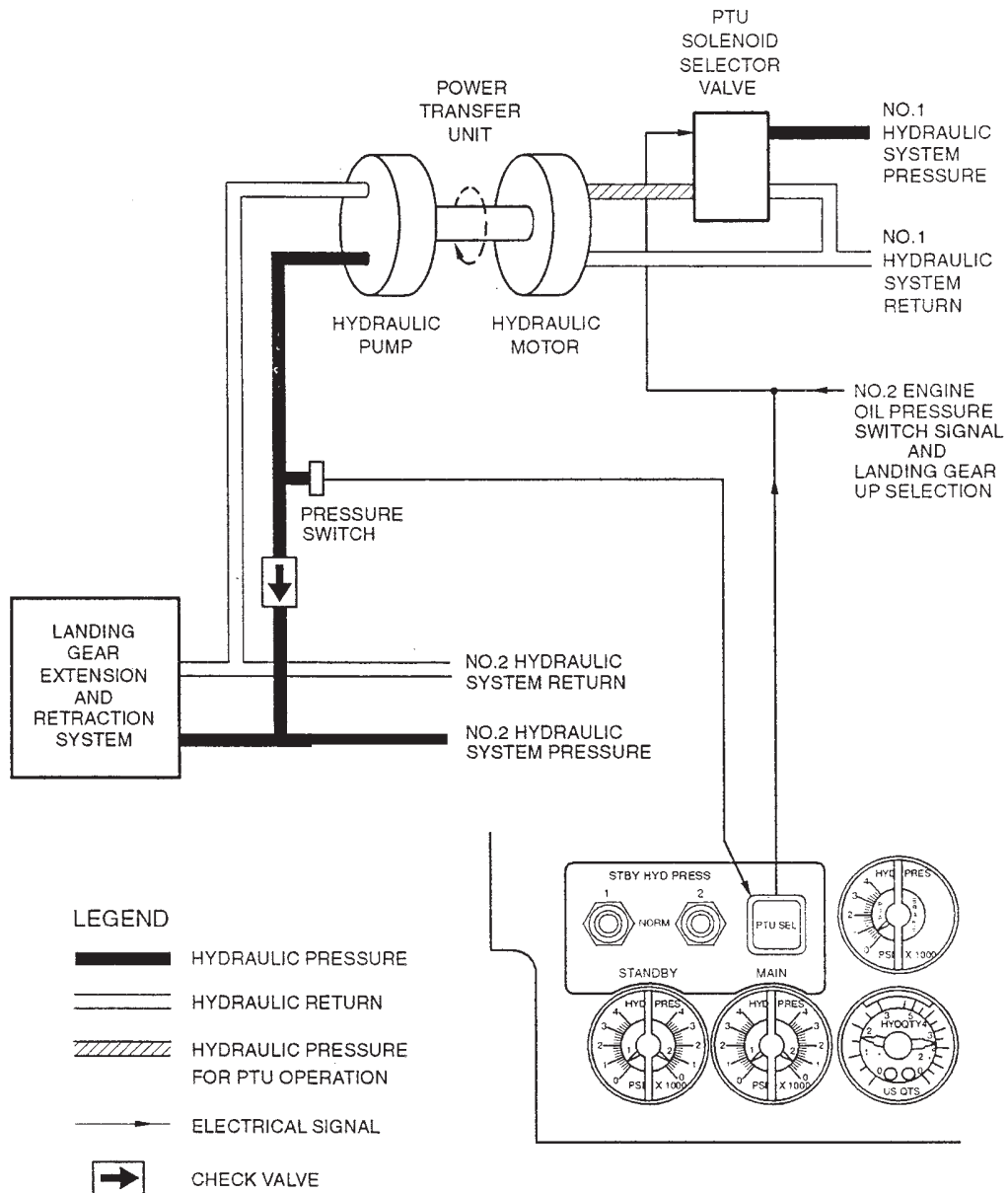


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Hydraulic system schematic

Power transfer unit

The PTU consists of a hydraulic motor, powered by the number 1 system, driving a pump in the number 2 system. During PTU operation there is no transfer of hydraulic fluid between the systems. The PTU provides hydraulic power to the entire number 2 hydraulic system. The PTU activates automatically in response to loss of number 2 engine oil pressure and a landing gear UP selection. The PTU switches off automatically when the landing gear is fully retracted. Operation of the PTU is indicated by illumination of the HYD PWR PTU SEL switch light (green) on the right pilot's instrument panel.



