



APU - SERVICING

EFFECTIVITY: ALL

1. General

- A. This section gives the procedures to fill the auxiliary power unit with oil.
- B. Flush the oil system when the oil becomes contaminated or is changed to a different brand. To do the flushing procedure in APU T-62T-40C11, refer to [AMM TASK 49-90-00-100-801-A/300](#) and, for APU T-62T-40C14, refer to [AMM TASK 49-95-00-100-801-A/300](#).
- C. The APU oil system is serviced as necessary. The oil that is used to service the APU must be in the table of approved oils given in [AMM MPP 20-30-02/200](#).
- D. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	DESCRIPTION	EFFECTIVITY
12-12-02-600-801-A	AUXILIARY-POWER-UNIT FILLING	ALL



EMB145 - EMB135

AIRCRAFT
MAINTENANCE MANUAL

TASK 12-12-02-600-801-A

EFFECTIVITY: ALL

2. AUXILIARY-POWER-UNIT FILLING

A. General

- (1) Do not fill the APU before it is sufficiently cool to be touched.

B. References

REFERENCE	DESIGNATION
AMM MPP 06-41-01/100	-

C. Zones and Accesses

ZONE	PANEL/DOOR	LOCATION
313	313CL	Tail cone fairing

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

ITEM	DESCRIPTION	PURPOSE	QTY
Commercially available	Ladder	To fill the APU oil tank	1

F. Consumable Materials

SPECIFICATION (BRAND)	DESCRIPTION	QTY
MIL-PRF-7808 or MIL-PRF-23699	Oil	AR

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	FUNCTION	PLACE
1	Does the task	On the APU oil tank

I. Preparation

SUBTASK 841-002-A

- (1) Open access door 313CL (AMM MPP 06-41-01/100).



J. APU Oil-Tank Filling ([Figure 301](#))

SUBTASK 610-002-A

EFFECTIVITY: AIRCRAFT WITH APU T-62T-40C11

WARNING: ENGINE OIL IS HAZARDOUS AND CAN CAUSE INJURY TO SKIN AND EYES. PUT ON RUBBER GLOVES AND SAFETY GOGGLES.

CAUTION: • DO NOT FILL THE APU OIL TANK WITH OIL OF A DIFFERENT BRAND (WITH THE SAME SPECIFICATION OR NOT) FROM THAT WHICH IS IN THE TANK.

- DO NOT LET THE OIL LEVEL STAY HIGHER THAN THE "FULL" MARK ON THE SIGHT PLUG. A TOO-FILLED TANK WILL CAUSE OIL FOAMING, HIGH TEMPERATURE, LOW OIL PRESSURE, AND OIL ODORS IN THE CABIN.
- AFTER FILLING MAKE SURE THAT THE OIL FILLER CAP IS CORRECTLY CLOSED TO PREVENT OIL ODORS IN THE CABIN.

(1) **NOTE:** Oil must be added when the oil level is at the base of the sight glass.

Remove the oil filler cap from the filler coupling.

(2) Fill the oil tank until the floating dot is at the "TOP" of the sight glass.

(3) Install the oil filler cap to the filler coupling.

K. APU Oil-Tank Filling ([Figure 302](#))

SUBTASK 610-003-A

EFFECTIVITY: AIRCRAFT WITH APU T-62T-40C14

WARNING: ENGINE OIL IS HAZARDOUS AND CAN CAUSE INJURY TO SKIN AND EYES. PUT ON RUBBER GLOVES AND SAFETY GOGGLES.

CAUTION: • DO NOT FILL THE APU OIL TANK WITH OIL OF A DIFFERENT BRAND (WITH THE SAME SPECIFICATION OR NOT) FROM THAT WHICH IS IN THE TANK.

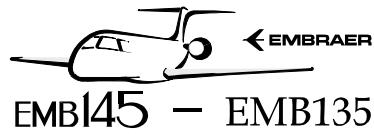
- DO NOT LET THE OIL LEVEL STAY HIGHER THAN THE "FULL" MARK ON THE SIGHT PLUG. A TOO-FILLED TANK WILL CAUSE OIL FOAMING, HIGH TEMPERATURE, LOW OIL PRESSURE, AND OIL ODORS IN THE CABIN.
- AFTER FILLING MAKE SURE THAT THE OIL FILLER CAP IS CORRECTLY CLOSED TO PREVENT OIL ODORS IN THE CABIN.

