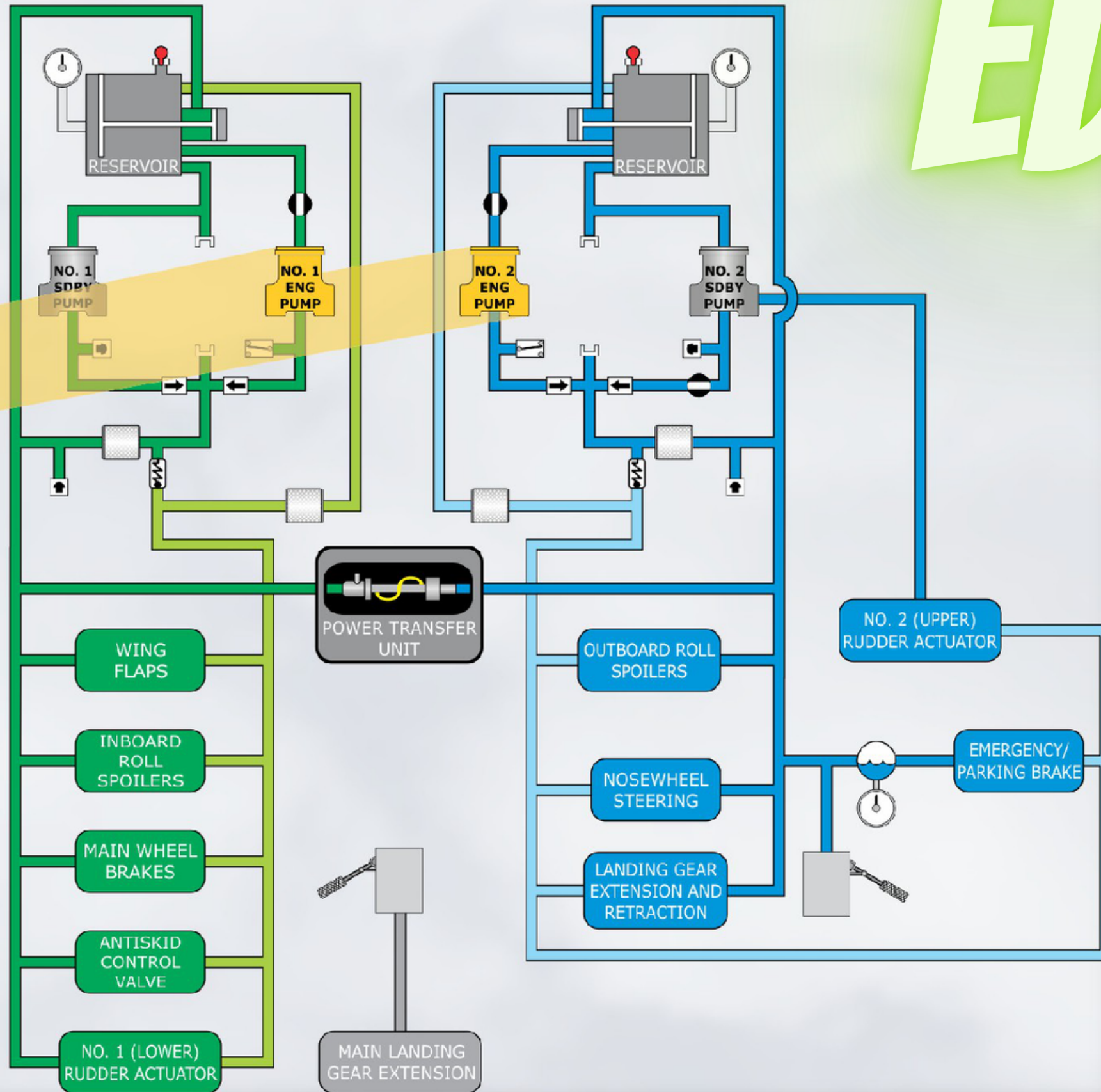
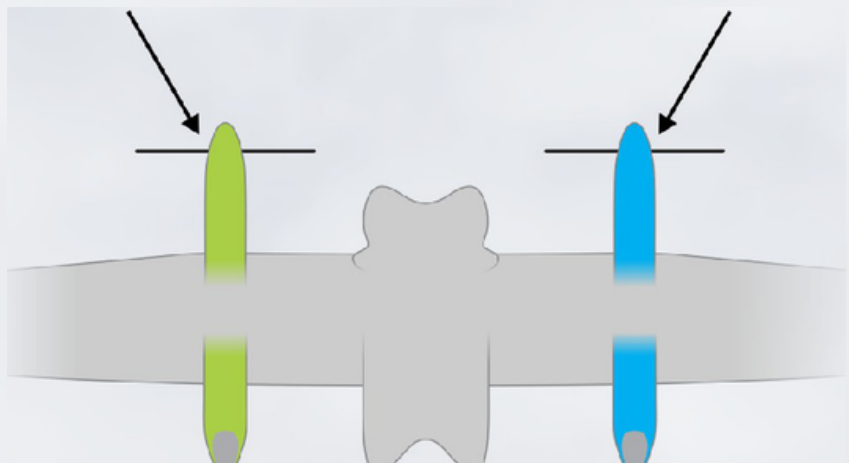
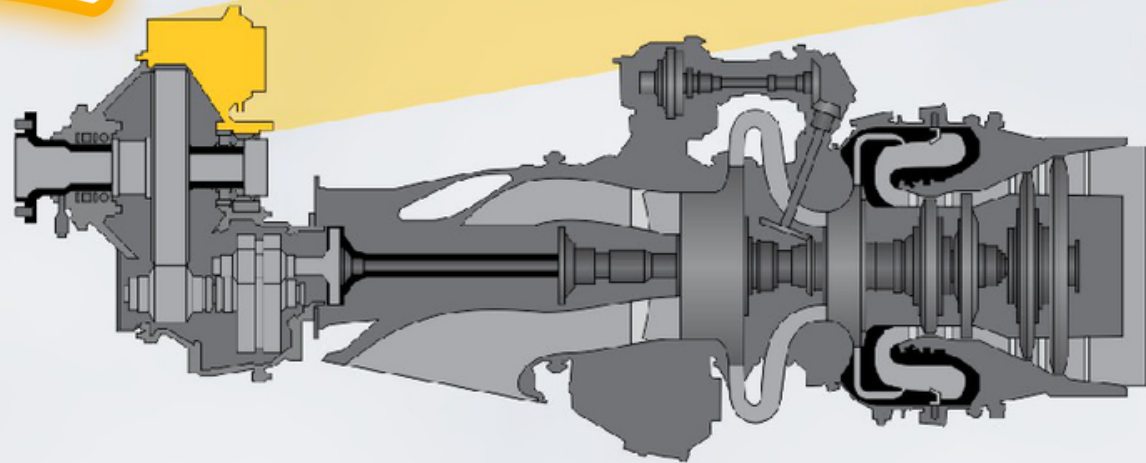
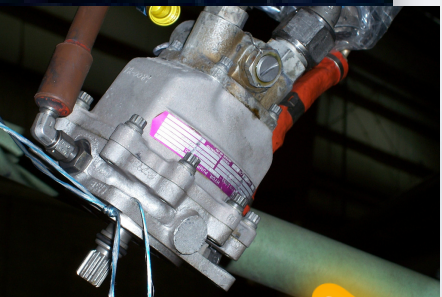
2



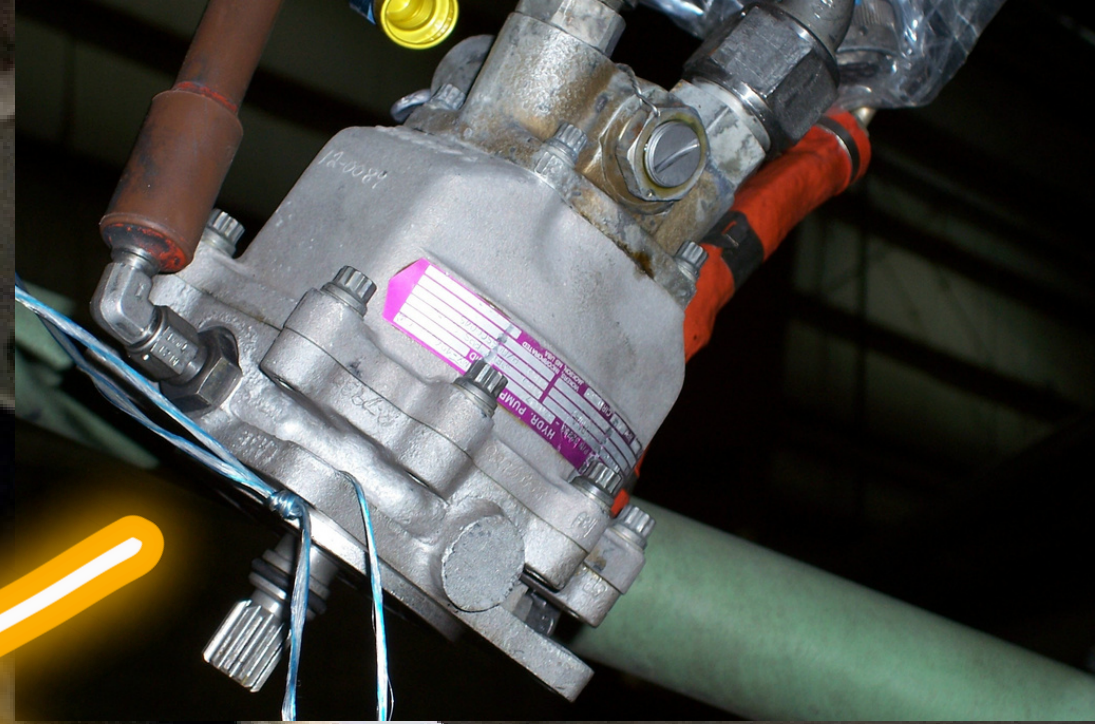
ENGINE DRIVEN PUMP

EDP

3000 PSI
38 US QUARTS
PER MINUTE
DISPLACEMENT

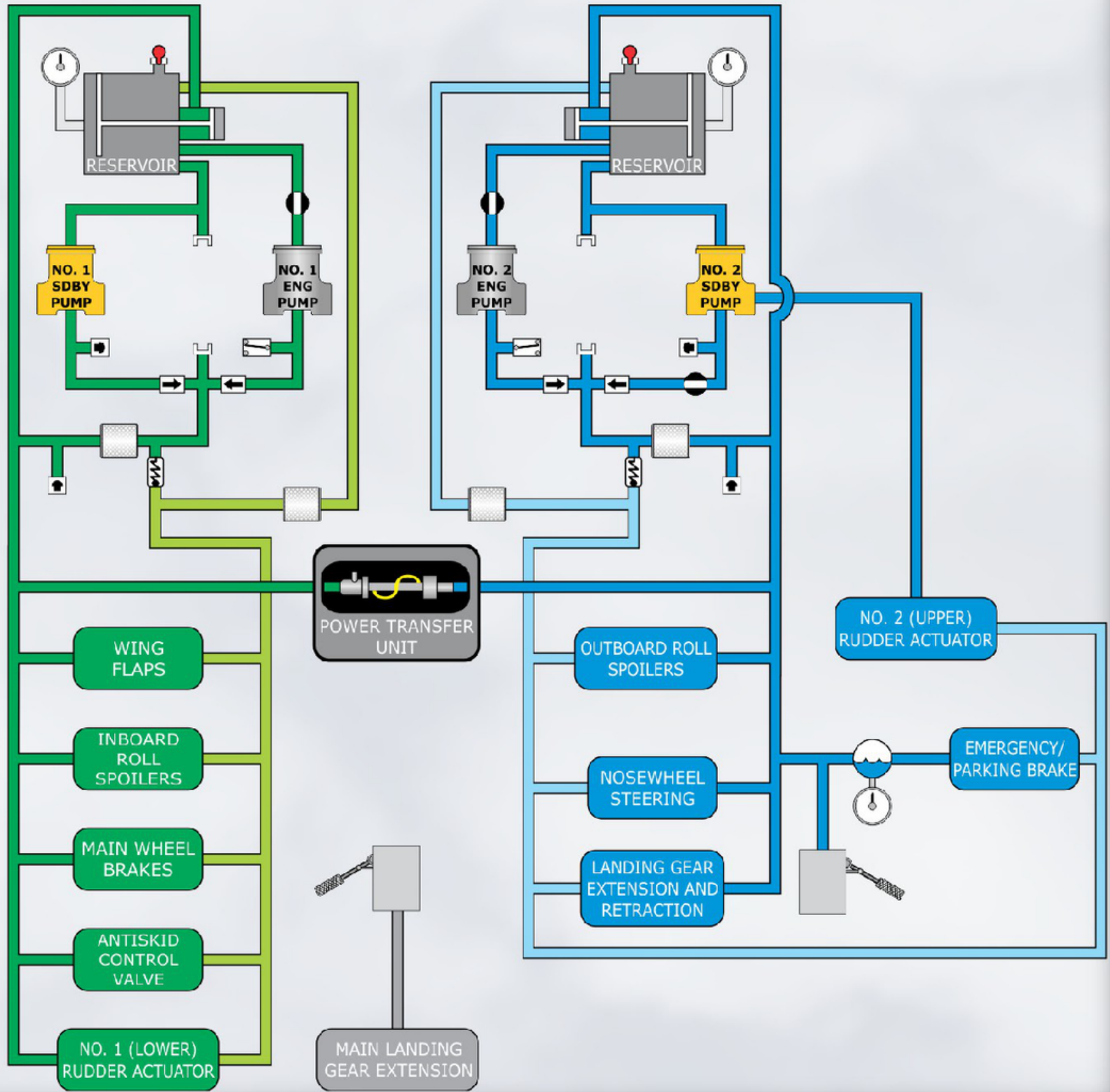


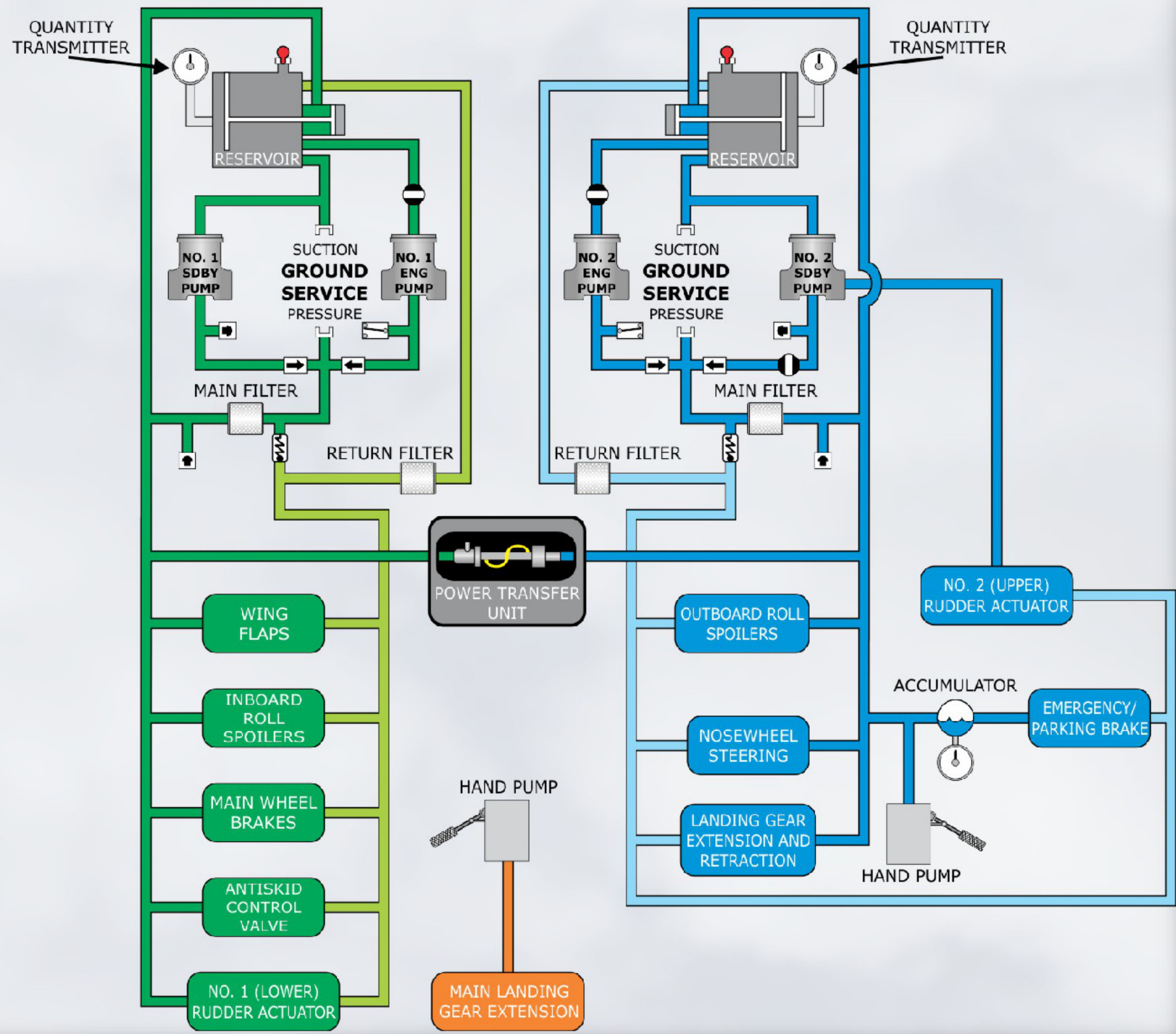
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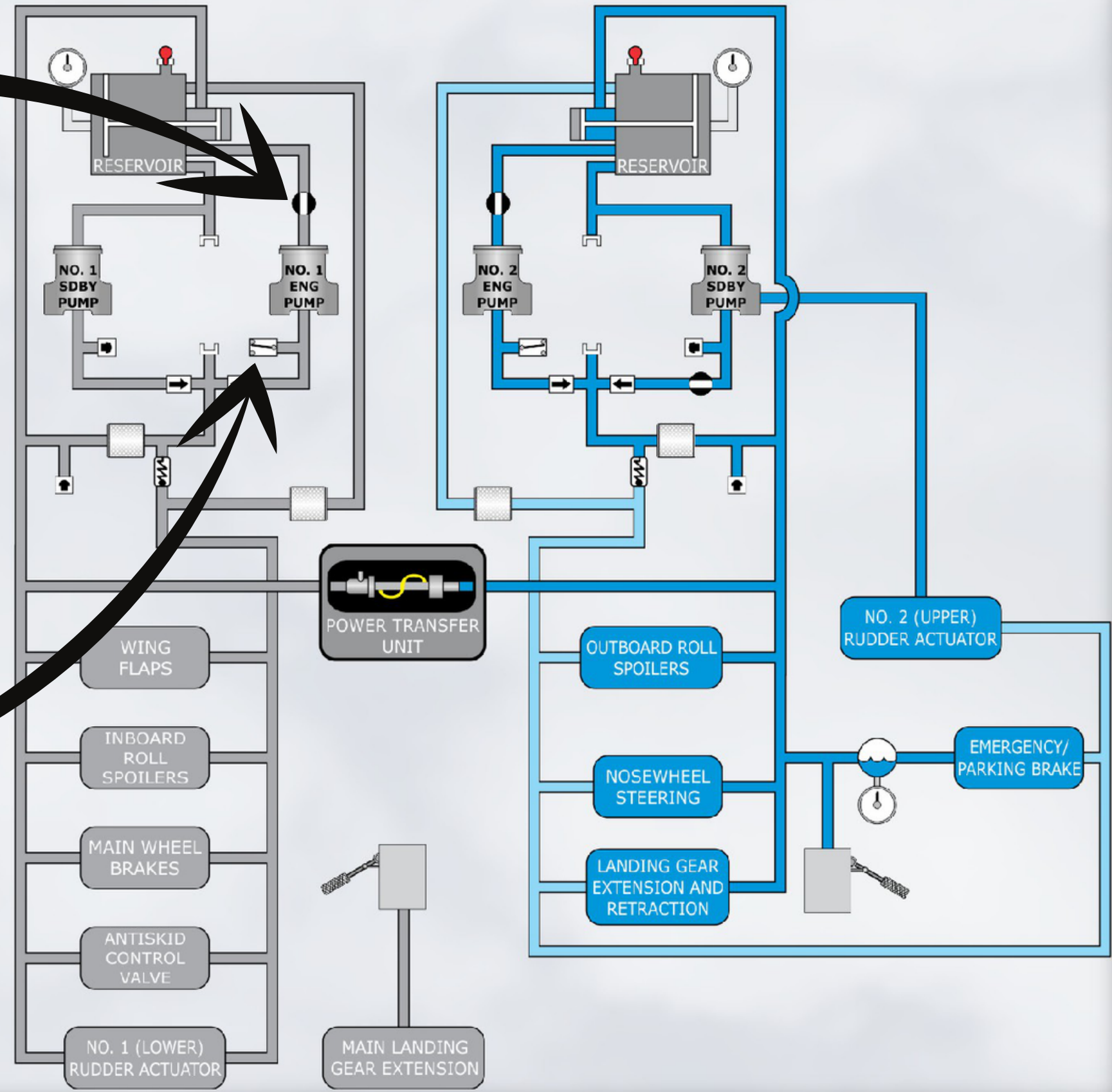
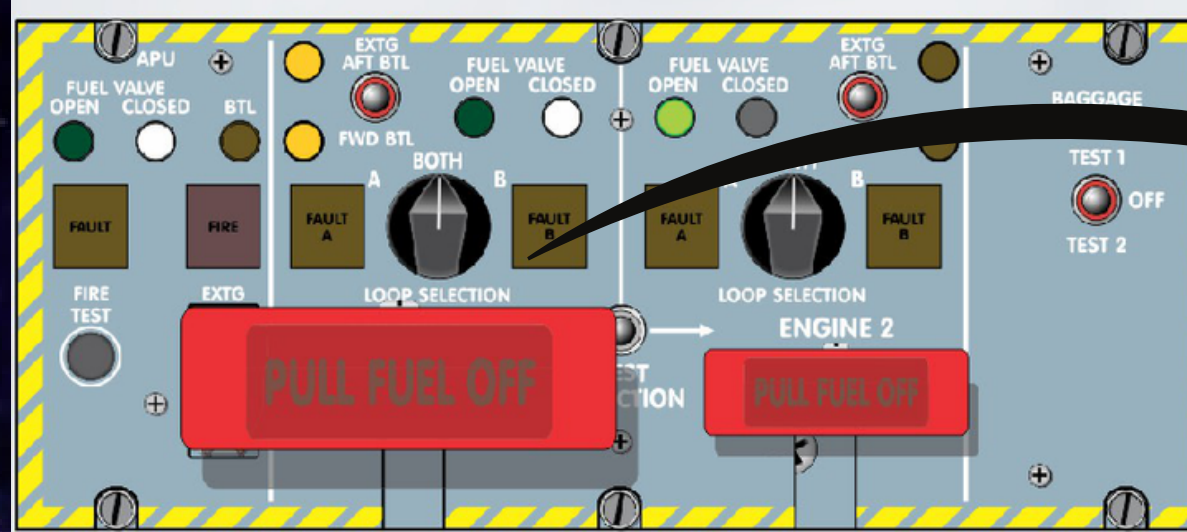