Emergency hydraulic system

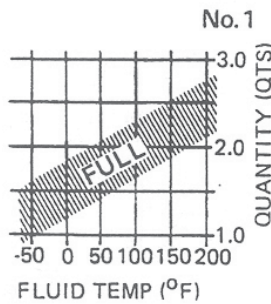
This system consists of a manually operated hand pump and independent reservoir and is provided solely for the emergency (alternate) extension of the main landing gear only. More information can be found in section 12-14 'landing gear'.

Pressure and quantity indicators

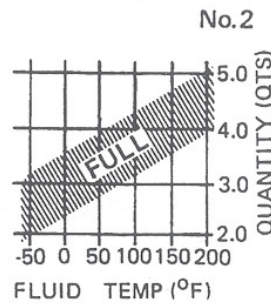
Hydraulic quantity and pressure indicators for each system are located on the right pilot's instrument panel. Pressure indicators for the main system and the standby electrically driven pumps are provided.

System hydraulic pressure is indicated on the MAIN indicator for both the number 1 and number 2 systems, normally the pressure generated by the main engine driven pumps. Hydraulic pressure from the standby electrically driven pumps is indicated on the STANDBY gauge. On the MAIN and STANDBY gauges, number 1 system is indicated on the left side and number 2 system is indicated on the right side.

The hydraulic fluid quantity gauge indicates the quantity of fluid in each system's main reservoir. number 1 reservoir is indicated on the left and number 2 reservoir is indicated on the right. Emergency reservoir quantity is measured by a dipstick.



No. 1 MAIN HYDRAULIC SYSTEM RESERVOIR



No. 2 MAIN HYDRAULIC SYSTEM RESERVOIR

NON-NORMAL INDICATIONS AND INDICATION

System operation

During non-normal operation of the hydraulic system crew members should be aware that the pressure indicated on the MAIN indicator(s) is system pressure, not solely engine-driven pump pressure.

Loss of all hydraulic fluid may lead to erratic indications on the HYD QTY indicators.

Caution lights

#1 ENG HYD PUMP	#2 ENG HYD PUMP
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Indicates low output pressure (below 2000 Psi) from related system main engine-driven hydraulic pump.

Applicable ECL: Engine hydraulic pump #1/#2 failure.

Remarks: Caution light will remain ON and standby hydraulic pressure will be displayed on #1/#2 standby and main hydraulic pressure indicator.

#1 HYD FLUID HOT	2 HYD FLUID HOT
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Indicates hydraulic fluid in related reservoir exceeds 109° C.

Applicable ECL: Hydraulic fluid hot #1/#2.

Remarks: If the conditions exist on ground because of high ambient temperatures, operate flight controls actuated by the related hydraulic system.
Caution light goes out when fluid cools to 95° C

#2 SPU AUX PWR

Indicates failure of one of two AC power supplies to #2 system standby hydraulic pump.

Applicable ECL: SPU #2 auxiliary power failure.

Remarks: Pump continues to operate on opposite side AC power source.
Maintenance check required prior to subsequent dispatch.

#1 STB HYD PUMP HOT	#2 STB HYD PUMP HOT
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Indicates overheat of related system electrically operated standby hydraulic pump.

Applicable ECL: Hydraulic #1/#2 system failure.

Remarks: When pump motor cools to 160° C caution light will go out and pump may be selected on if needed