(1) **NOTE:** Oil can be added to the gearbox-assembly oil sump when the oil level is below the full mark on the oil-level sight glass.

Remove the oil filler cap from the filler coupling.

(2) Fill the oil tank until the "FULL" indication comes into view in the sight glass.

(3) Install the oil filler cap to the filler coupling.



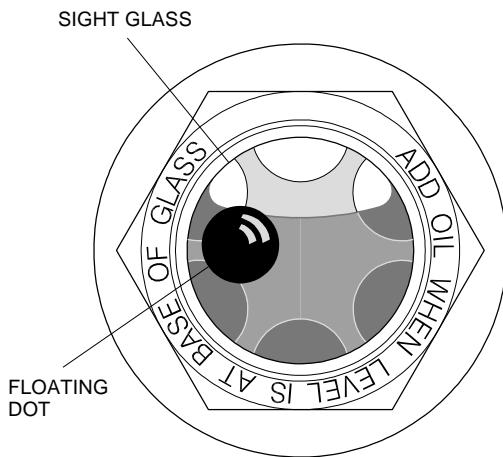
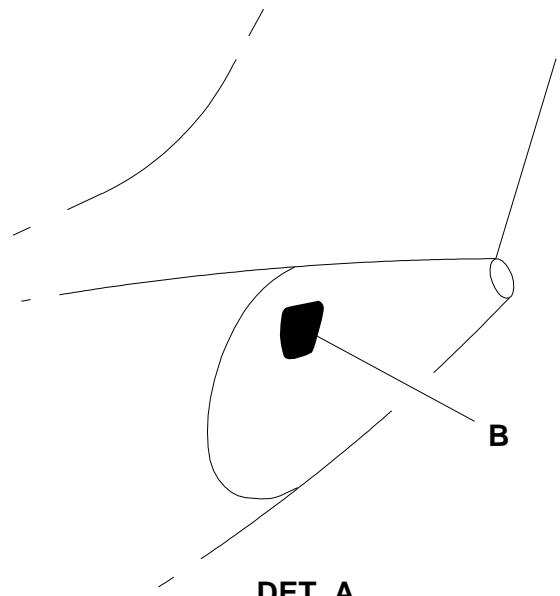
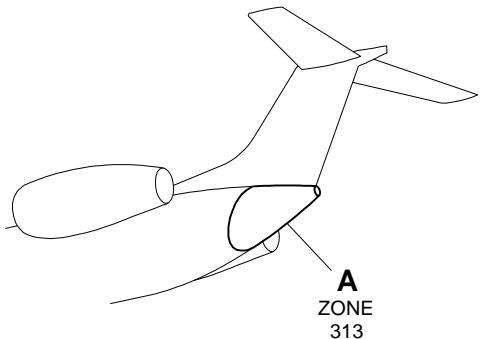
AIRCRAFT
MAINTENANCE MANUAL

L. Follow-on

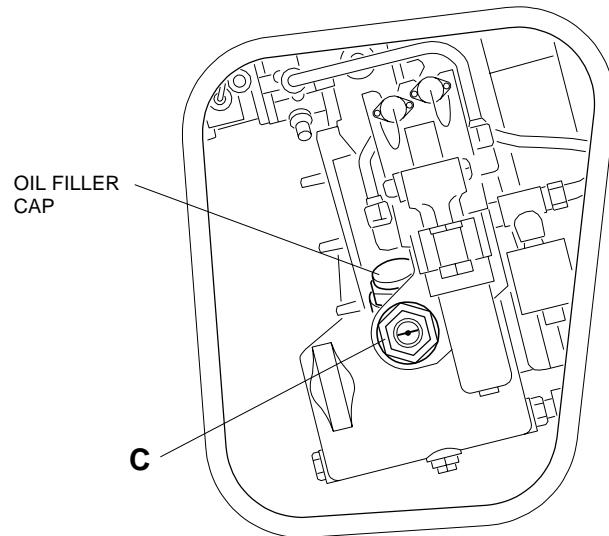
SUBTASK 842-002-A

- (1) Close access door 313CL (AMM MPP 06-41-01/100).