ENGINE DRIVEN PUMP

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

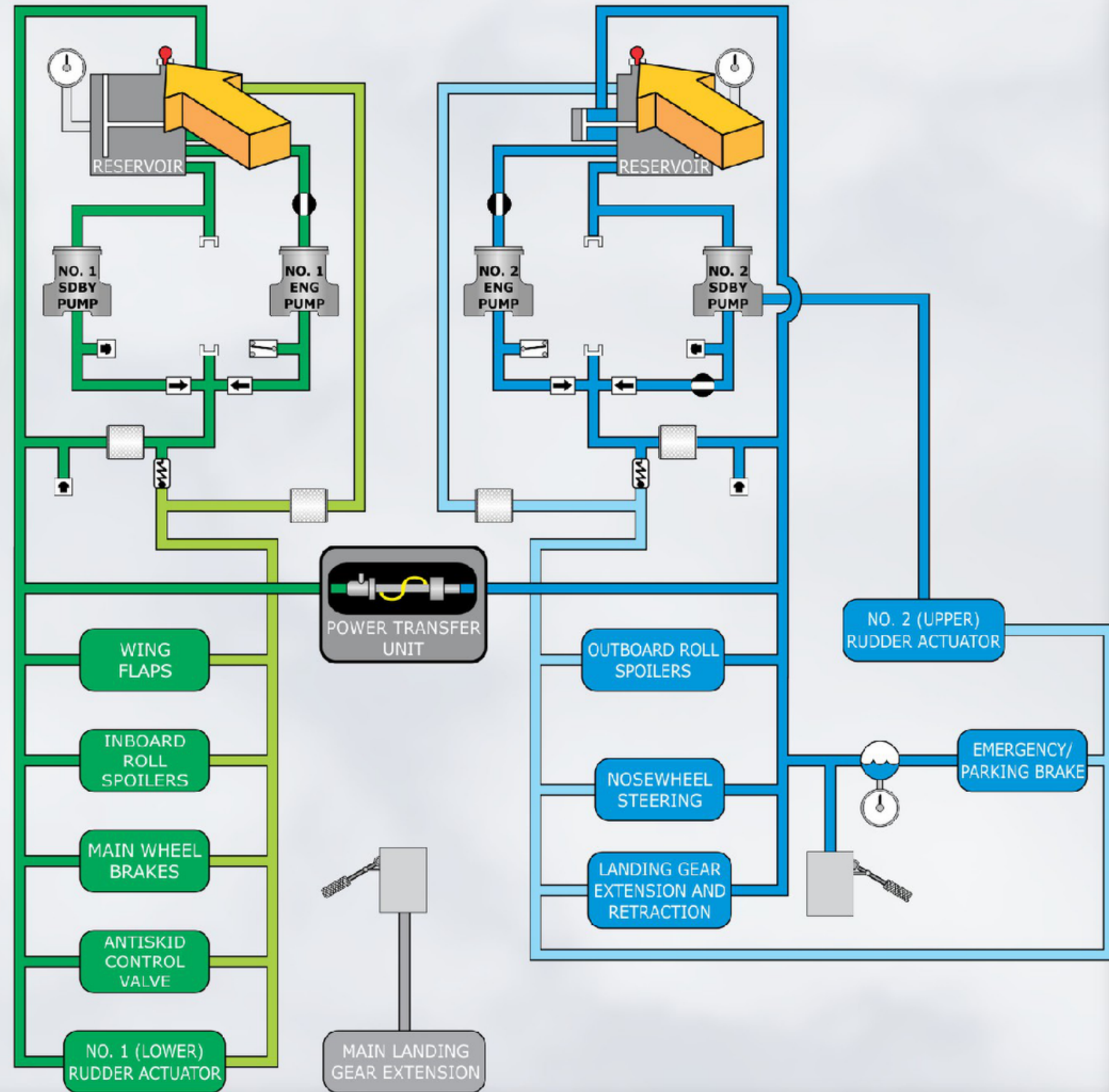
WHEN PRESSURE DECREASES BELOW 2,000 PSI

2000 PSI ↗

+109 °C

#1 HYD FLUID HOT

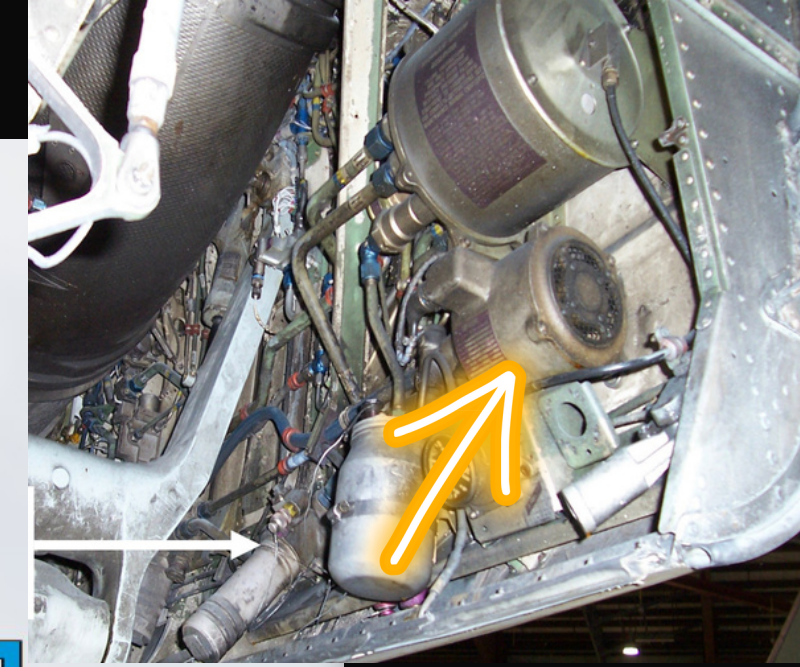
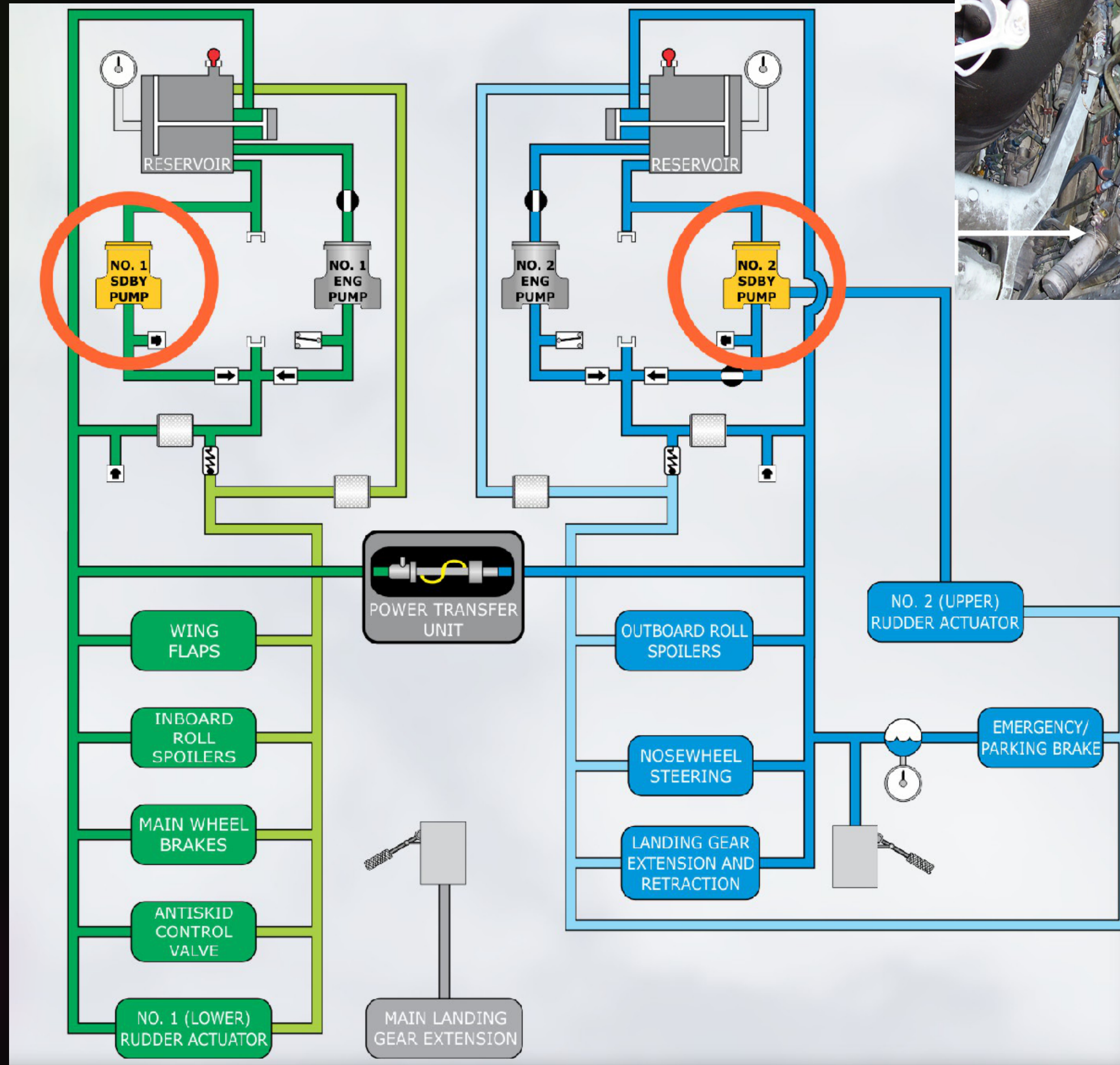
#2 HYD FLUID HOT



