Universal Hydraulic Servicing Trolley

The UNIVERSAL HYDRAULIC SERVICING is specially designed and developed for the GROUND SERVICING of two independent aircraft systems. It is used for actuation of the aircraft hydraulic system through the supplied pressurized hydraulic oil from the trolley to the aircraft, comprising of a pressurized reservoir, with filtered and de- aerated fluid at flow and pressure characteristics required for testing. The Trolley (HST300U) is suitable for wide range of fighter aircraft, military transport aircraft, and helicopters used in Indian Air Force.

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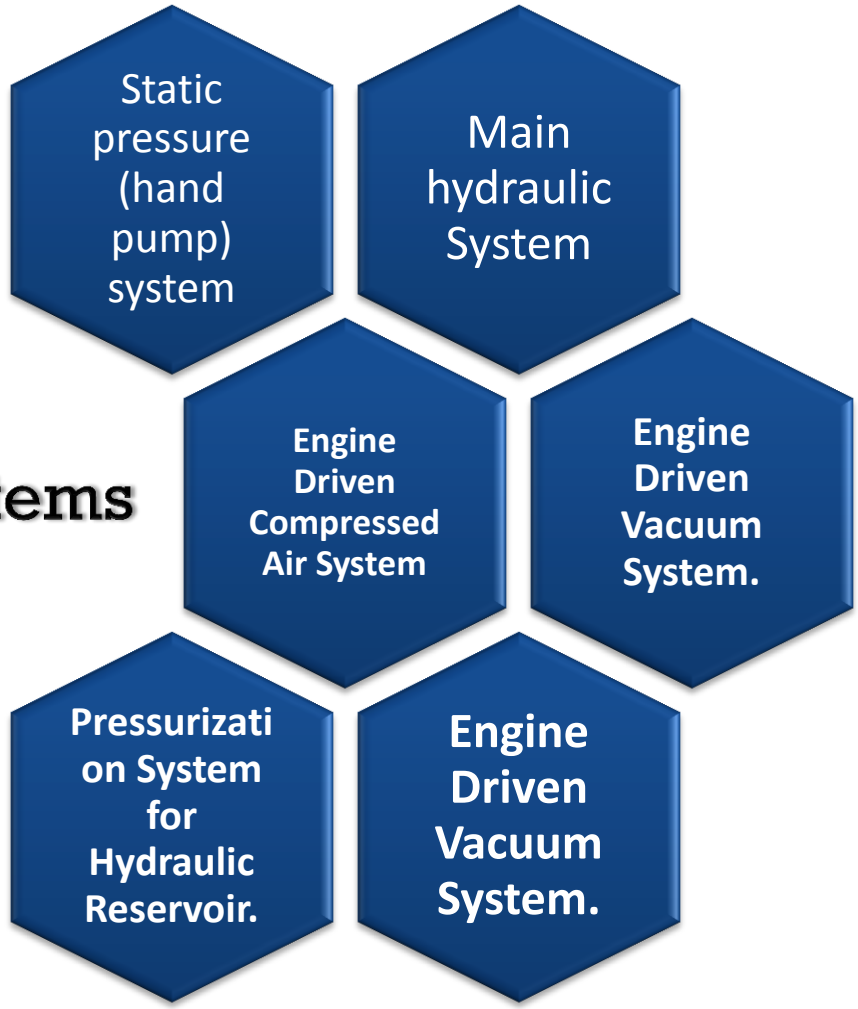
Major Subsystems



It provides following type of hydraulic services:

- Continuous filtered high pressure hydraulic oil supply to two independent aircraft Systems.
- Delivery Pressure & flow can be controlled from the Panel mounted Relief valve manually. Also ready selection to suit the type of the Aircraft can be done through selector switch on the Panel.
- A system regulating the hydraulic fluid level in each system of aircraft and also enables to increase & decrease the level of aircraft reservoir at quantitative volume of oil
- Consequently air can be bled from the Hydraulic circuit through the engine driven Vacuum Pump system working to achieve 200mBar (abs) and vaporize the moisture content in the hydraulic oil
- Trolley tank can be completely isolated and aircraft tank can be used in the circuit and including both in the circuit is also possible. Hand Pump assembly mounted on the Panel (from Panel front to Right) **(**Static Pressure (Hand Pump) System) mounted on the Panel for the filling the Aircraft Reservoir Instrumentation of different parameters like deli every pressure , boost pressure return line pressure delivery flow.

GENERAL SPECIFICATION & EQUIPMENTS LIST

HYDRAULIC SERVICING TROLLEY (HST300U)

Operation	**Outdoor.**
Overall dimensions	**(L)3400 X (W)1500 X (H)1690**
Numbers of wheels	**2Nos (Front) & 2Nos (Rear)**
Suspension	**Leaf Spring for Front & Rear Wheel**
Fuel Tank Capacity	**140 Liters.**
Towing speed	**10Km/hrs.**
Steering mechanism	**Ackerman steering mechanism.**
Rear Axle Weight (RAW)	**2205 Kg (Actual Measurement DATED 13/07/2012)**
Front Axle Weight (FAW)	**1625 Kg. (Actual Measurement DATED 13/07/2012)**
Gross Vehicle Weight (GVW)	**3830Kg. (Actual Measurement DATED 13/07/2012)**

MAIN HYDRAULIC SYSTEM

Working Media	**Mineral base Hydraulic Oil OM-15, DTD-585, Superclean MIL-H-5606.**
No. Of supply & Return lines	**2 set of Delivery and Return Line (Including System-I and System-II).**
Flow rate	**100 LPM in each system.**
Operating Pressure(	**300BAR.**
Temperature range	**-5 to 50°C.**
Filtration level	**3µ. of High Pressure Filter.**
Vacuum Level (Working range)	**200mBar (abs).**
Compressed Air Pressure (Working range)	**7 Bar (Max).**
Noise Level	
Prime Mover	**Diesel Engine TBD3V6 Greaves.**
Battery	**Lead Acid battery 2Nos each of 12V, 120Ah rating.**
Hydraulic Reservoir	**Stainless Steel-SS304L, 70 Ltrs + 70Ltrs, Twin chamber , with std accessories**
Flow meter	**Turbine type, Digital indication.**
Oil sampling	**Independent in both pressure lines.**
Hoses	**2Nos, 20mtrs Long Pressure Hose:1-1/4" 2Nos, 20mtrs Long Return Hose:1-1/4" 1Nos , 20mtrs Long Pressure Hose : 1/4"**