



sabena [®] B707	Module: LWR FUS / EMPENA	A/C Reg :	Check :	 21O2000500
	Oper. : RT-MP LC			
	Type : TEST PNEUM. SYS	Issuer : A43710	Cert.St.: 24828	
Spec. : MECHANIC	Release Date: 16.10.2001		Page 1 of 2	

PNEU SYST LEAK TEST

Execution / Start Date:	
End Date:	

MAINT	RII/INSP
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					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.		F2	MEC	MMS-328 361013 00100 rev 15/05/01		
Check: C1						
Zones: 114, 133, 134, 223, 455, 456, 457, 458, 563, 564, 665, 666						
Access:						
<p>CONDITIONS:</p> <ul style="list-style-type: none"> - C/B ENG#1 & 4 BLEED AIR & OUTB WING A/I VLV on P1 panel AC BUS1 —> CLOSED. - C/B ENG#2 & 3 BLEED AIR & INB WING A/I VLV on P2 panel AC BUS2 —> CLOSED. - On P4 panel AC BUS Nr 4: —> CLOSE following c/b's: <ul style="list-style-type: none"> - RAM AIR & WING VALVES, AUTO TEMP CONT PACK VALVE AUX AIR ACTUATORS, CONT CABIN MAN TEMP CTRL and MAN CABIN MAN TEMP CTRL. - ENG START CTRL SW's —> OFF. - BLEED AIR SW's —> OFF. - LH & RH BLEED AIR CONT UNIT SW's —> OFF. <p><u>PNEUMATIC SYSTEM LEAKAGE CHECK.</u></p> <p>PERFORM PNEUMATIC SYSTEM LEAKAGE TEST.</p> <ol style="list-style-type: none"> 1. Select LH & RH WING VLV sw's to OPEN. 2. Connect air source to aircraft pneumatic ground connection and apply 45 psig air pressure. CHECK: That leakage does not exceed 10 pound of air per minute. <p>NOTE: When aircraft is equipped with P/N 65-22777 type turbocompressor check valves, add to the max allowable leakage 3.5 pounds per min for each valve.</p> <ol style="list-style-type: none"> 3. Check high pressure gage reading for accuracy (+/- 1 psi). 4. Check all joints and connections with pressure applied by feeling and listening. Diffused leakage is allowable at any joint but jet blast are not permissible (see following note). 5. Disconnect air source. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p style="text-align: center;">NOTE:</p> <p>Leakage past the turbocompressor check valve may cause the turbo compressor to windmill backwards. Although rotation in the reverse direction is not harmful to the turbocompressor, windmilling backwards may cause oil to be pumped from the turbocompressor out the oil sump vent. Inadequate oil supply in the turbocompressor sump may cause turbocompressor damage. If oil is noticed coming from the oil sump vent, test should be stopped, oil supply replenished and check valve replaced.</p> </div>						

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