SPU

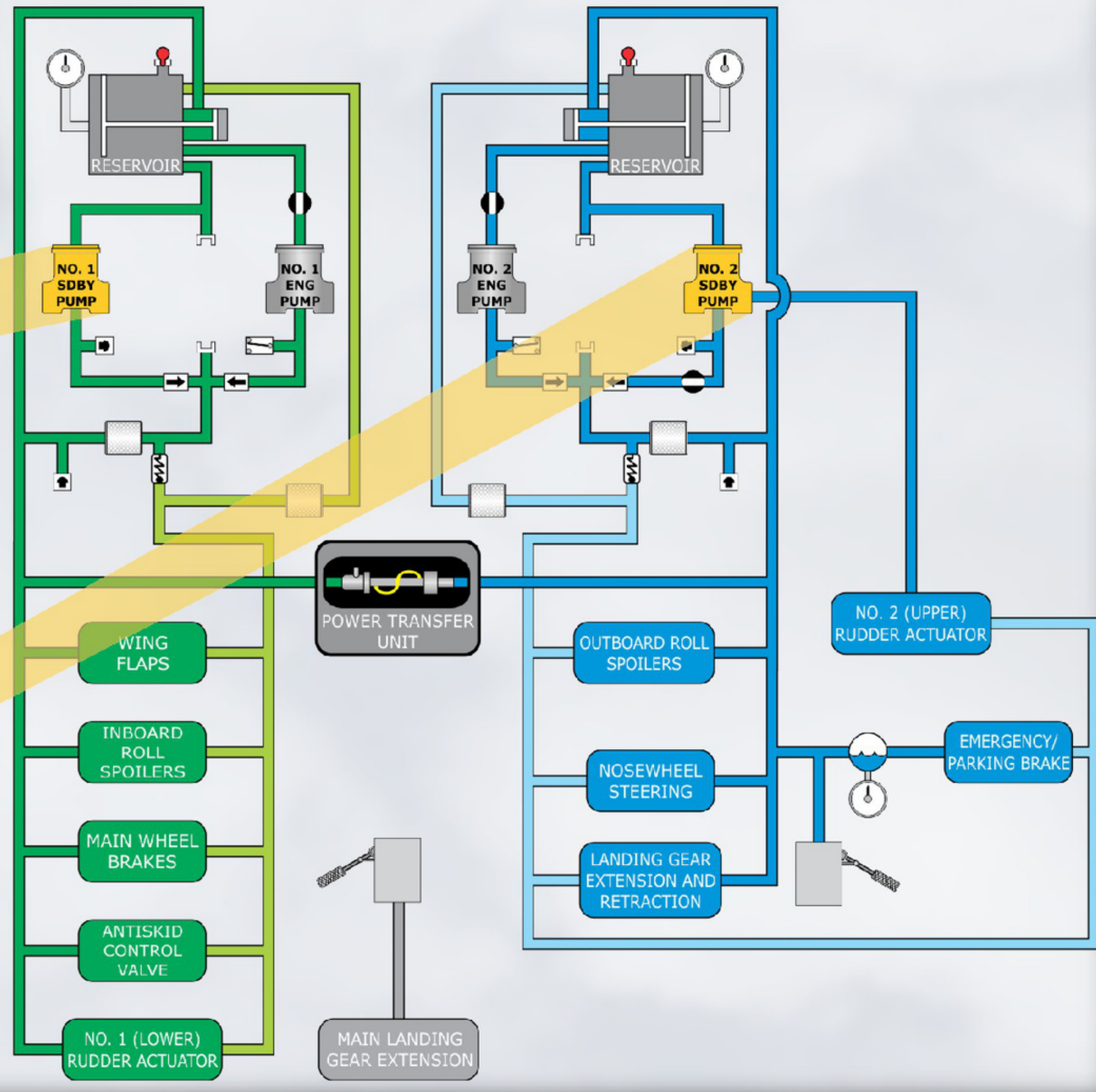


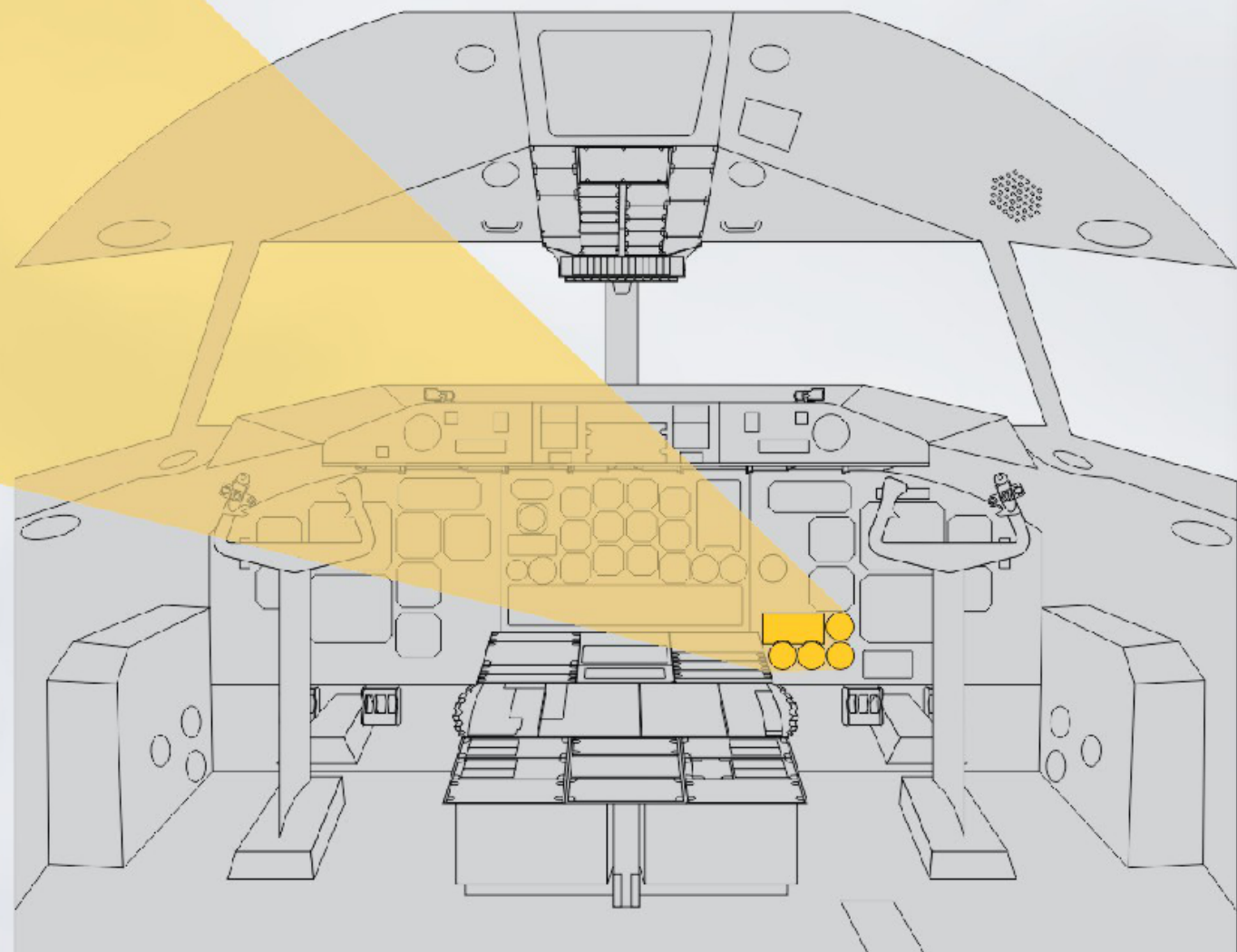
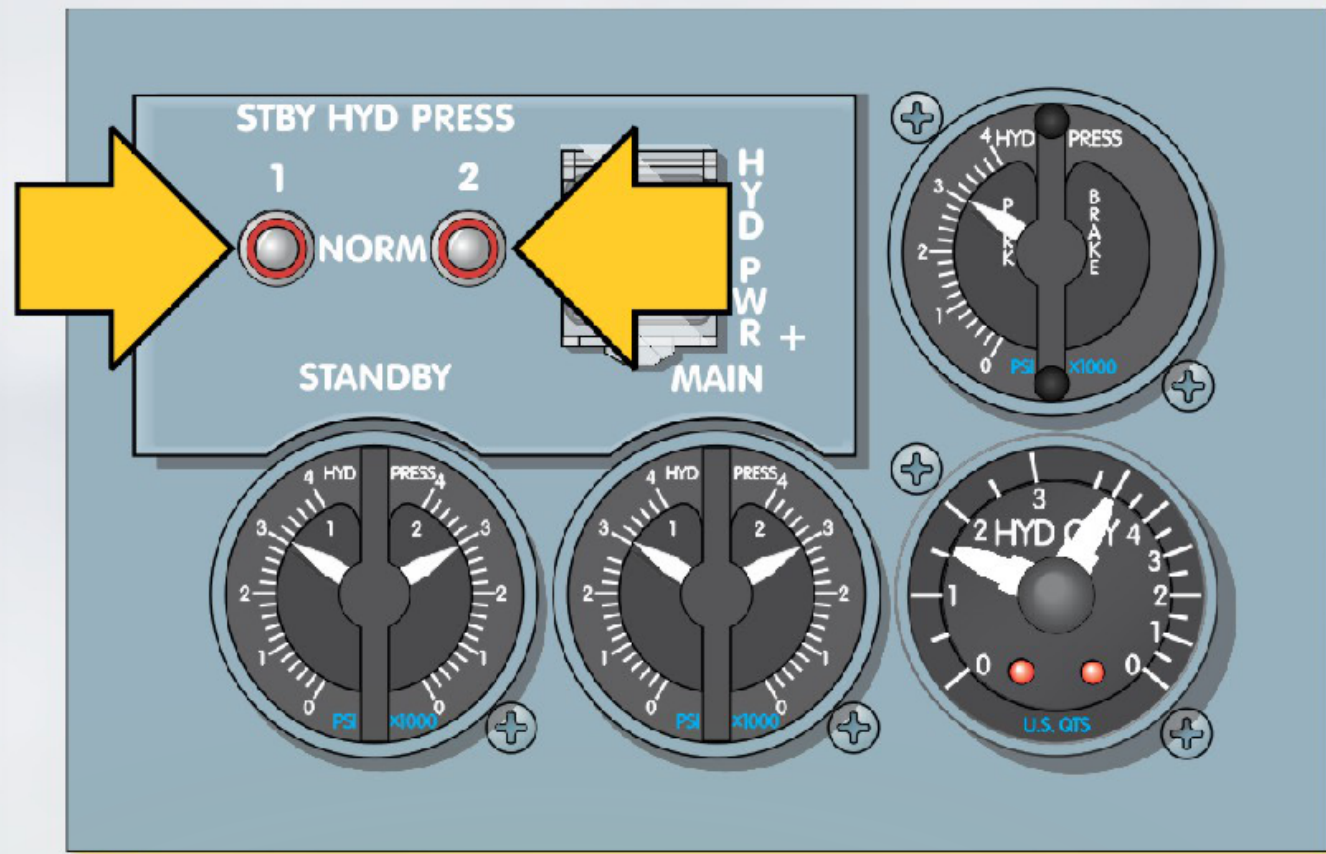
STANDBY PRESSURE UNIT



SPU

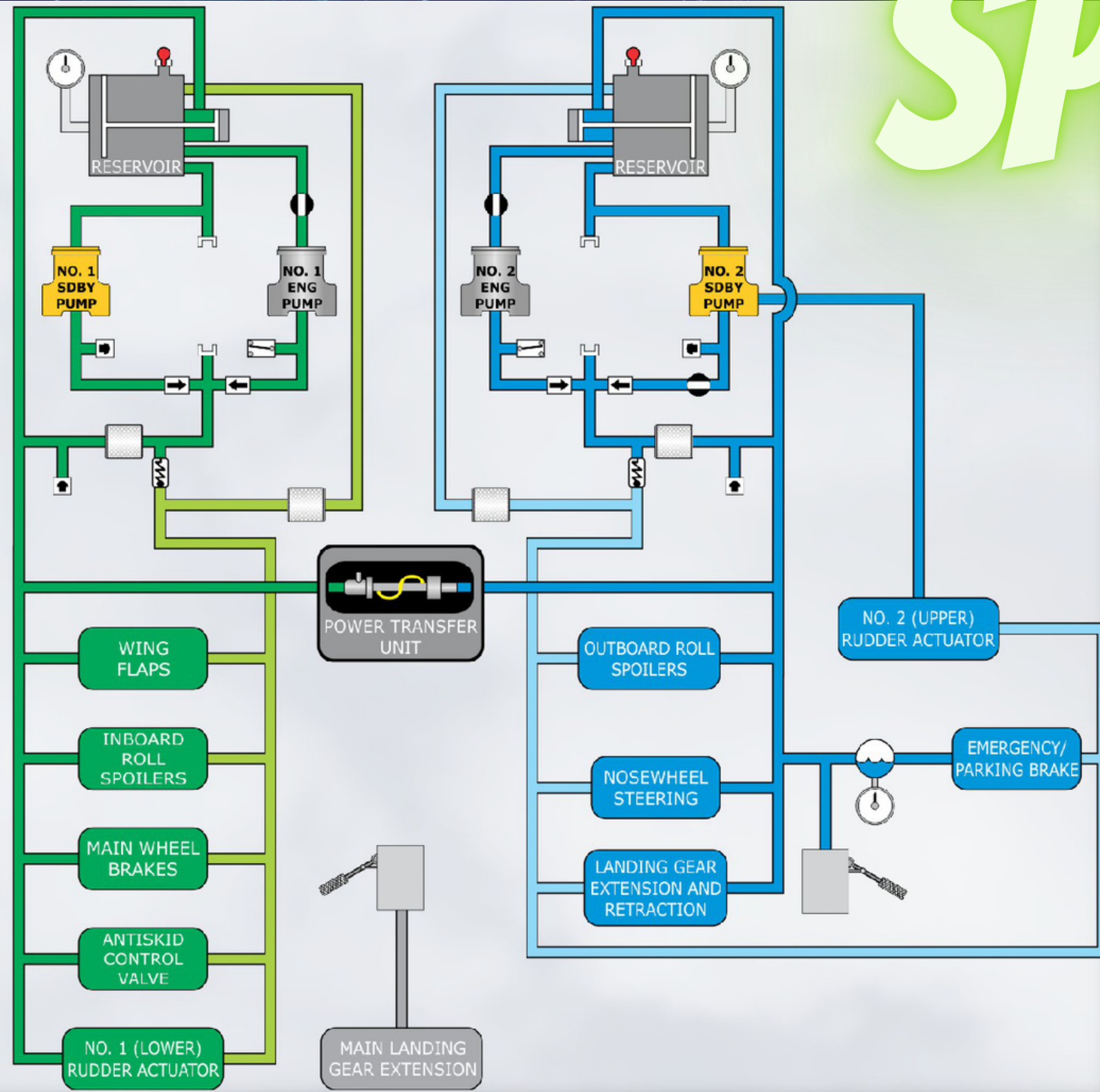
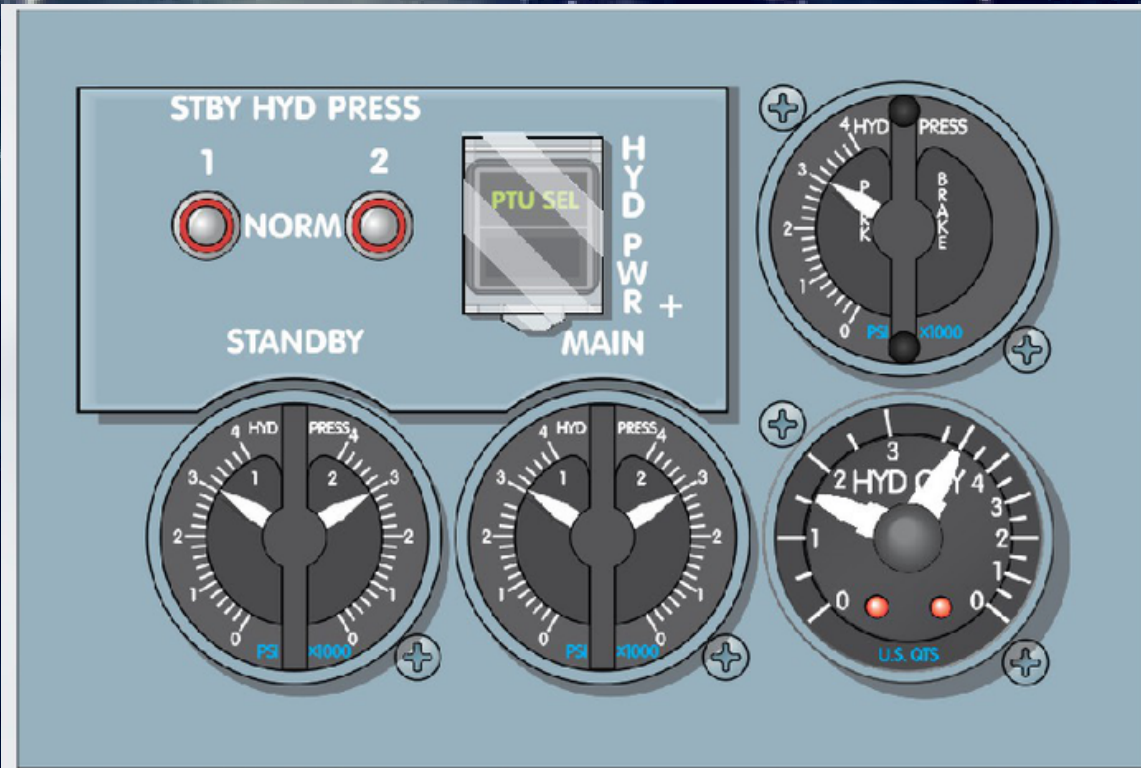
MOD 1983

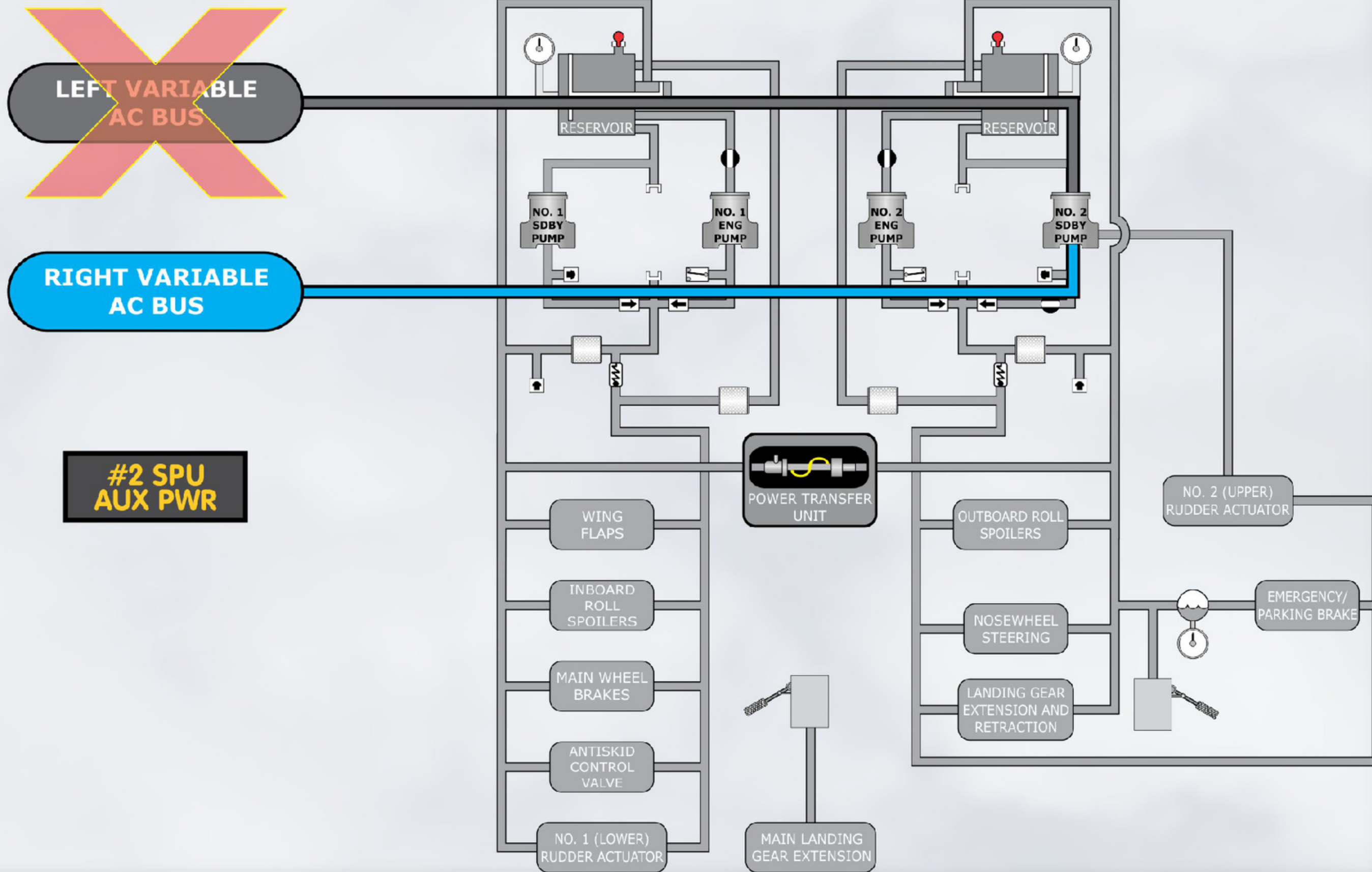




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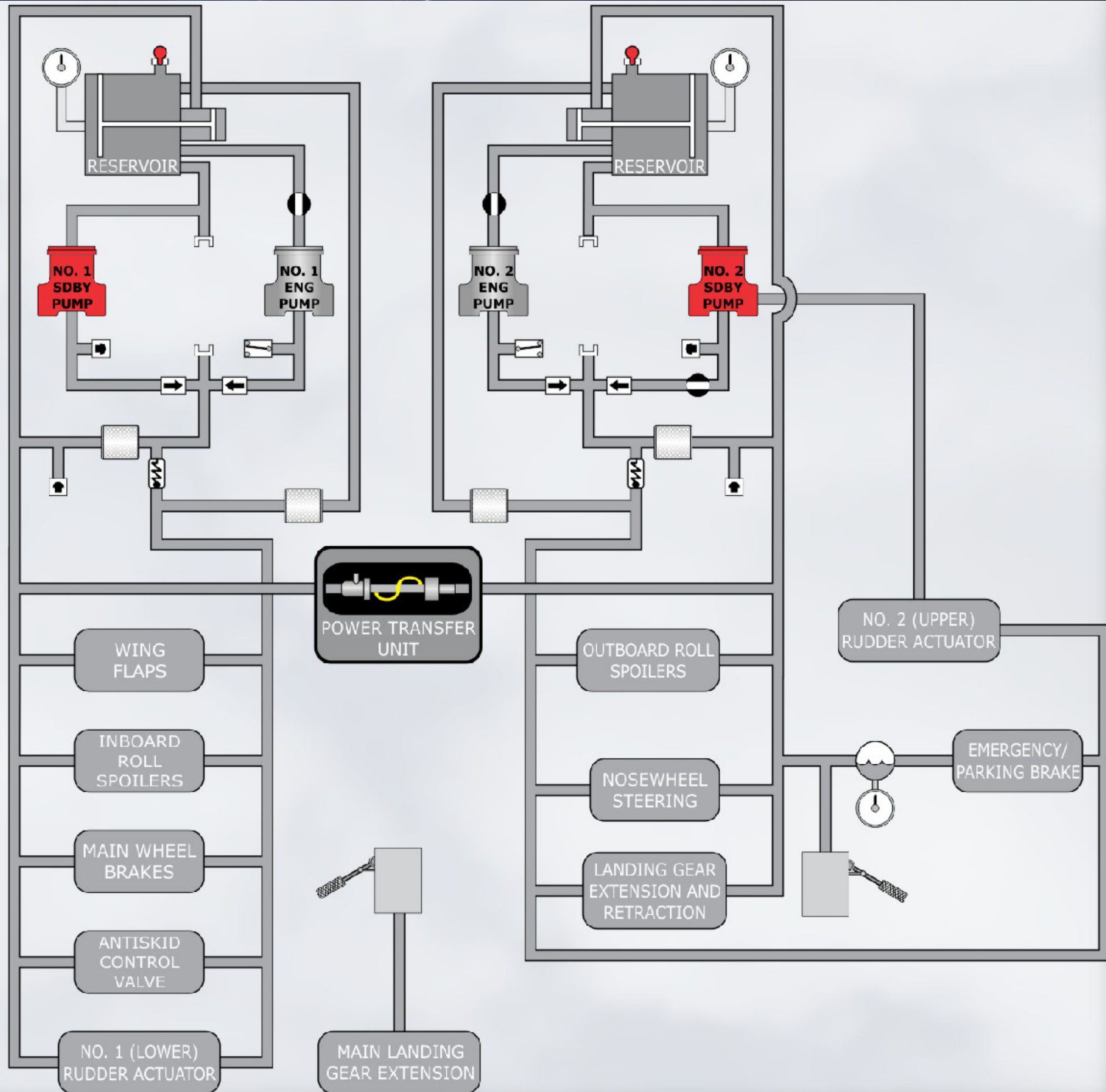
SPU





