STORAGE - MAINTENANCE PRACTICES

EFFECTIVITY: ALL

1. General

   A. This section gives the procedures for fuel transfer in the fuel system.

   B. 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*
28-10-00-910-801-A	WING-TO-WING FUEL TRANSFER	ALL

TASK 28-10-00-910-801-A
EFFECTIVITY: ALL

2. WING-TO-WING FUEL TRANSFER

A. General

(1) This procedure permits you to do a wing-to-wing fuel transfer with the electrical pumps of the fuel feed system.

(2) This procedure is used only on the ground, during aircraft maintenance operations.

(3) For maintenance purpose, it is possible to have one wing tank empty and the other wing tank full.

B. References

REFERENCE	*DESIGNATION*
AMM MPP 06-41-01/100	-
AMM SDS 34-22-00/1	
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE

C. Zones and Accesses

ZONE	*PANEL/DOOR*	*LOCATION*
191	191BR	Wing-to-fuselage fairing

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Cockpit/Wing-to-fuselage fairing

I. Preparation

SUBTASK 841-002-A

(1) Energize the aircraft with an External DC - Power Supply (AMM TASK 20-40-01-860-801-A/200).

(2) Open access door 191BR (AMM MPP 06-41-01/100) to get access to the refueling/ defueling panel.

(3) Lift the guard and set the defueling switch to the OPEN position. Make sure that the DEFUELING light comes on.

(4) Set the MFD 1 (or 2) to the FUEL page (AMM SDS 34-22-00/1).

J. Wing-to-Wing Fuel Transfer (Figure 201)

SUBTASK 910-002-A

CAUTION: MAKE SURE THAT THE NACA AIR INTAKE IS NOT BLOCKED AND THAT THE NACA AIR INTAKE IS FREE FROM BLOCKAGE.IF YOU NOT OBEY THESE CAUTIONS, DAMAGE TO THE AIRCRAFT CAN OCCUR.

(1) Transfer the fuel from the LH tank to the RH tank as follows:

NOTE:
- Use the MFD to monitor the fuel quantity which is transferred.
- For maintenance purpose, it is possible to have one wing tank empty and the other wing tank full.

(a) On the fuel control panel, set the fuel-pump selector switch to the fuel pump to be used. On the circuit breaker panel, open the circuit breakers related to the other two fuel pump which will not be used.

(b) On the circuit breaker panel, open the REFUELING 2 circuit breaker.

(c) On the fuel panel, set the XFEED switch to the LOW 2 position.

NOTE: During the wing-to-wing fuel transfer procedure, the FUEL EQ XFEED OPN message can be displayed on the EICAS.

CAUTION:
- DAMAGE TO THE FUEL PUMP WILL OCCUR IF IT OPERATES WITH NO FUEL (DRY OPERATION). THUS, TURN THE PUMP OFF BEFORE THE TANK IS EMPTY.
- THE FUEL QUANTITY ON THE SIDE THAT RECEIVES FUEL MUST BE MONITORED TO PREVENT TOO MUCH FILLING. OBEY THE MAXIMUM PERMITTED CAPACITY OF THE TANK (1980 KG OR 4365 LB).

(d) On the fuel panel, set the PUMP PWR TANK 1 switch to the ON position. Monitor the decrease of the quantity in the LH tank and, when you have the necessary fuel quantity transferred, move the PUMP PWR TANK 1 switch back to OFF.

(e) Set the XFEED switch to OFF.

(f) On the circuit breaker panel, close the REFUELING 2 circuit breaker.

(g) After a transfer operation, close the circuit breakers opened in 2.J.1 (a).

CAUTION: MAKE SURE THAT THE NACA AIR INTAKE IS NOT BLOCKED AND THAT THE NACA AIR INTAKE IS FREE FROM BLOCKAGE.IF YOU NOT OBEY THESE CAUTIONS, DAMAGE TO THE AIRCRAFT CAN OCCUR.

(2) Transfer the fuel from the RH tank to the LH tank as follows:

NOTE: • Use the MFD to monitor the fuel quantity which is transferred.

• For maintenance purpose, it is possible to have one wing tank empty and the other wing tank full.

(a) On the fuel control panel, set the fuel-pump selector switch to the fuel pump to be used. On the circuit breaker panel, open the circuit breakers related to the other two fuel pumps which will not be used.

(b) On the circuit breaker panel, open the “REFUELING 1” circuit breaker.

(c) On the fuel panel, set the XFEED switch to the LOW 1 position.

NOTE: During the wing-to-wing fuel transfer procedure, the FUEL EQ XFEED OPN message can be displayed on the EICAS.