EFFECTIVITY: AIRCRAFT WITH APU T-62T-40C11
APU Oil Filling and Oil Level Check
Figure 301



DET. C



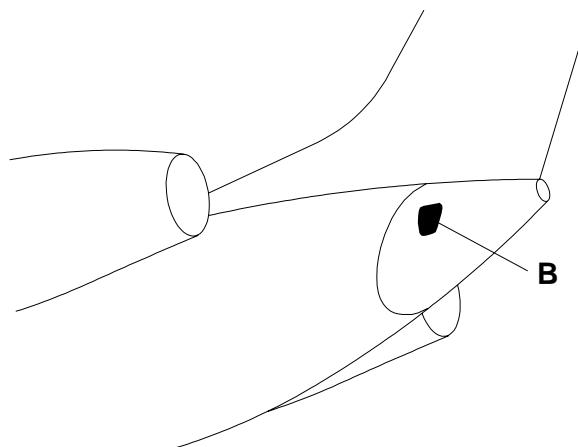
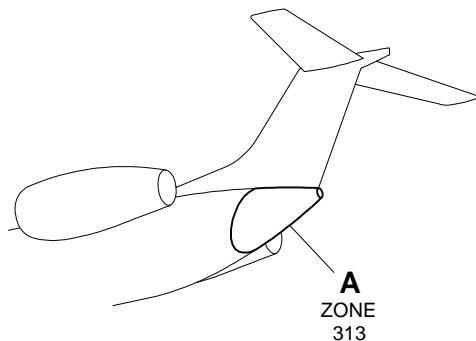
DET. B

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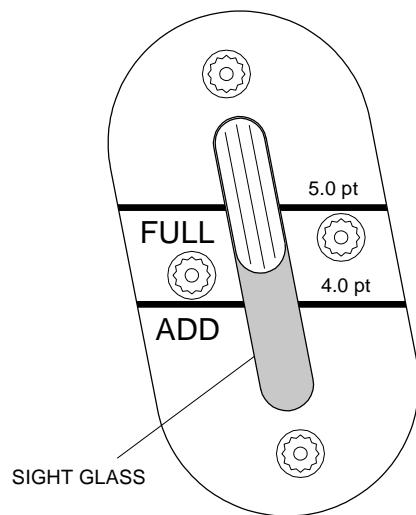
EFFECTIVITY: AIRCRAFT WITH APU T-62T-40C14

APU Oil Filling and Oil Level Check

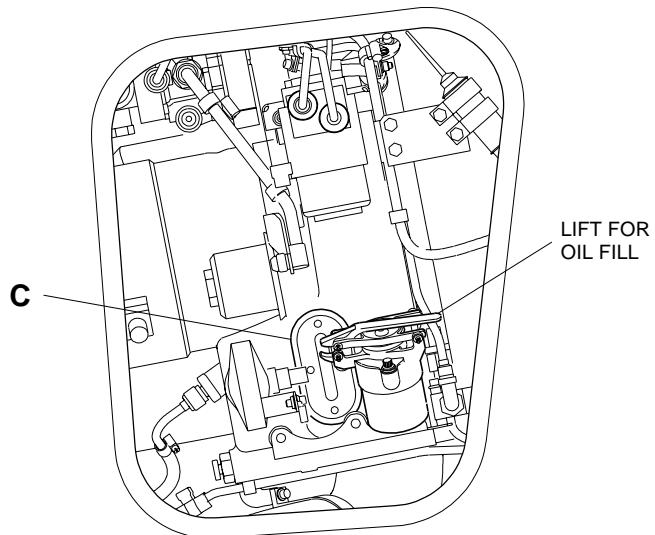
Figure 302



DET. A



DET. C



DET. B

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