#1 STB HYD PUMP HOT

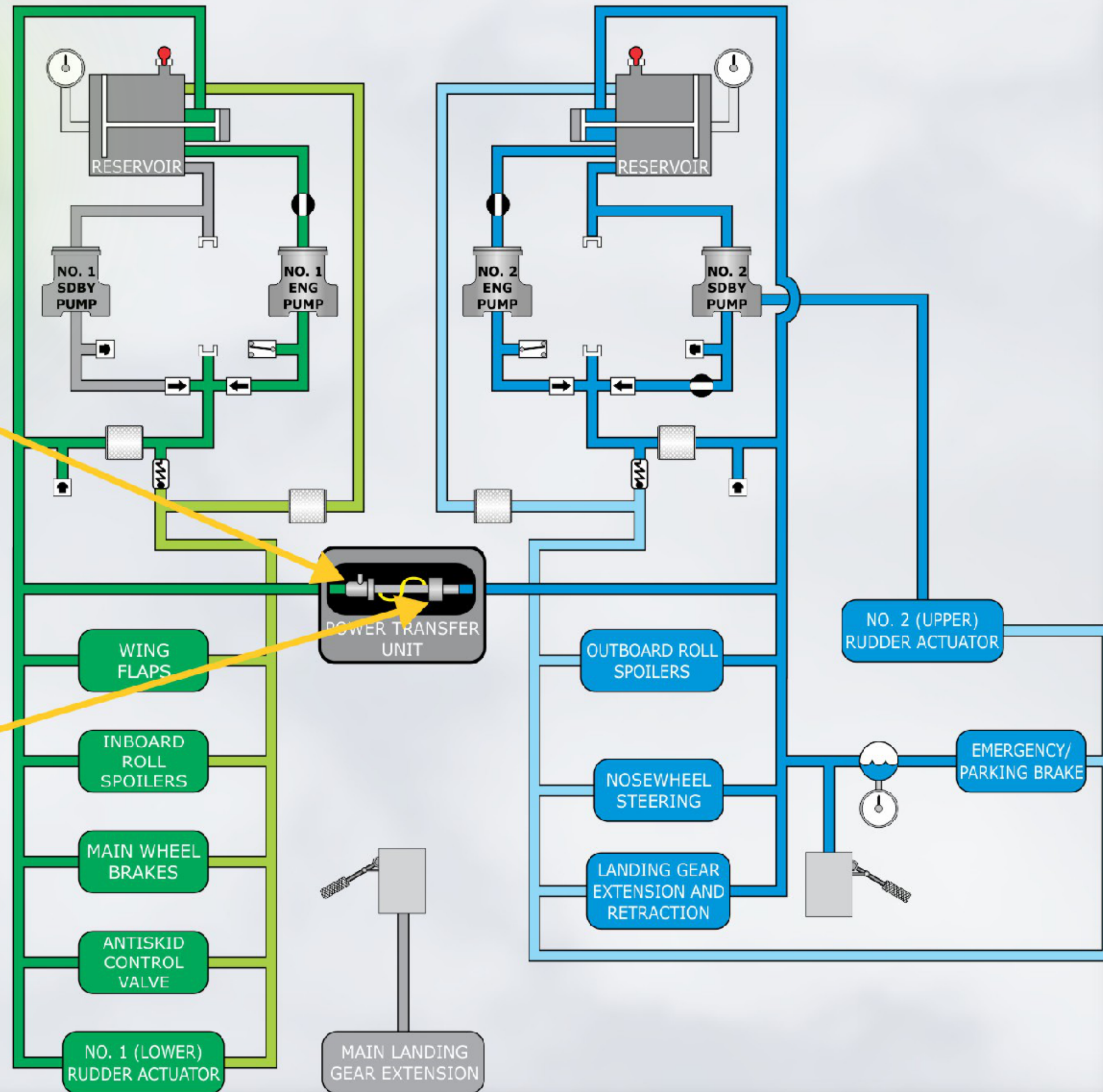
#2 STB HYD PUMP HOT



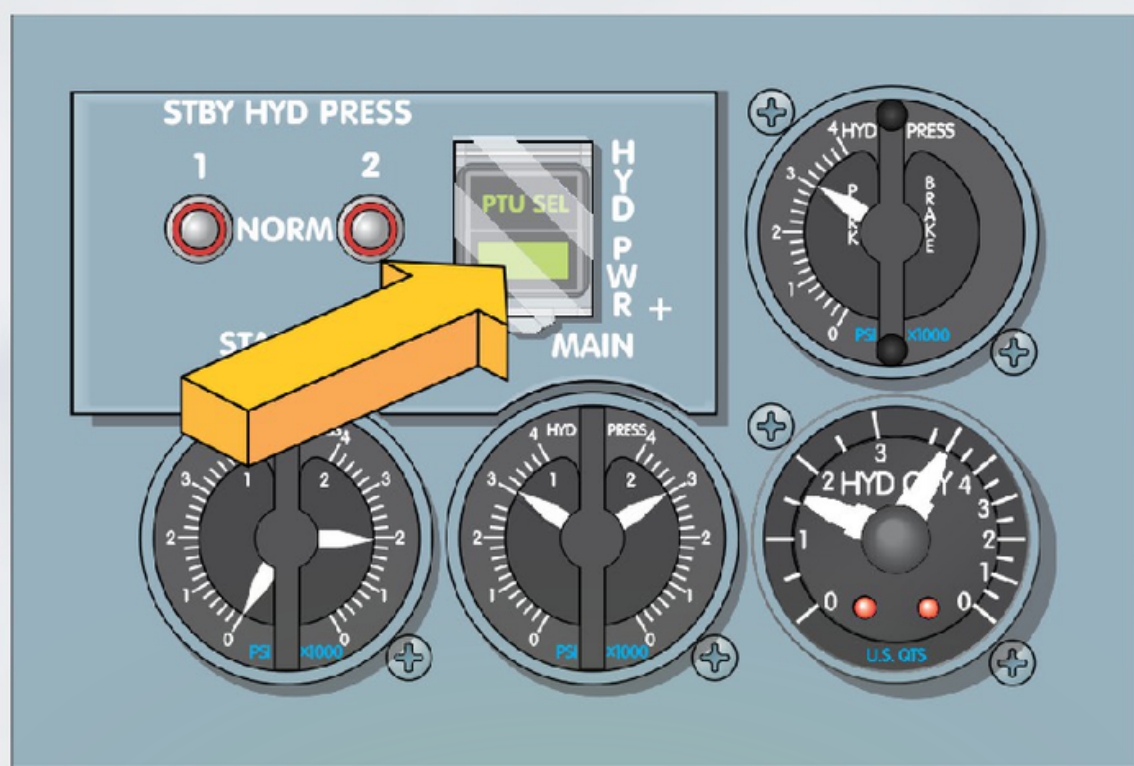
PTU

HYDRAULIC MOTOR

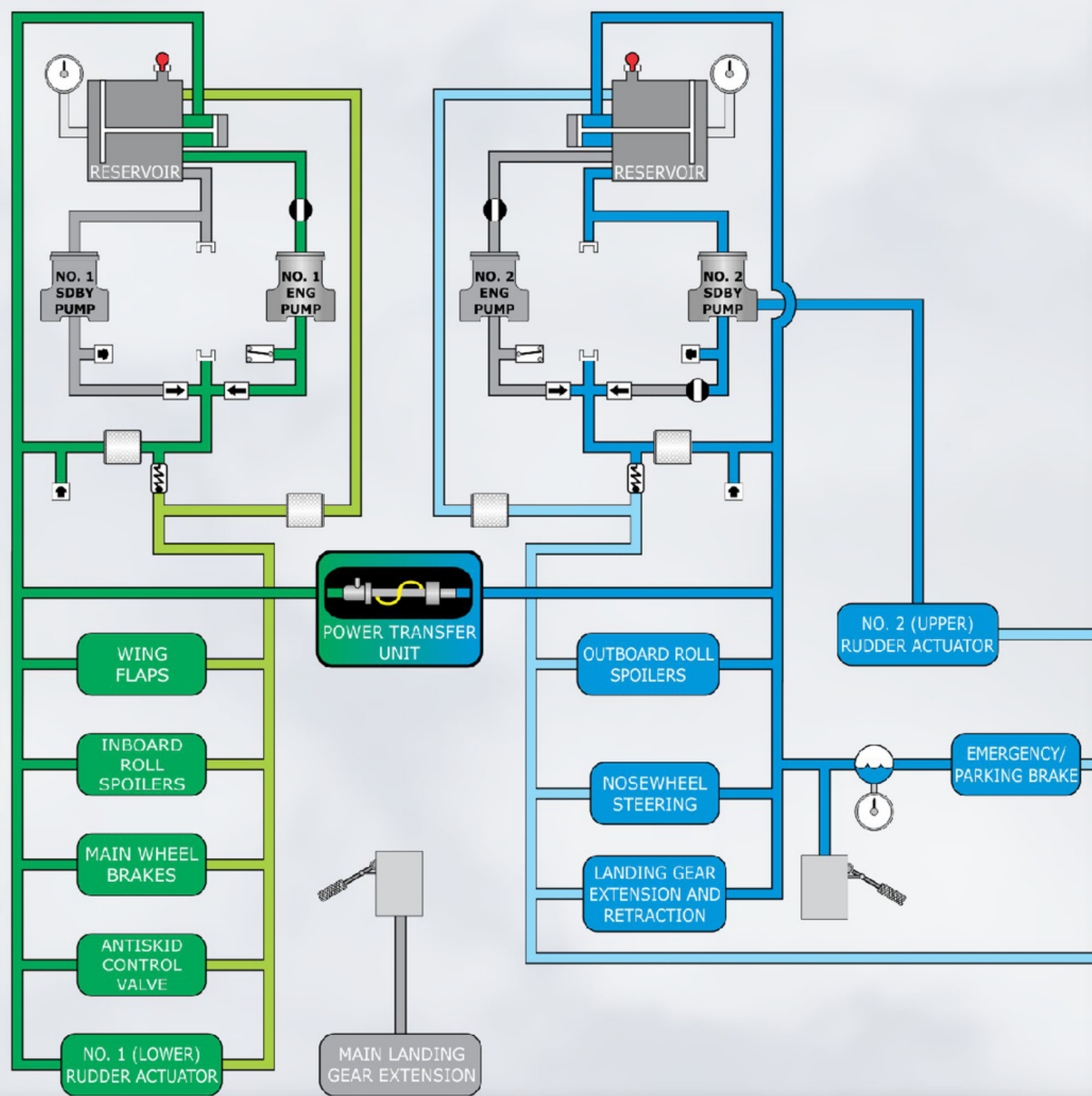
HYDRAULIC PUMP



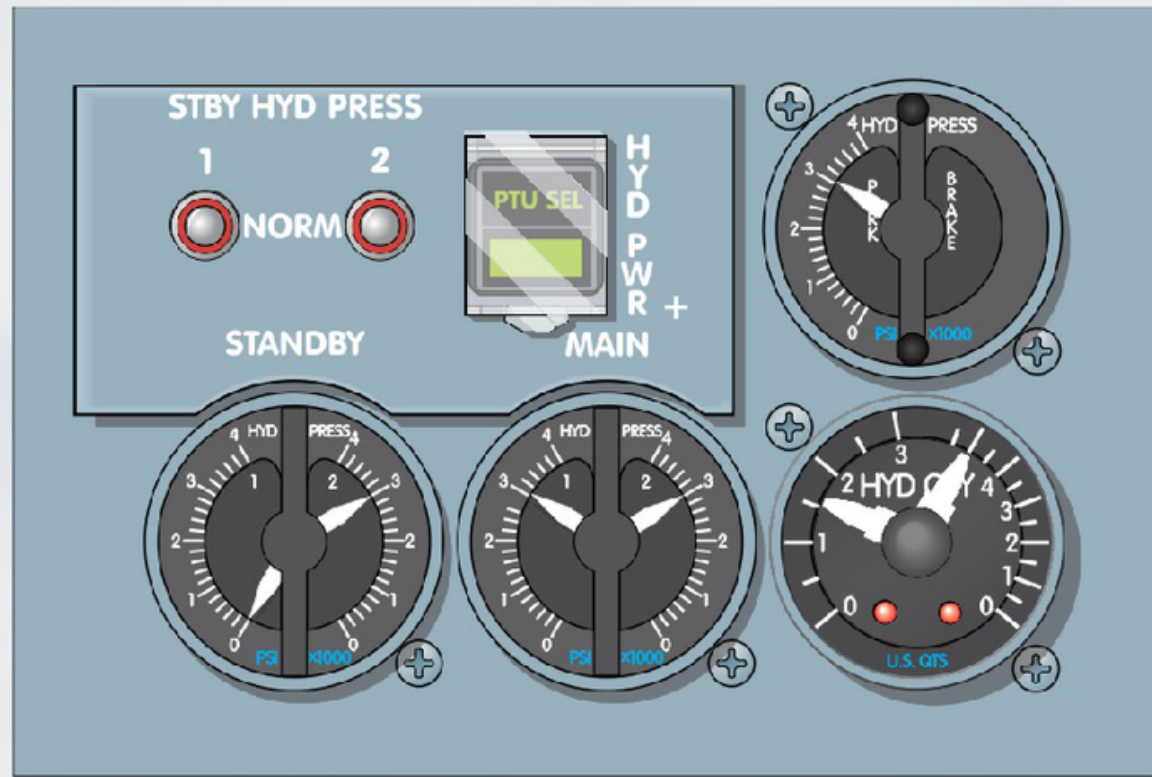
MAIN LANDING GEAR EXTENSION



PTU



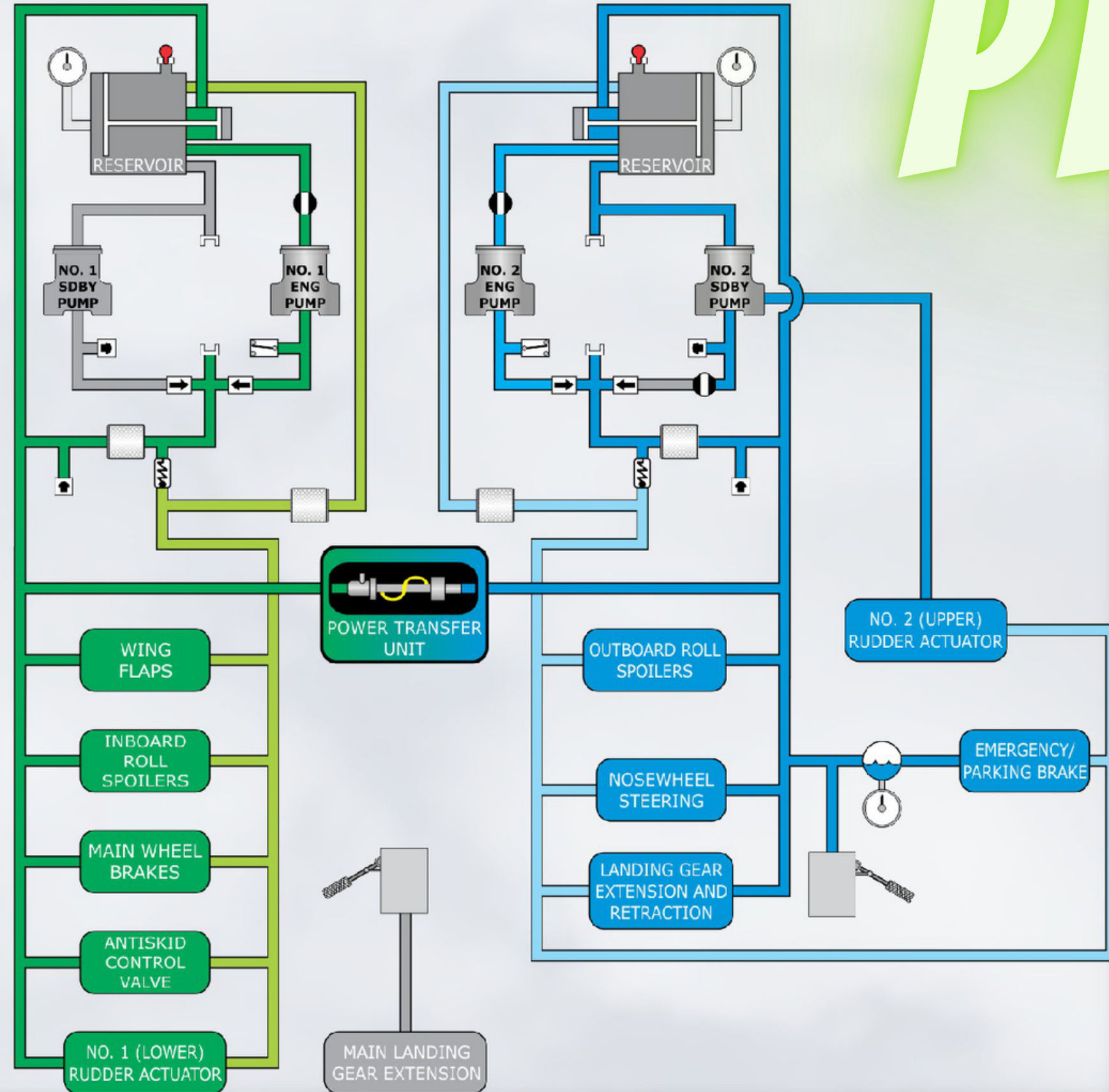
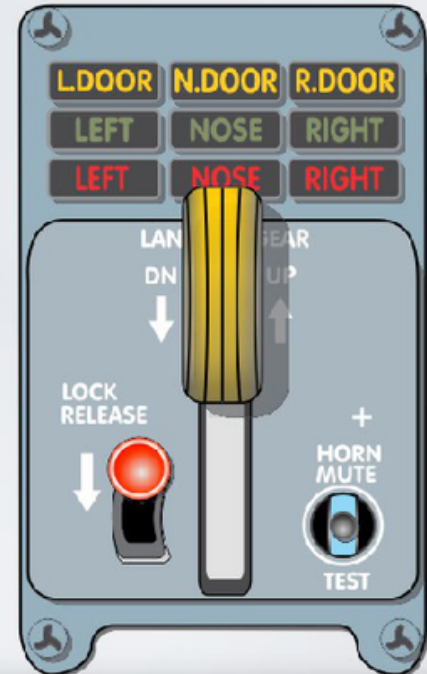
PTU