CAUTION: • DAMAGE TO THE FUEL PUMP WILL OCCUR IF IT OPERATES WITH NO FUEL (DRY OPERATION). THUS, TURN THE PUMP OFF BEFORE THE TANK IS EMPTY.

• THE FUEL QUANTITY ON THE SIDE THAT RECEIVES FUEL MUST BE MONITORED TO PREVENT TOO MUCH FILLING. OBEY THE MAXIMUM PERMITTED CAPACITY OF THE TANK (1980 KG OR 4365 LB).

(d) On the fuel panel, set the PUMP PWR TANK 2 switch to the ON position. Monitor the decrease of the fuel quantity in the tank and, when you have the necessary fuel quantity transferred, move the PUMP PWR TANK 2 switch back to OFF.

(e) Set the XFEED switch to OFF.

(f) On the circuit breaker panel, close the REFUELING 1 circuit breaker.

(g) After you do a transfer operation, move the circuit breakers back to the usual position.

K. Follow-on

SUBTASK 842-002-A

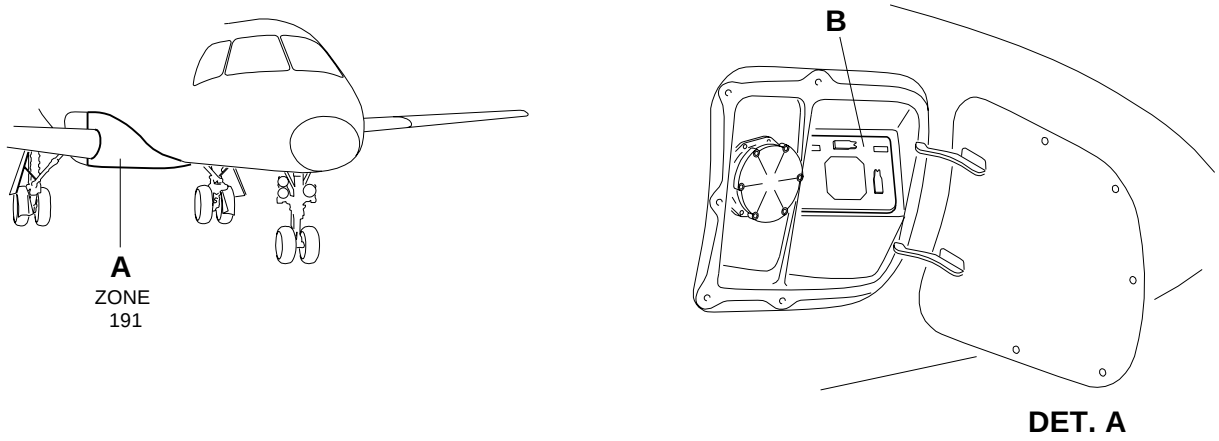
(1) Move the defueling switch back to the closed position and lower the switch guard. Make sure that the DEFUELING light goes off.

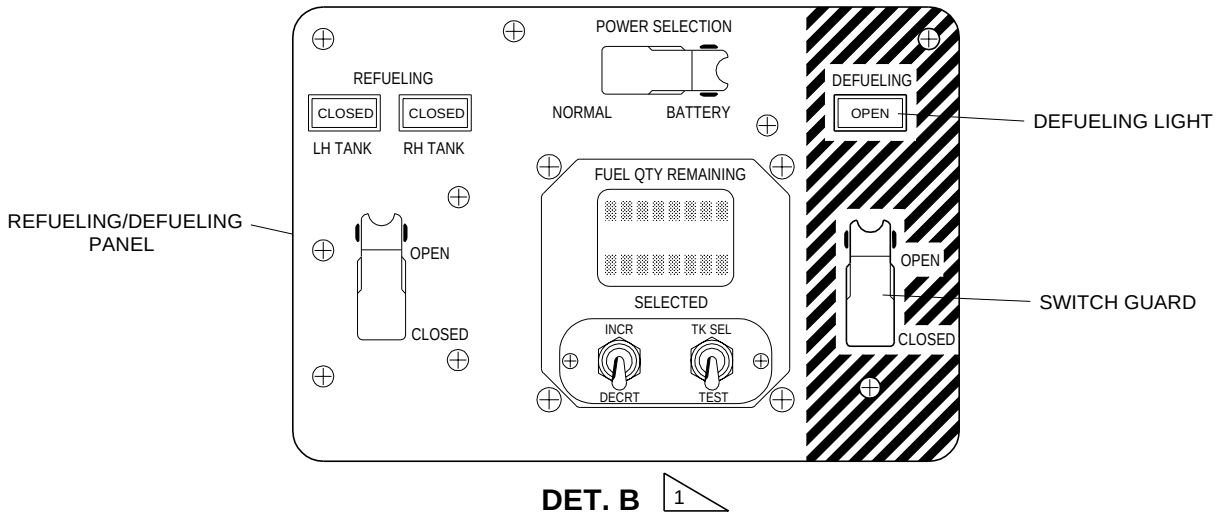
(2) Close access door 191BR (AMM MPP 06-41-01/100).