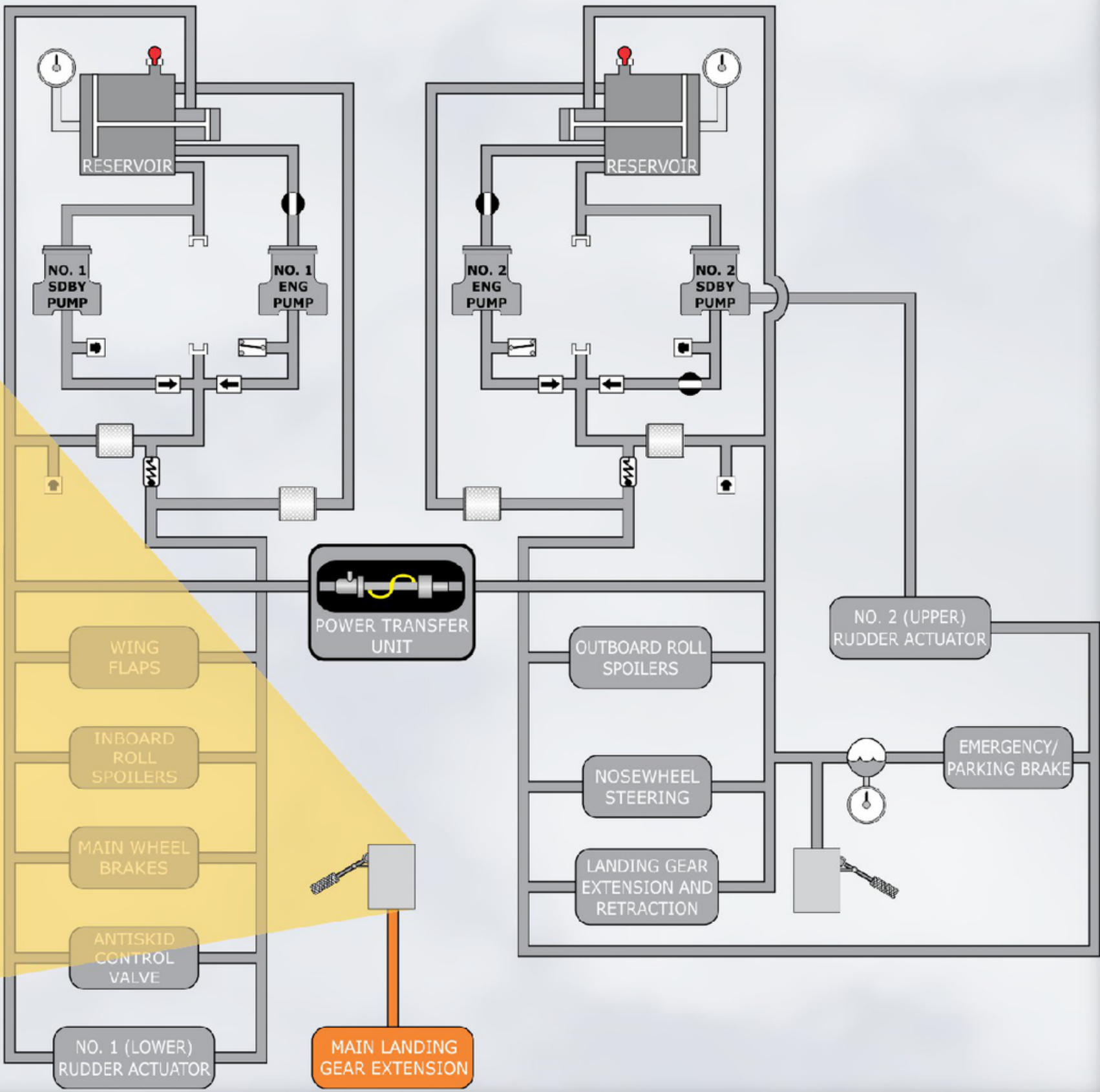
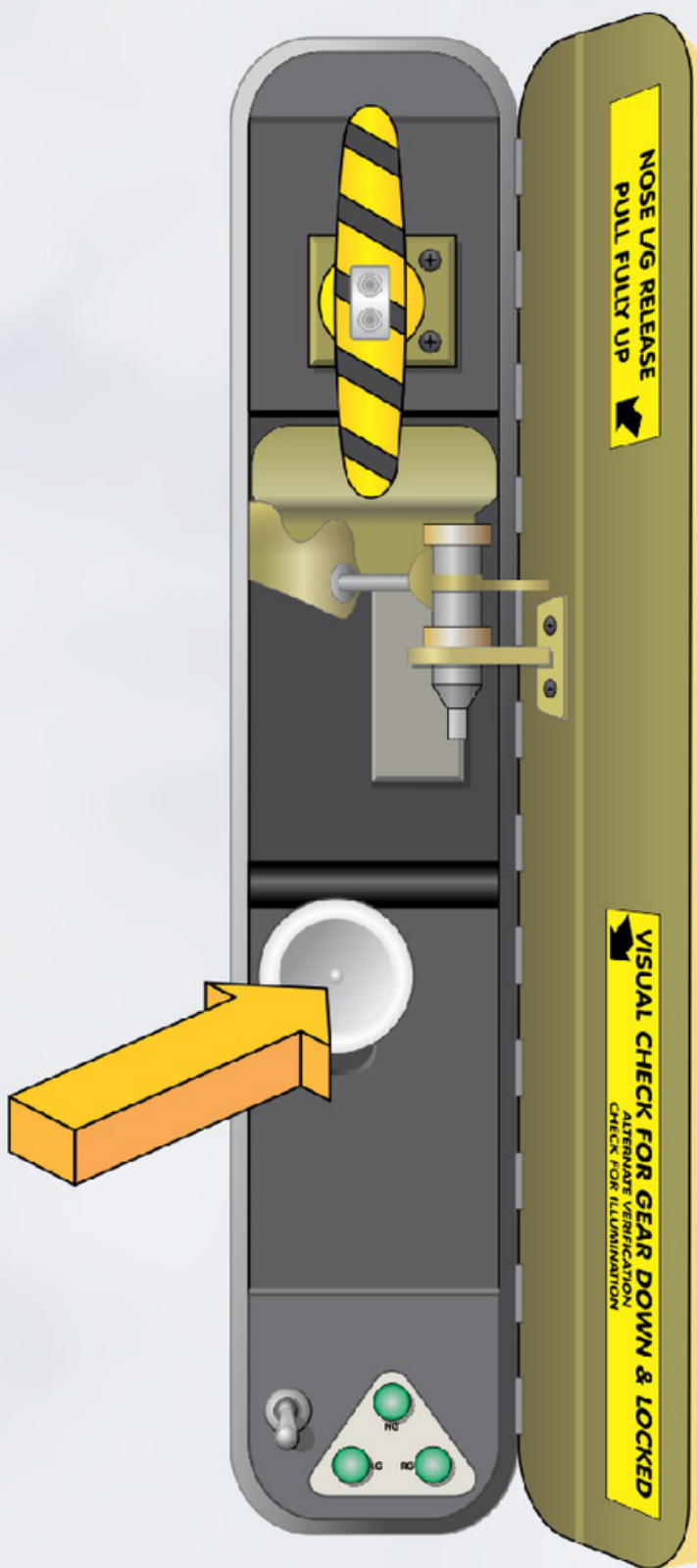


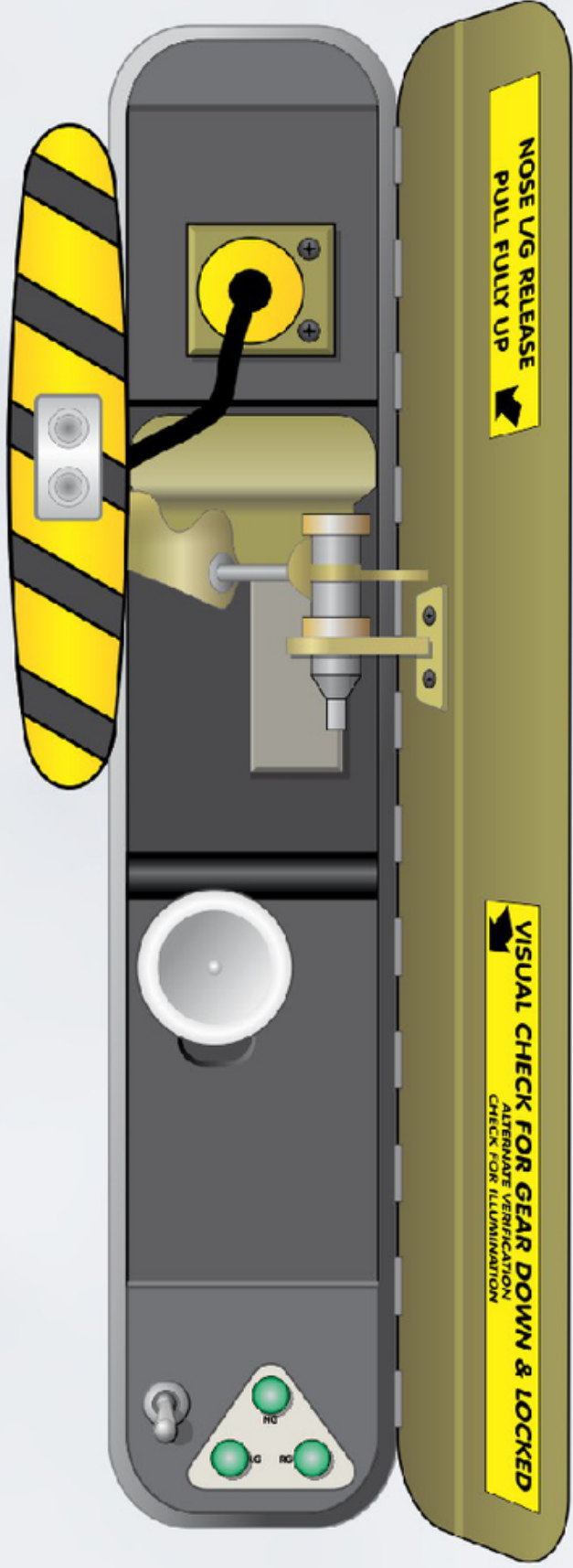
#2 ENGINE OIL

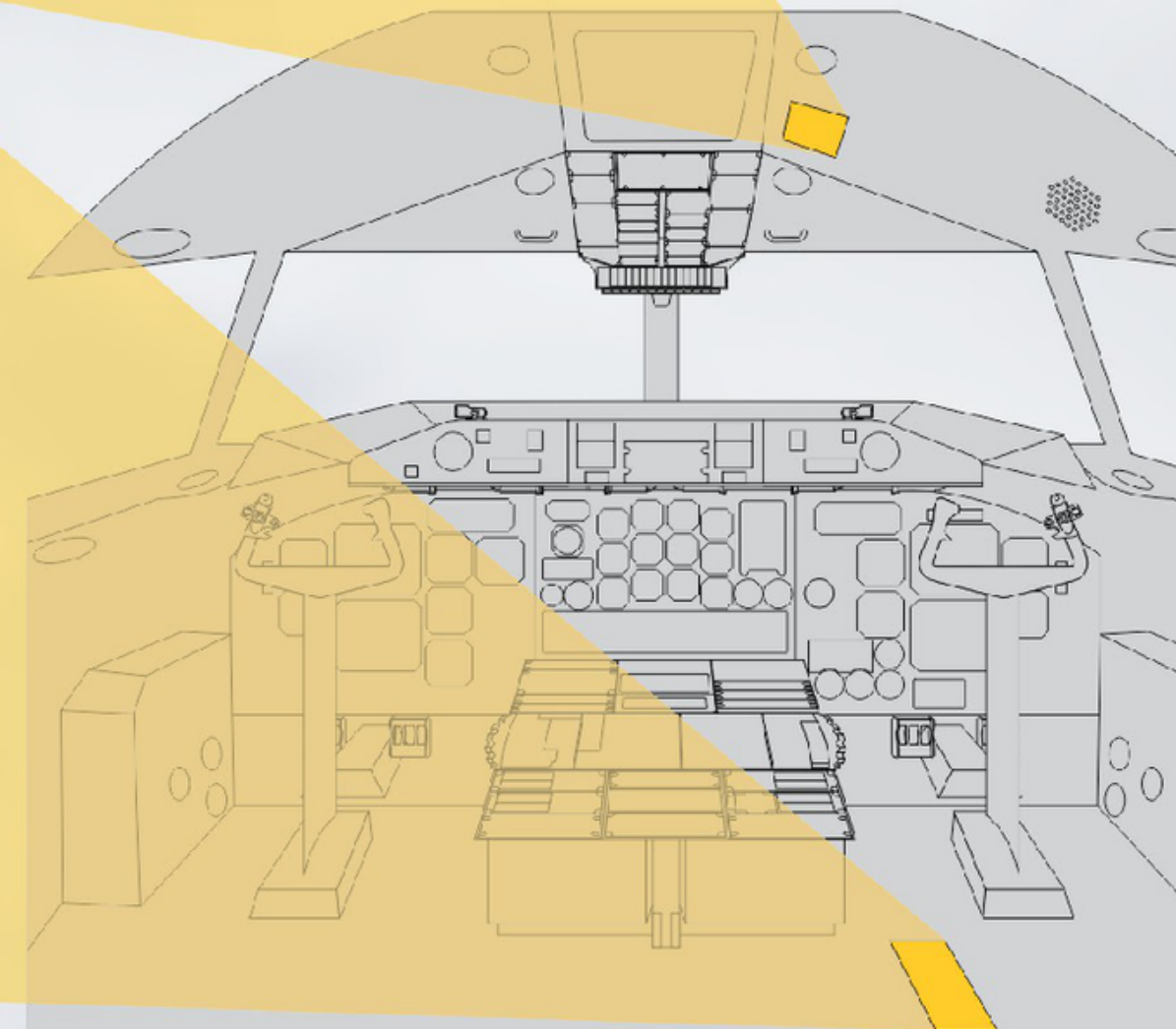
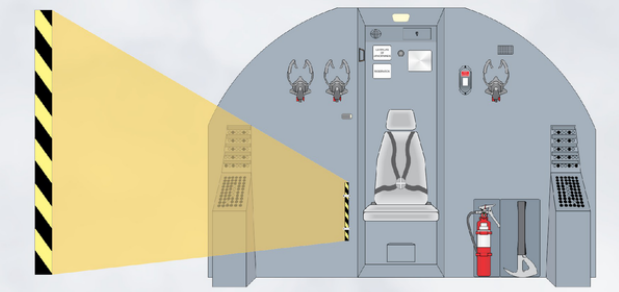
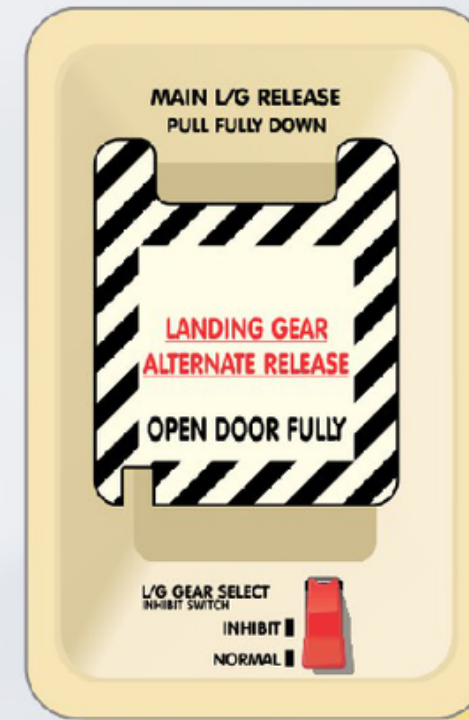
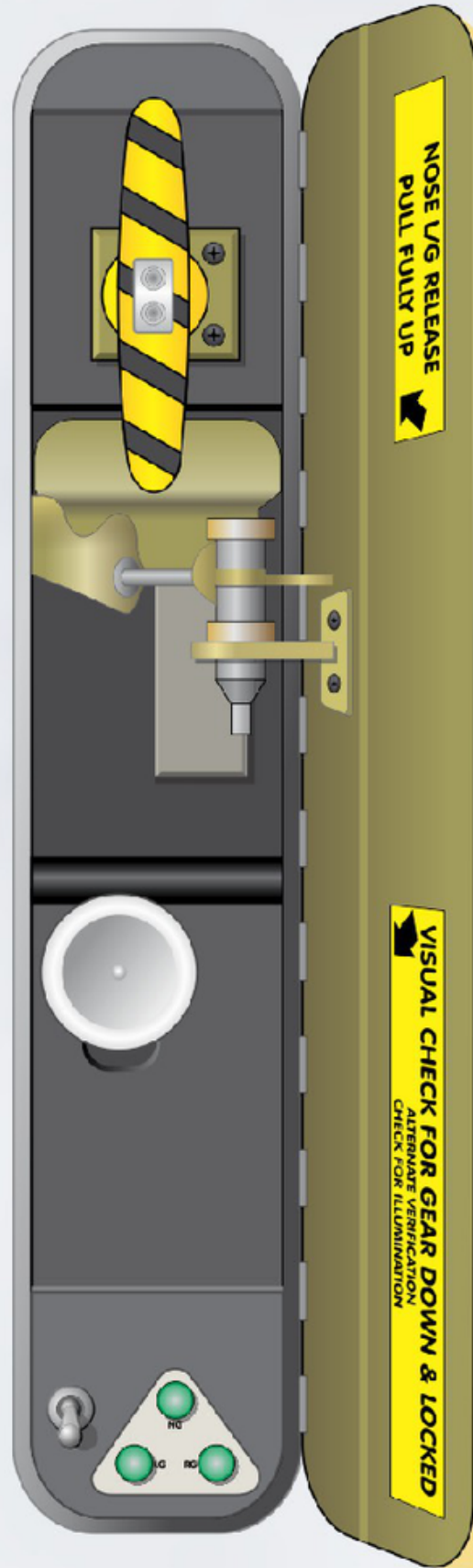


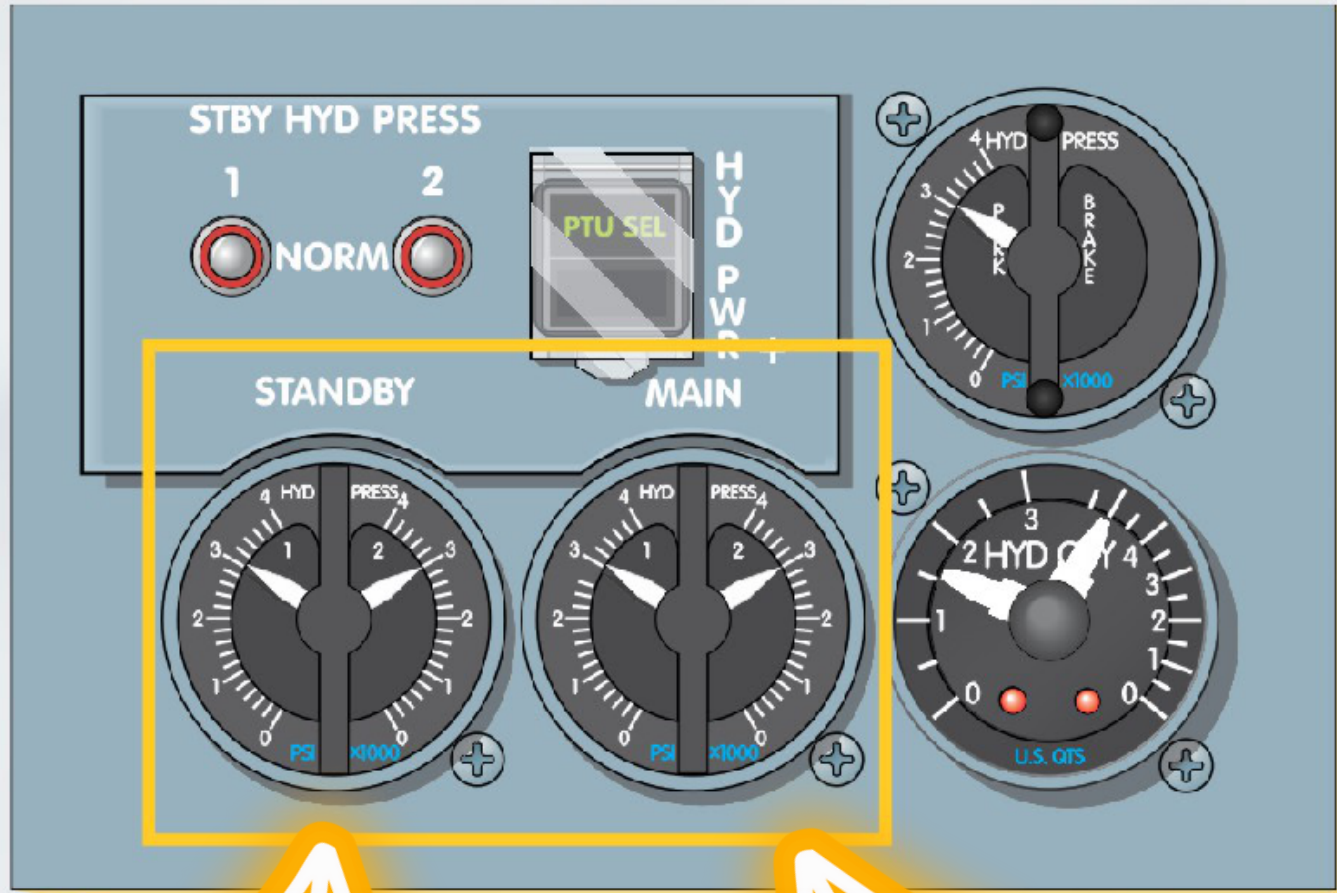
LANDING GEAR SELECTION





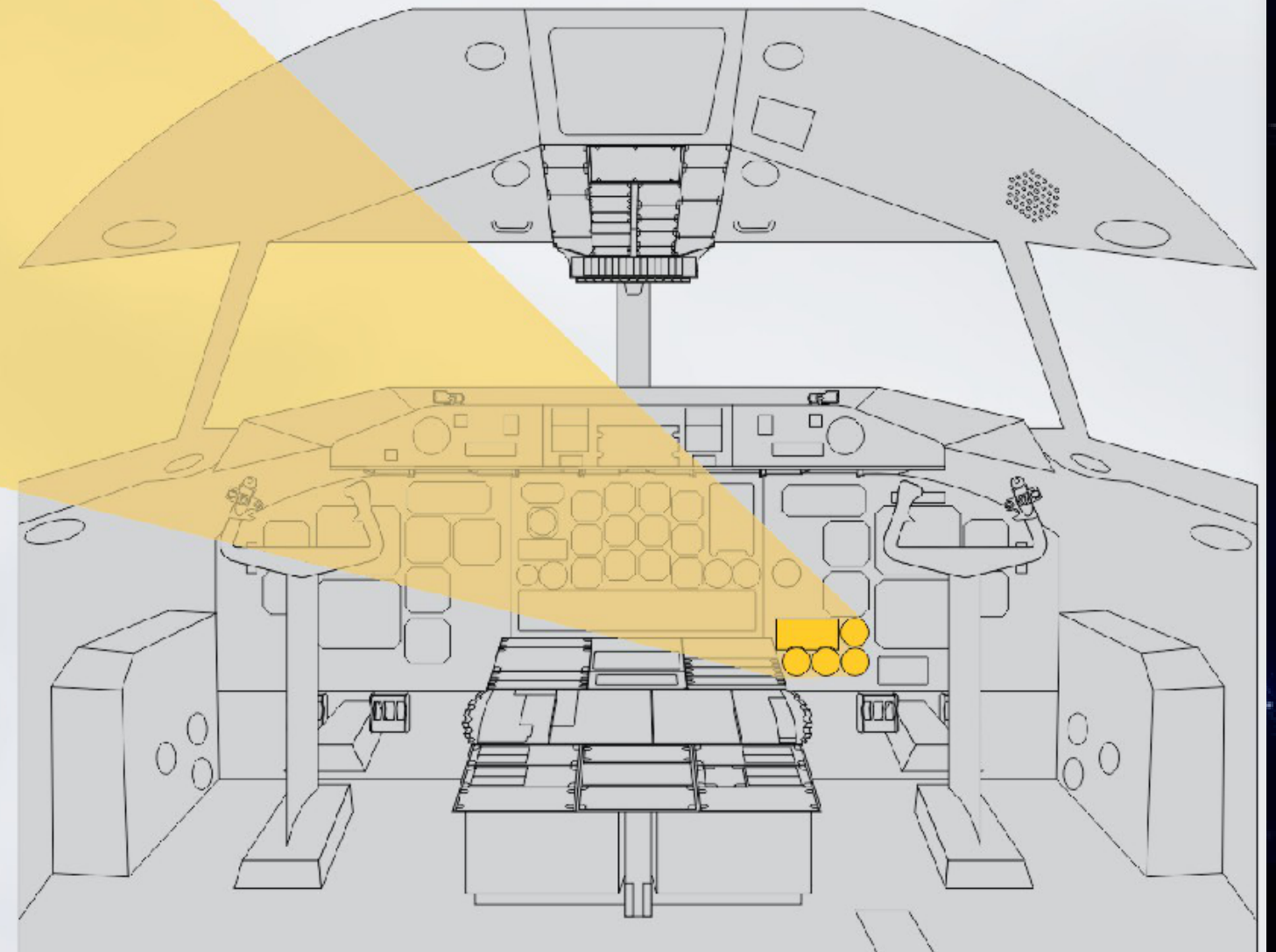




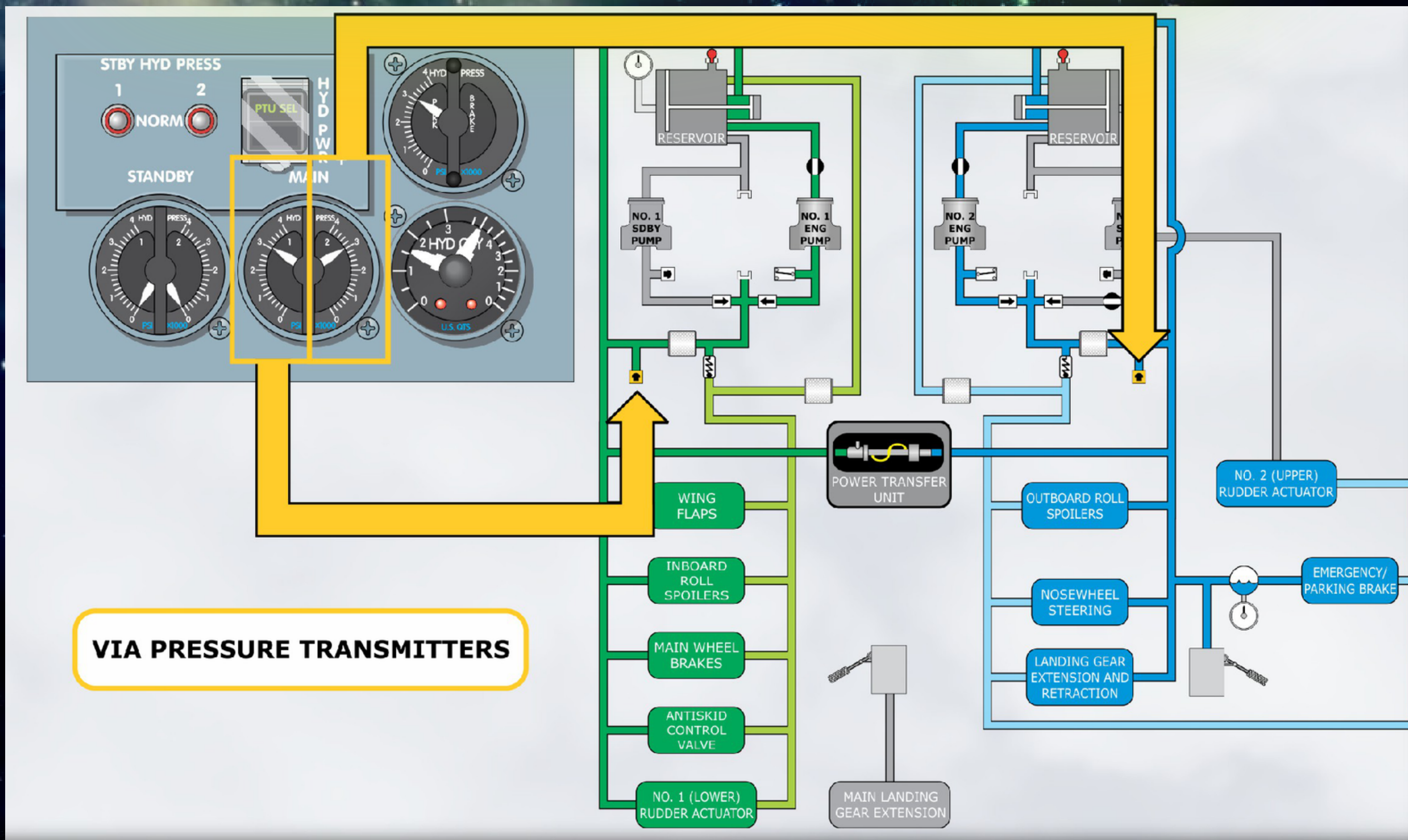


STANDBY

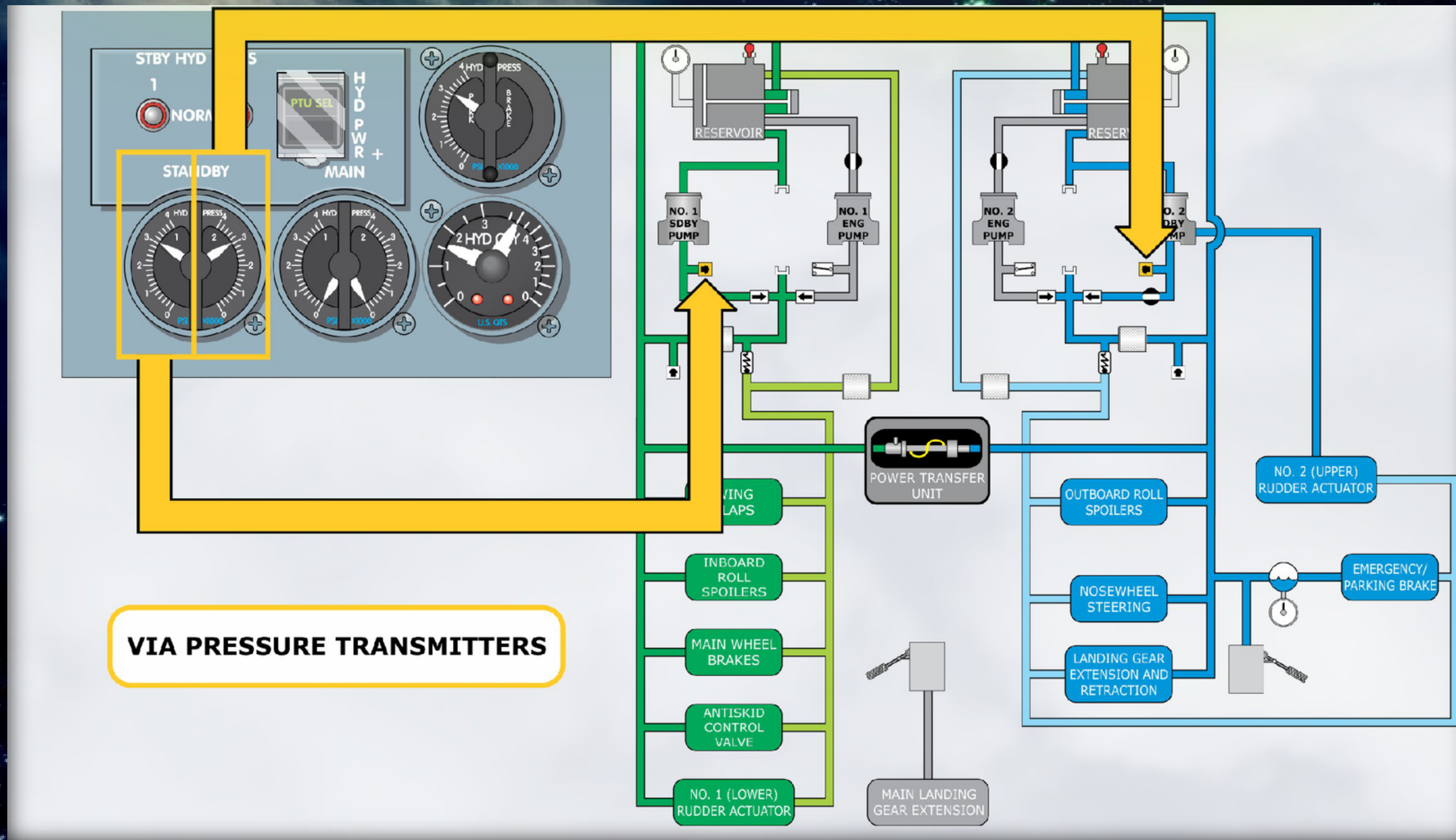
MAIN

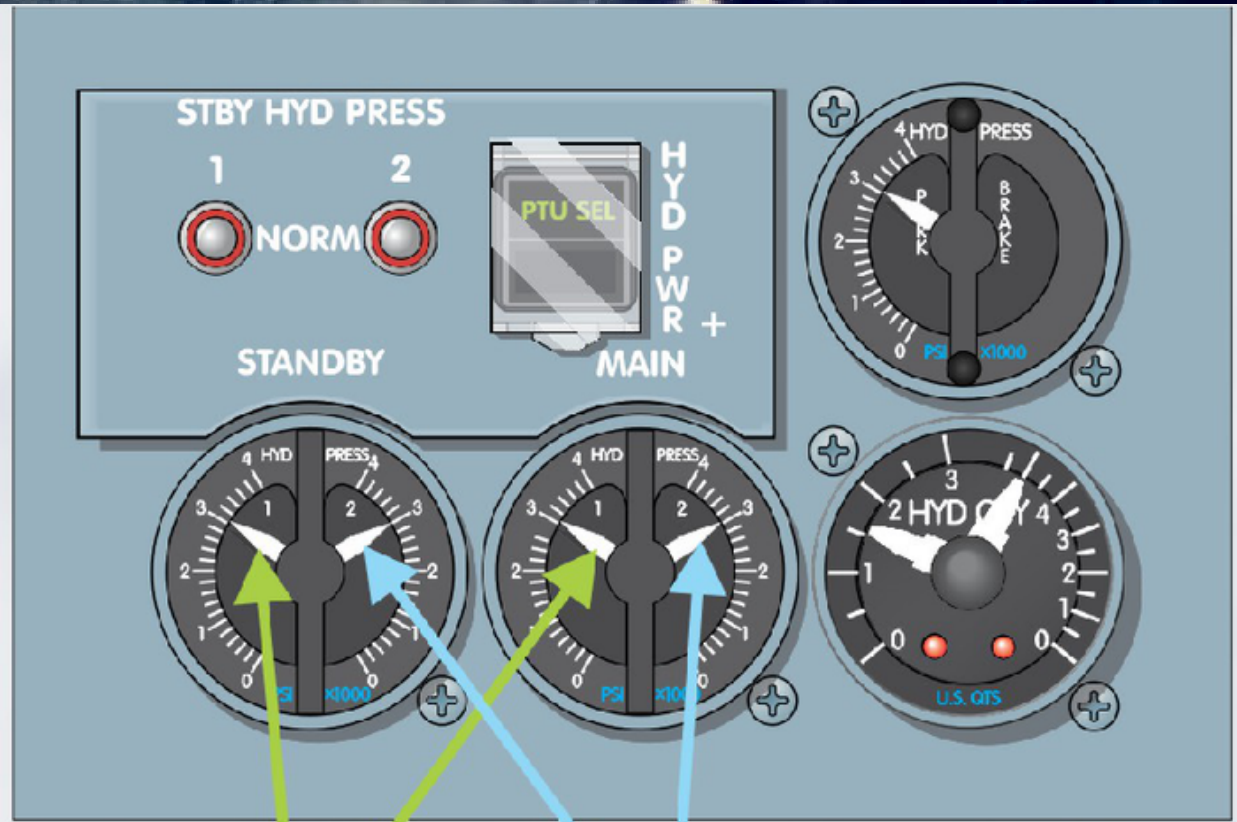


PRESSION "MAIN"

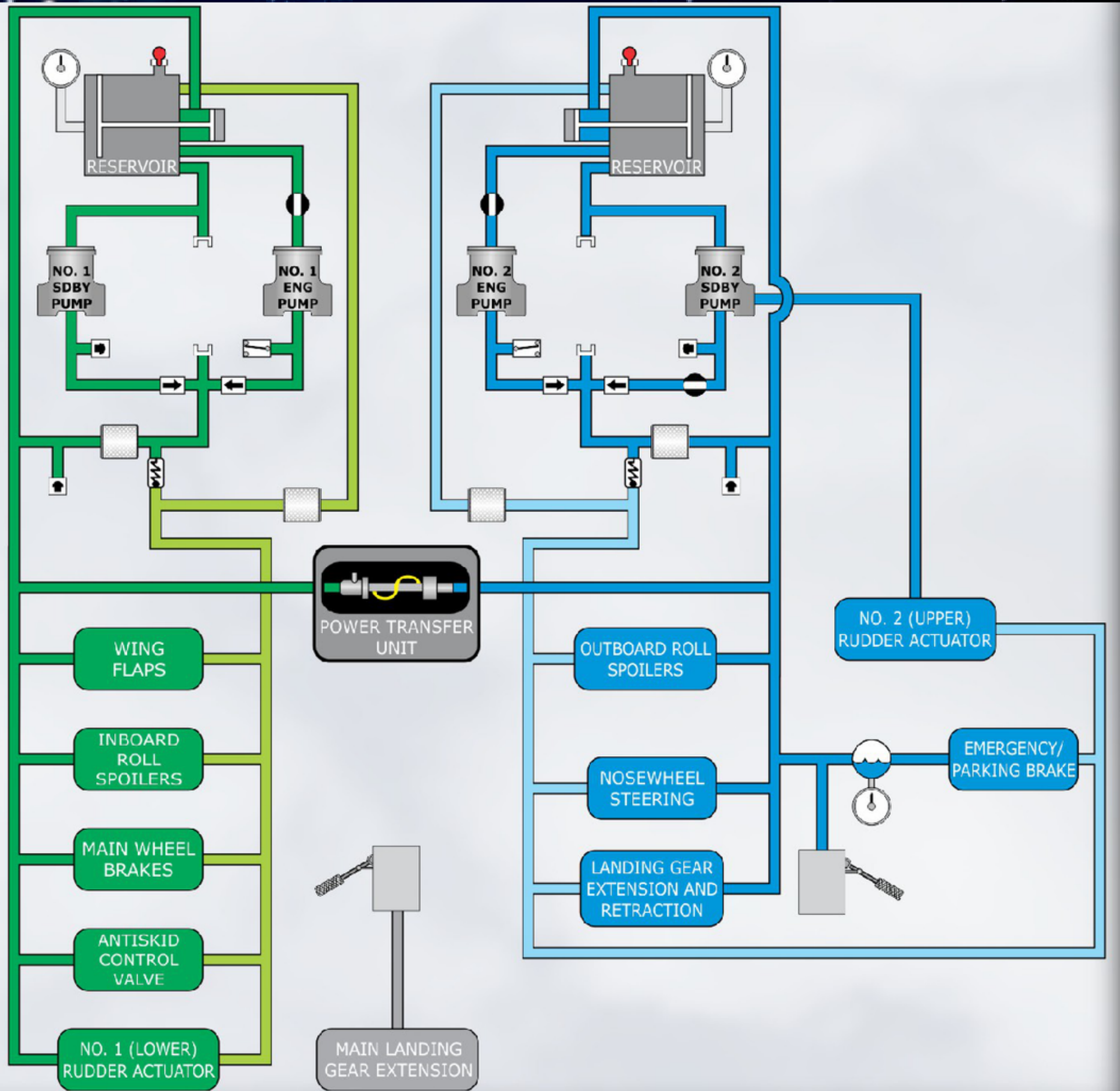


PRESSION STANDBY

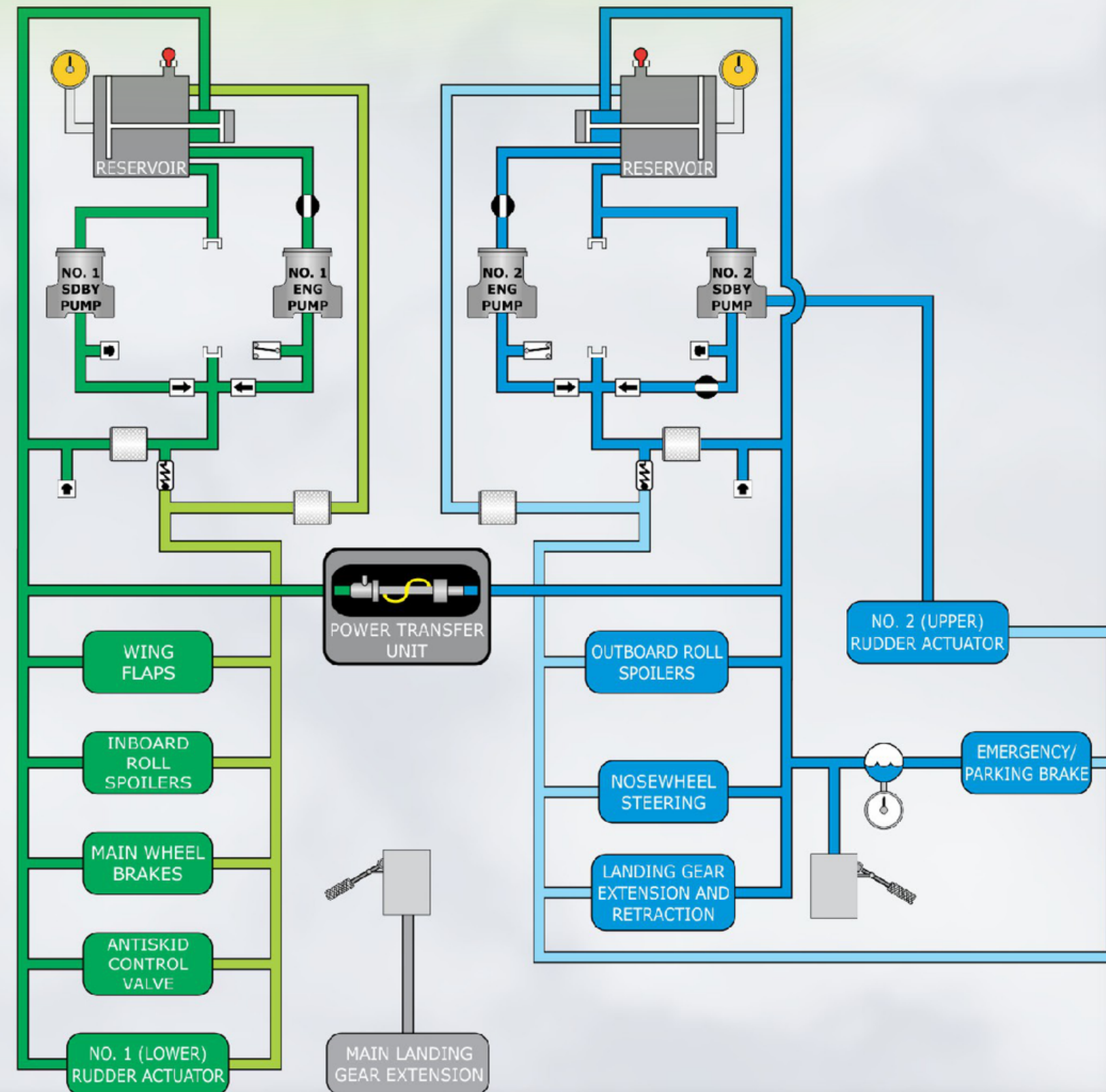
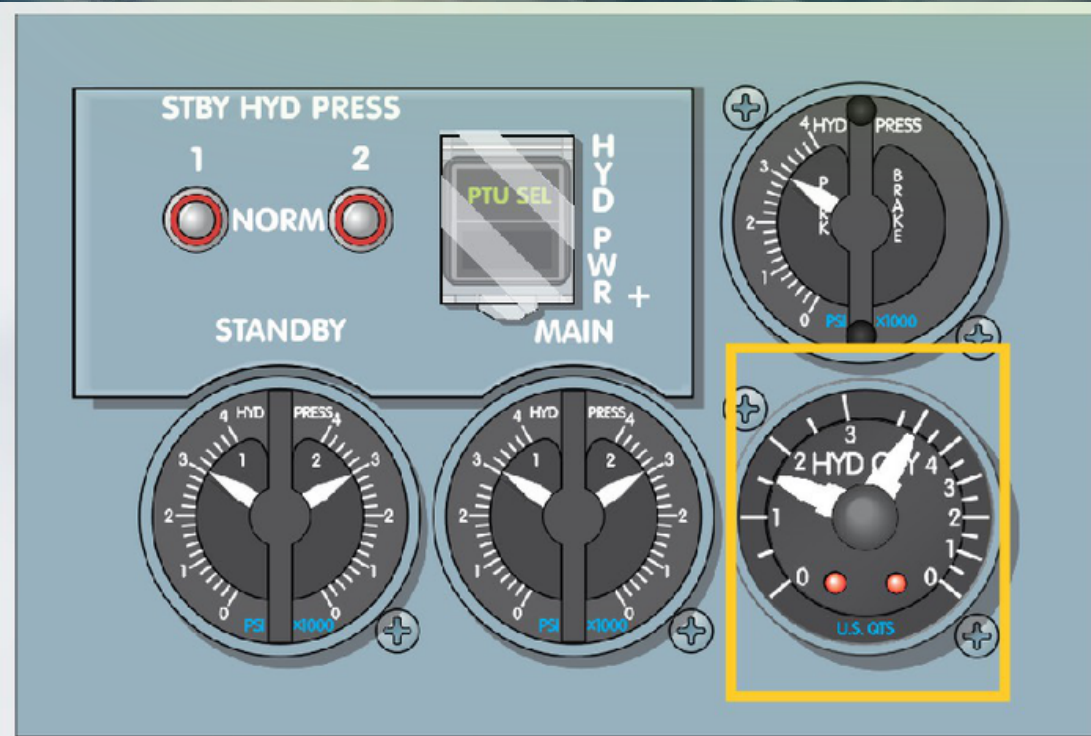




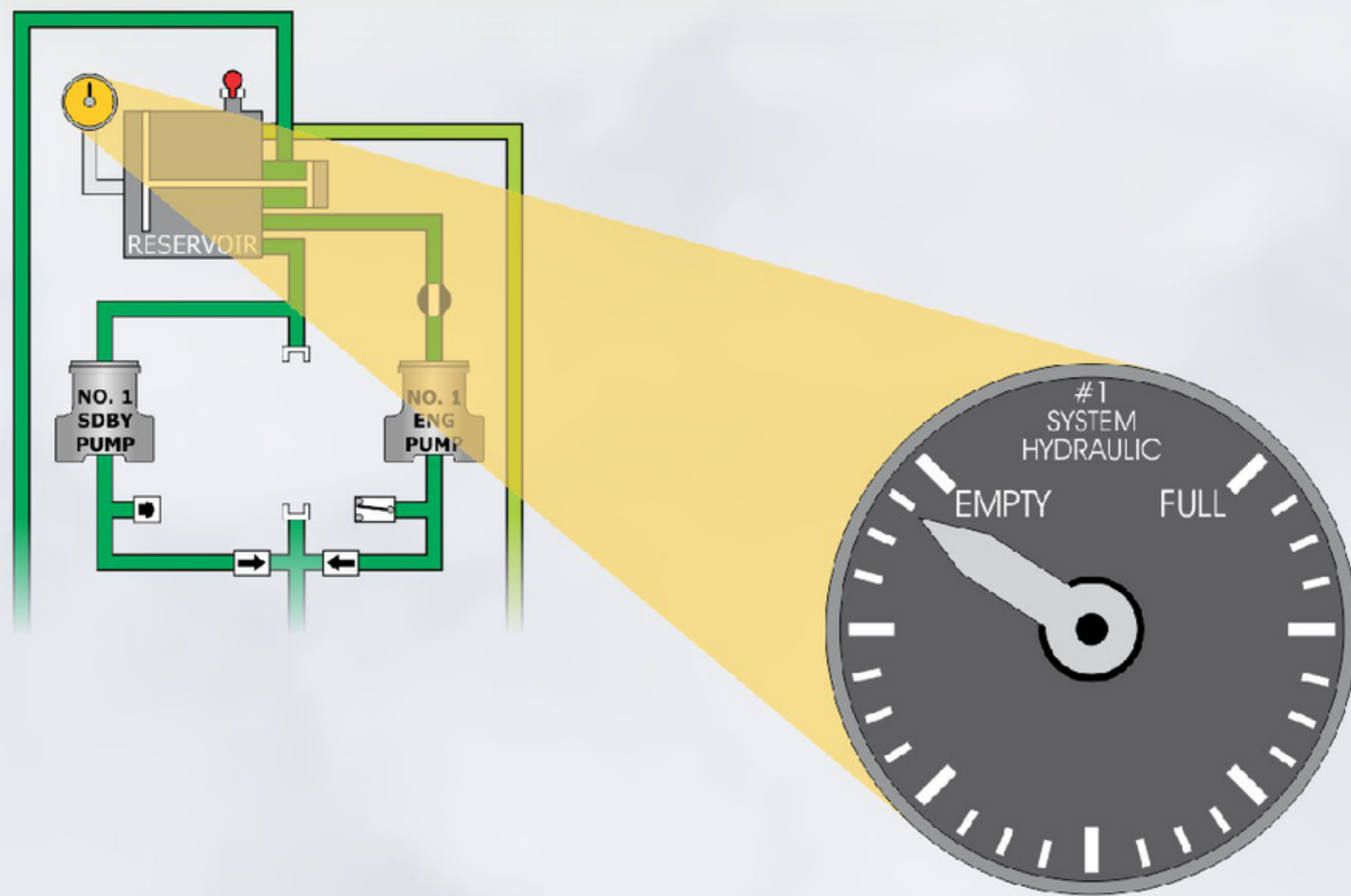
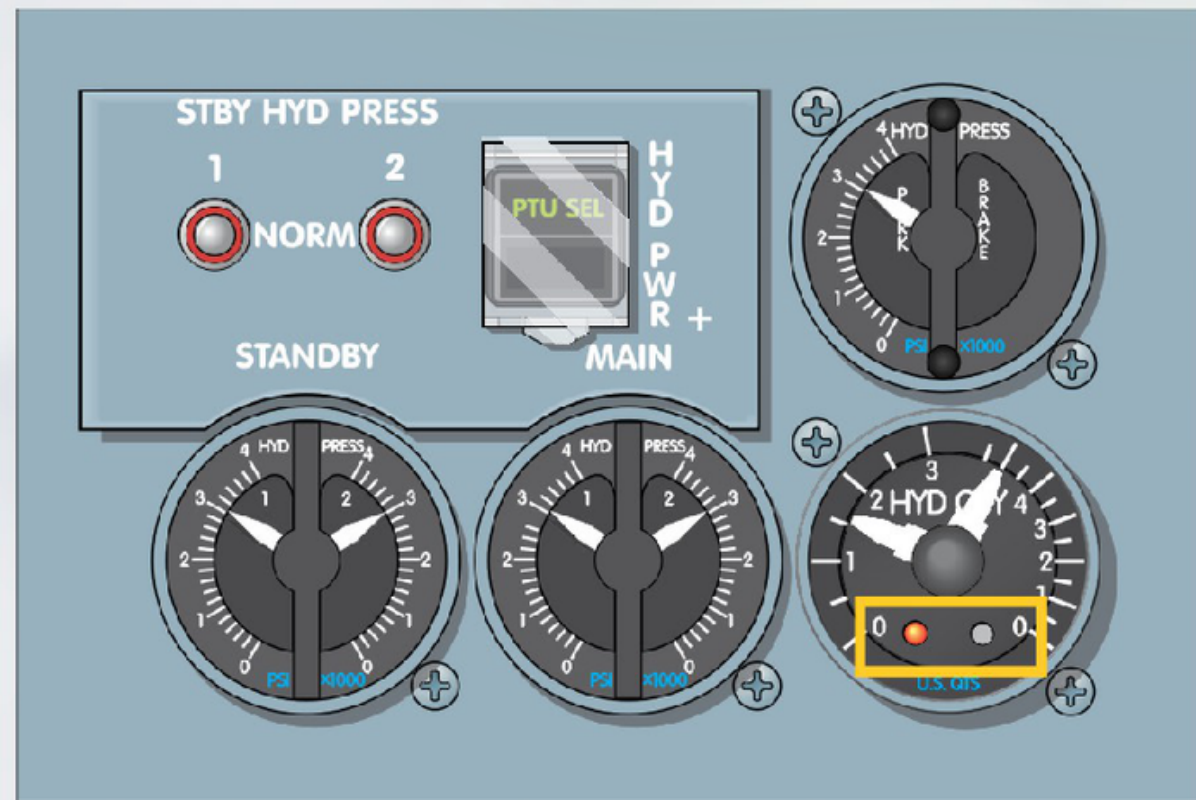
SYSTEM 1 SYSTEM 2



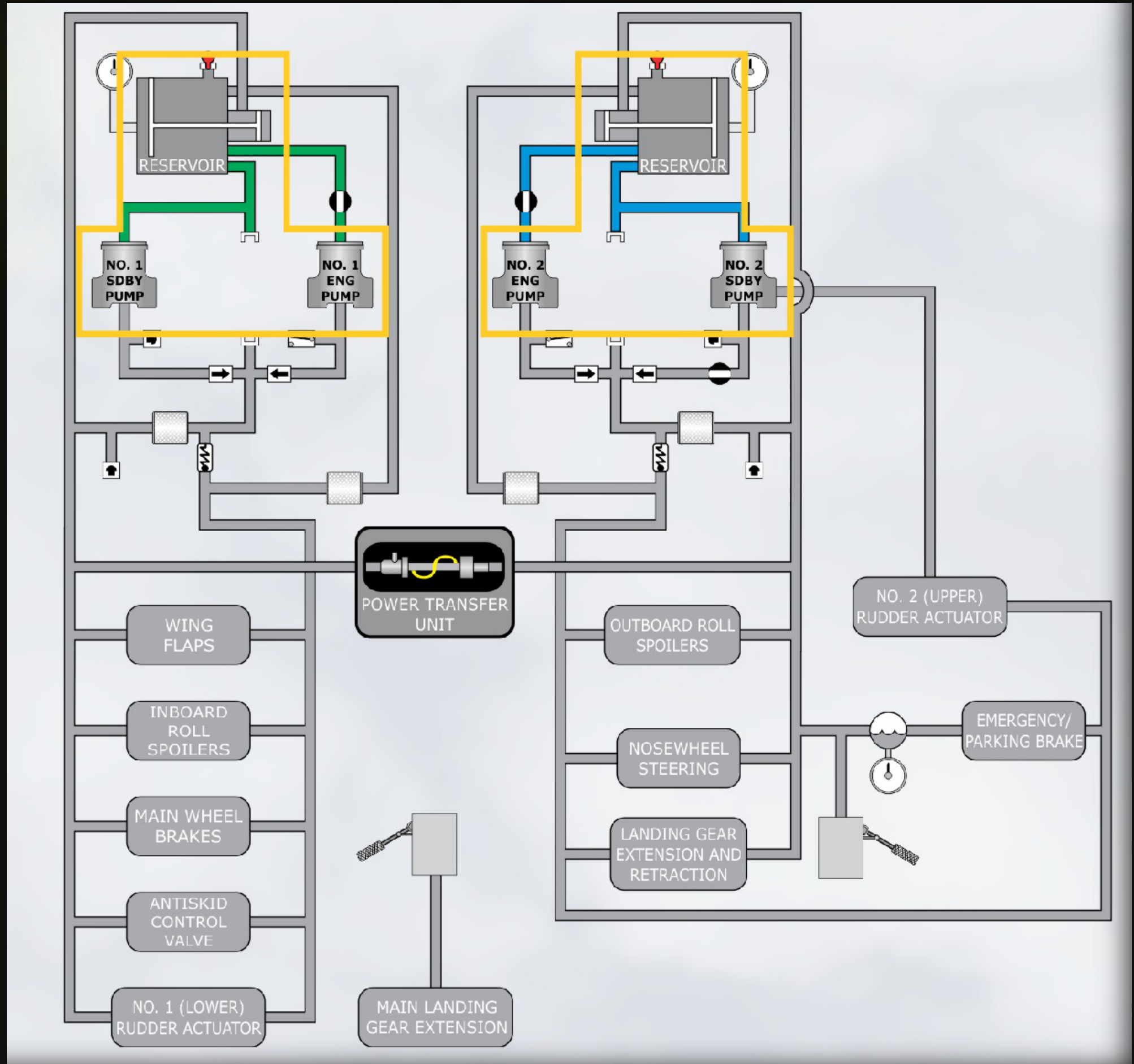
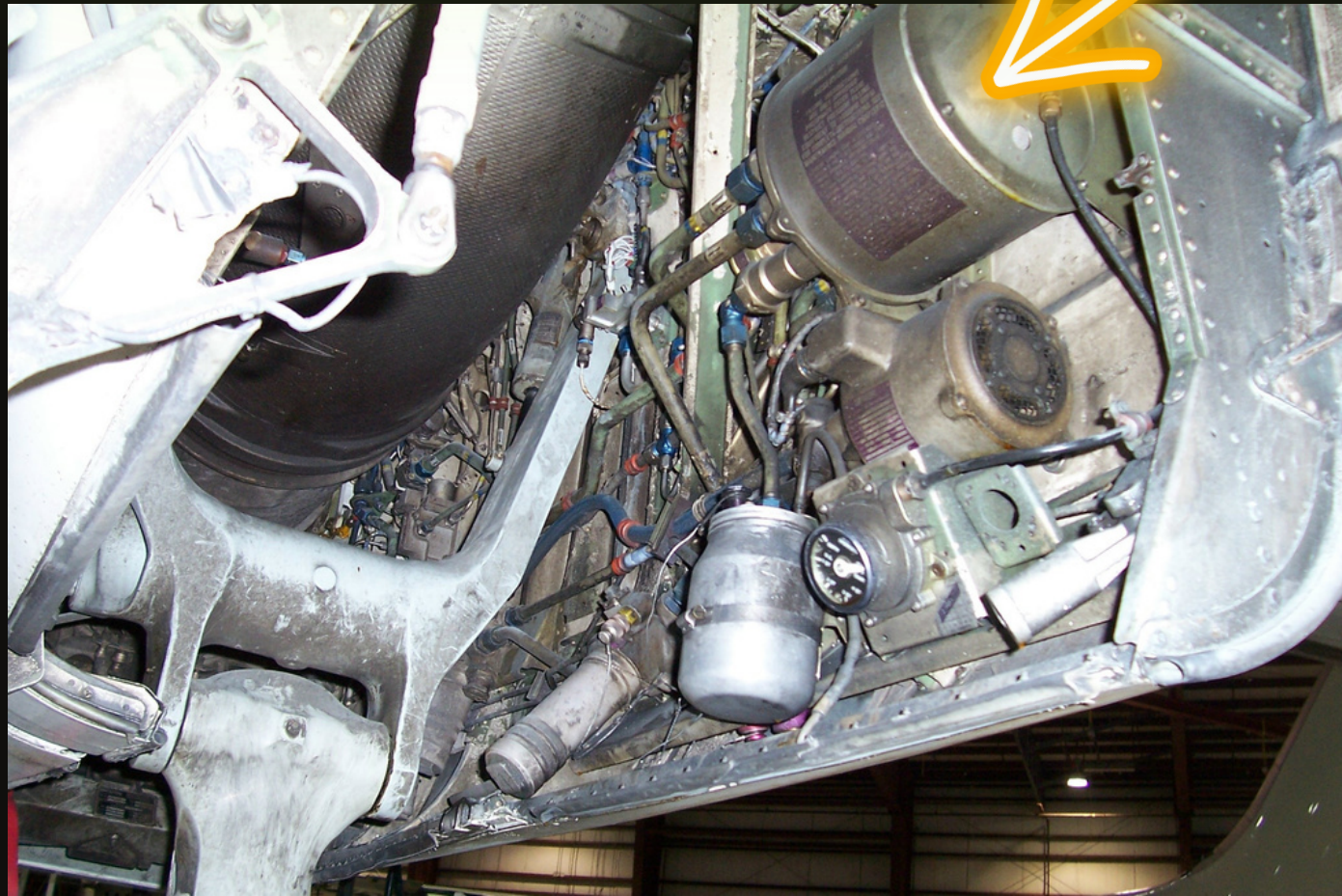
HYDRAULIQUE QTY



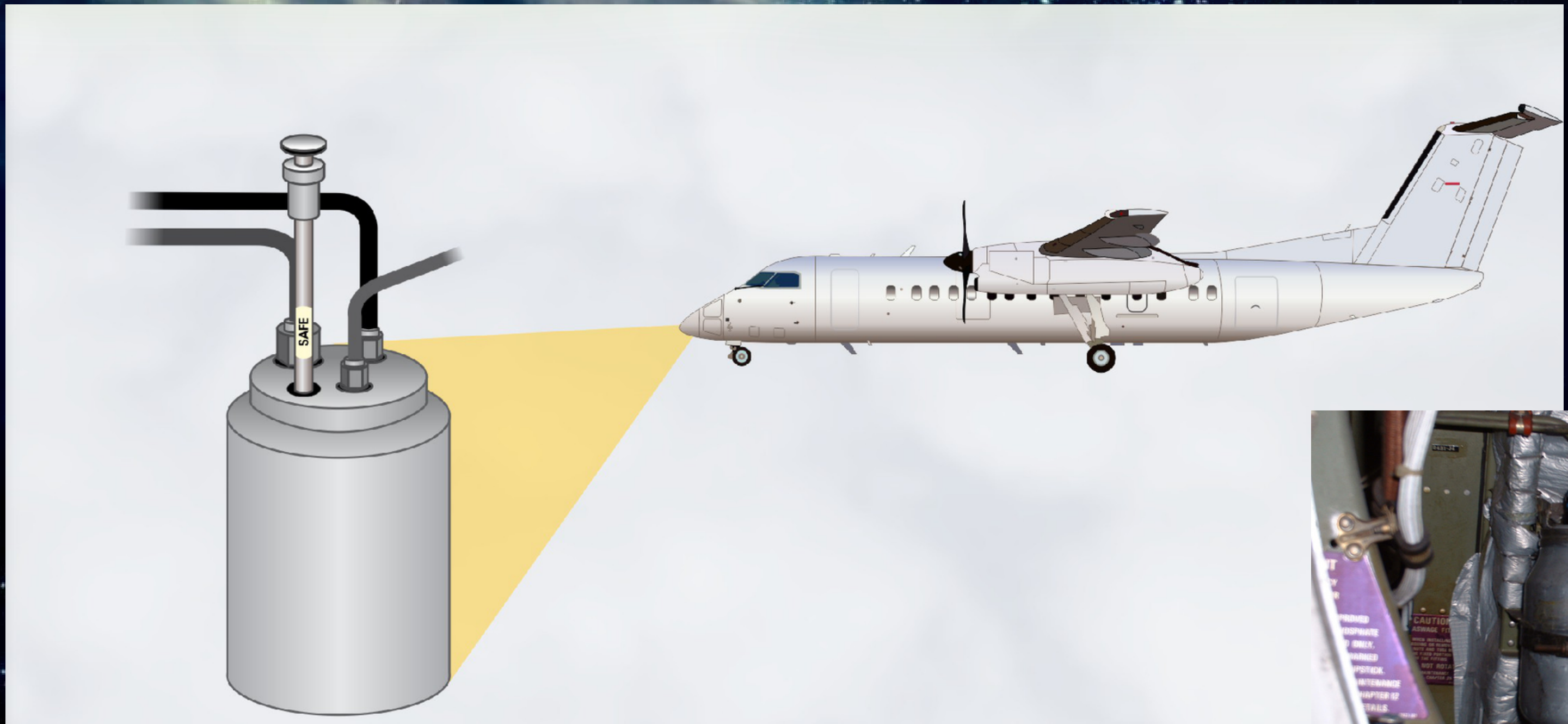
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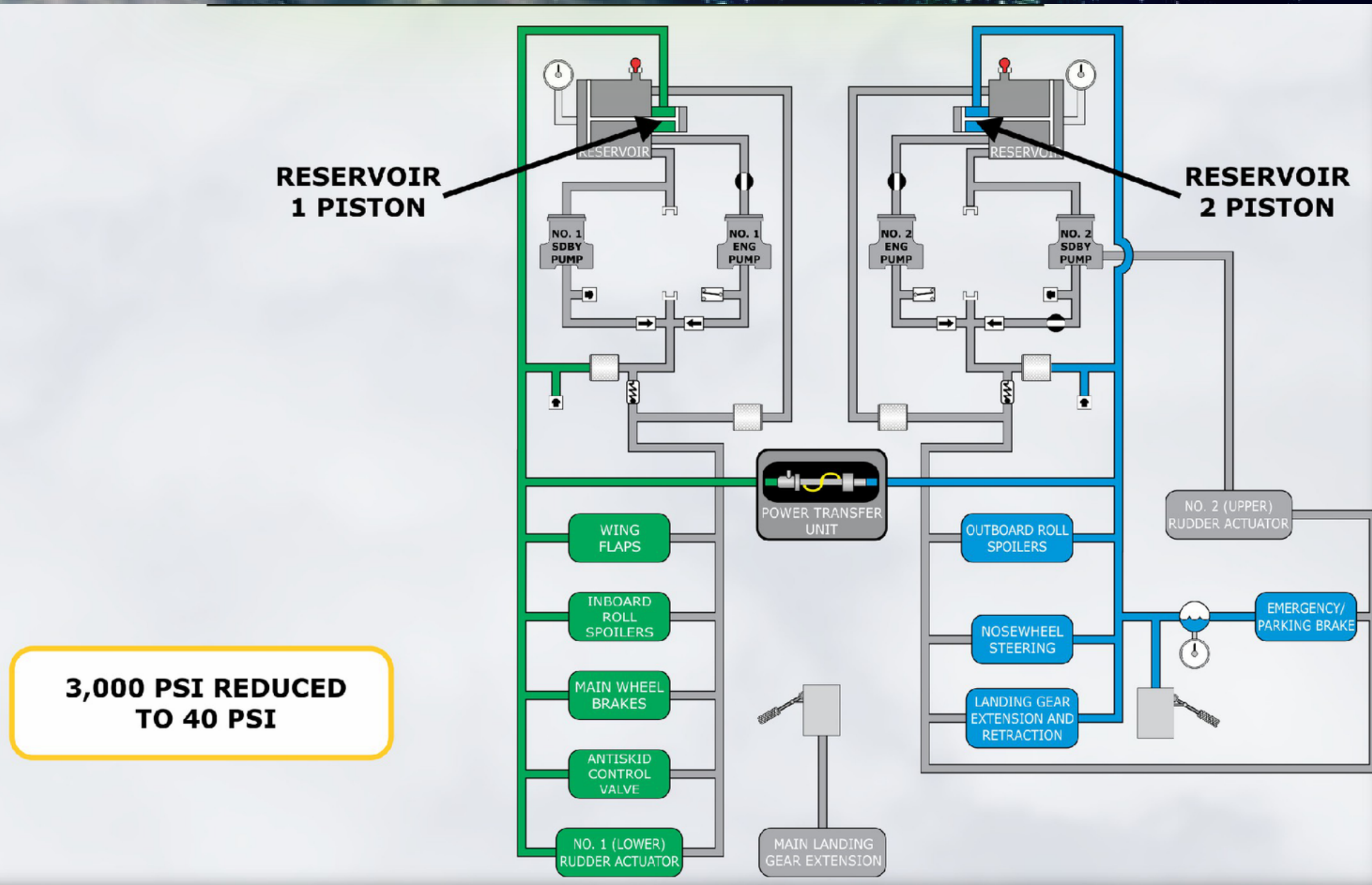
RÉSERVOIRS



EMERGENCY RÉSERVOIRS



RÉSERVOIRS



QUESTIONS!

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

RÉPONSE



2 900 PSI

QUESTIONS!

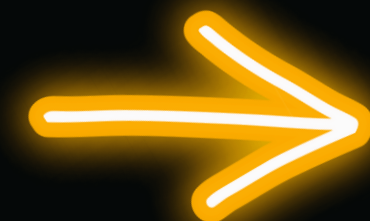
À quelle température la
lumière

#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

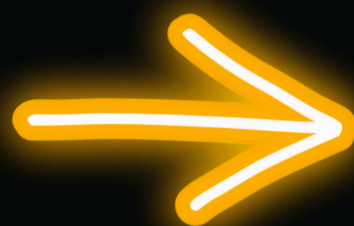


2000 PSI

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

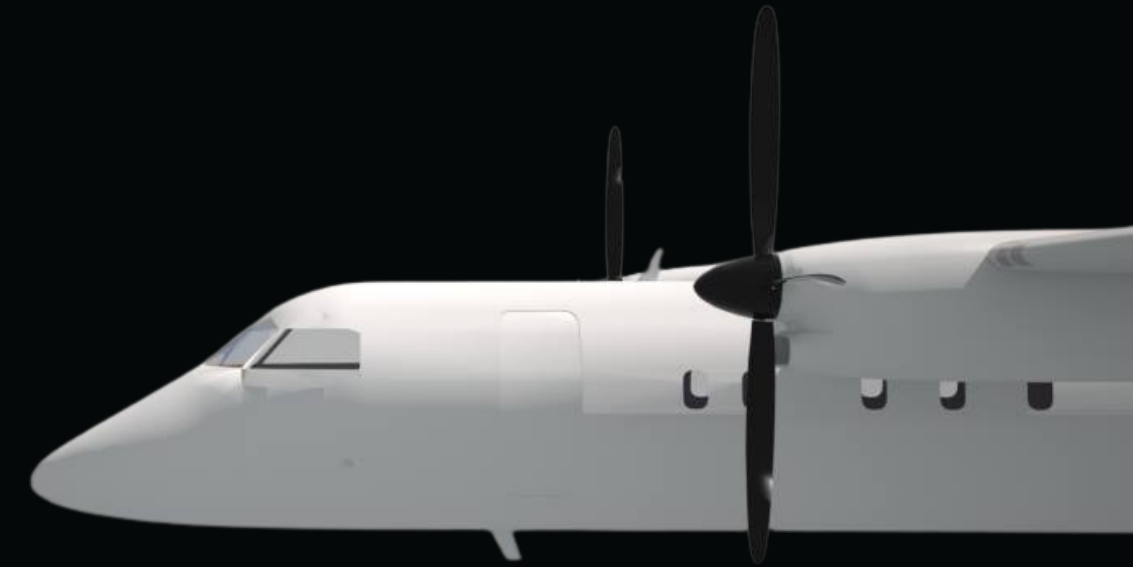
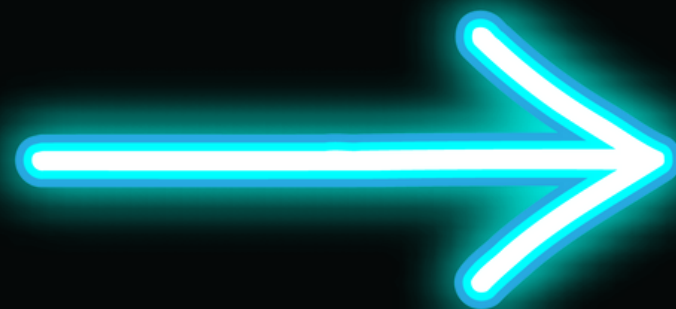
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



Que signifie "LOSER"?

L

LANDING GEAR

O

OUTBOARD ROLL SPOILER

S

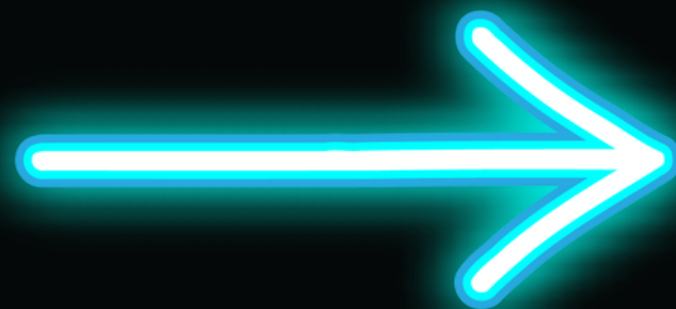
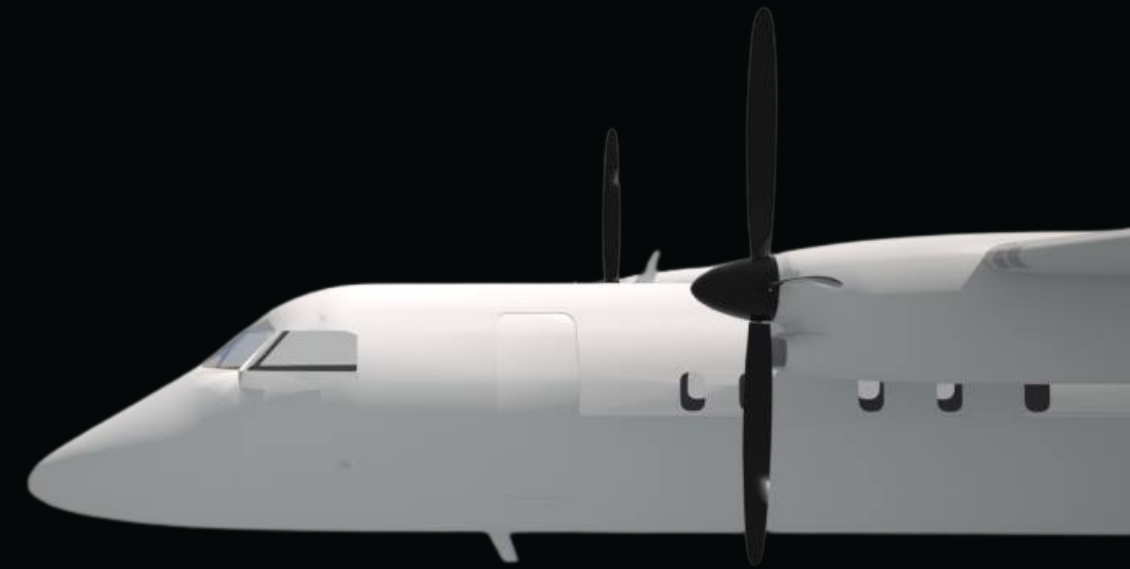
STEERING

E

EMERGENCY BRAKE

R

RUDDER 2



Que signifie "LOSER"?

F FLAPS

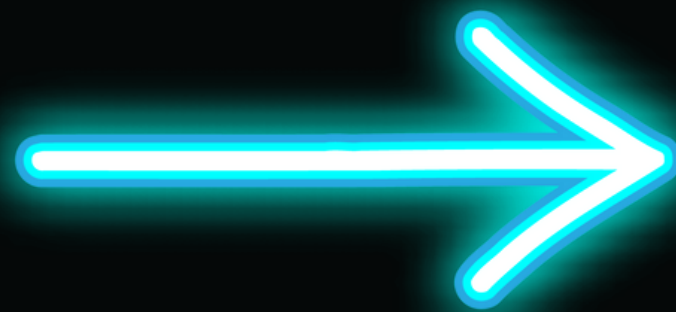
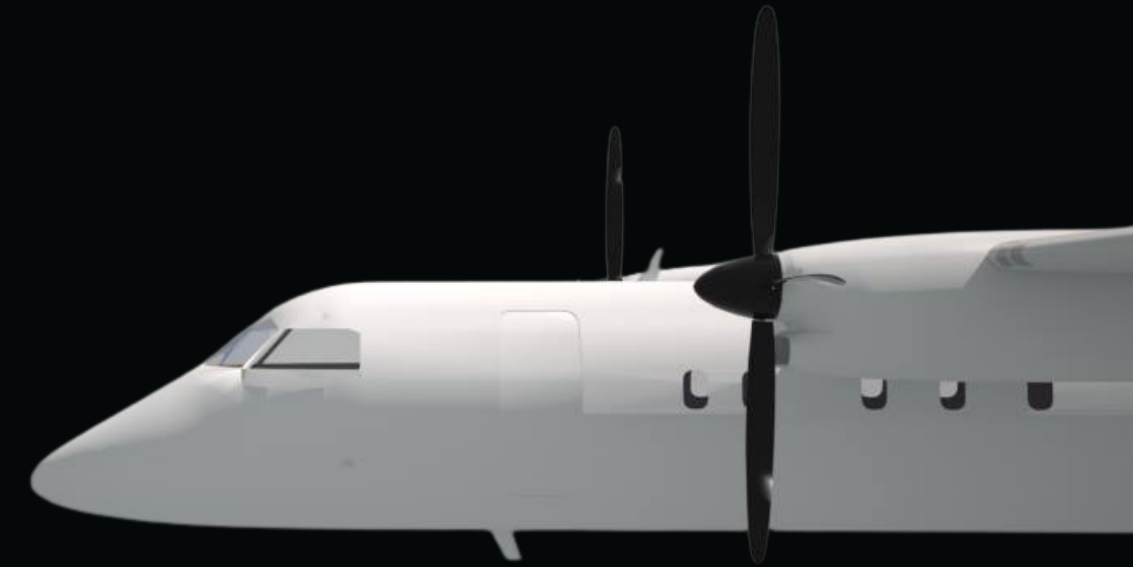
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



SYSTÈME HYDRAULIQUE # 1

F FLAPS

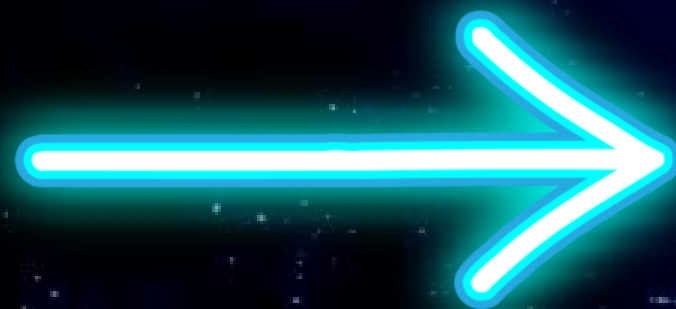
A ANTI SKID

R RUDDER

P POWER TRANSFERT UNIT

I INBOARD ROLL SPOILER

N NORMAL BRAKES



SYSTÈME HYDRAULIQUE # 1

F FLAPS

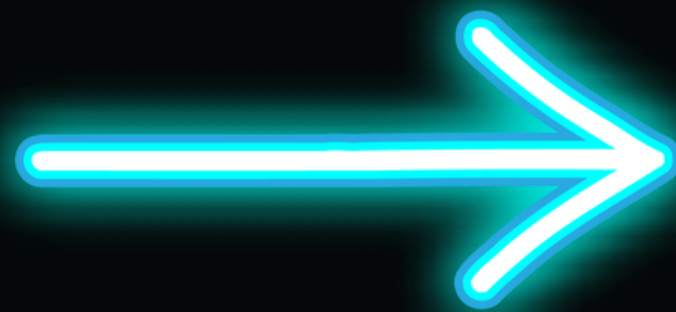
A ANTI SKID

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.***