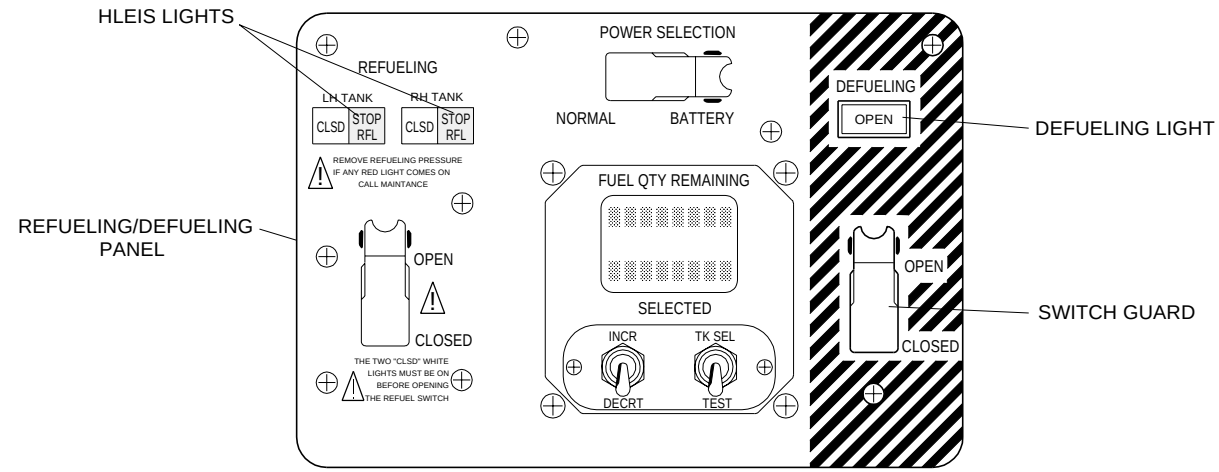
(3) Deenergize the aircraft (AMM TASK 20-40-01-860-801-A/200).

EFFECTIVITY: ALL

Wing-to-Wing Fuel Transfer - Component Locations
Figure 201 - Sheet 1







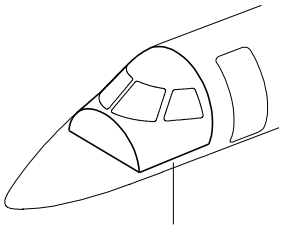
1 AIRCRAFT WITHOUT HLEIS

2 AIRCRAFT WITH HLEIS

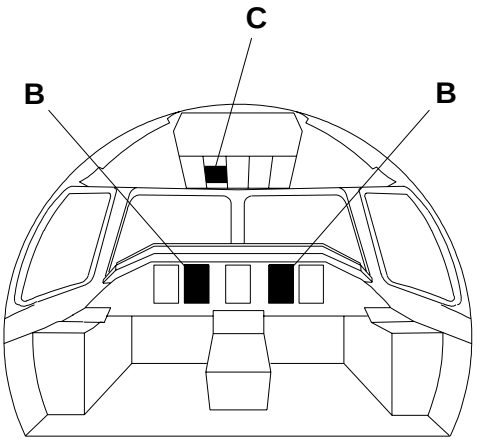
145AMM280852.MCE

EFFECTIVITY: ALL

Wing-to-Wing Fuel Transfer - Component Locations
Figure 201 - Sheet 2

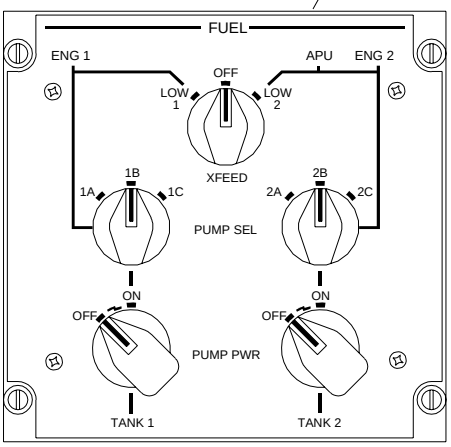


A
ZONES
223
224
225



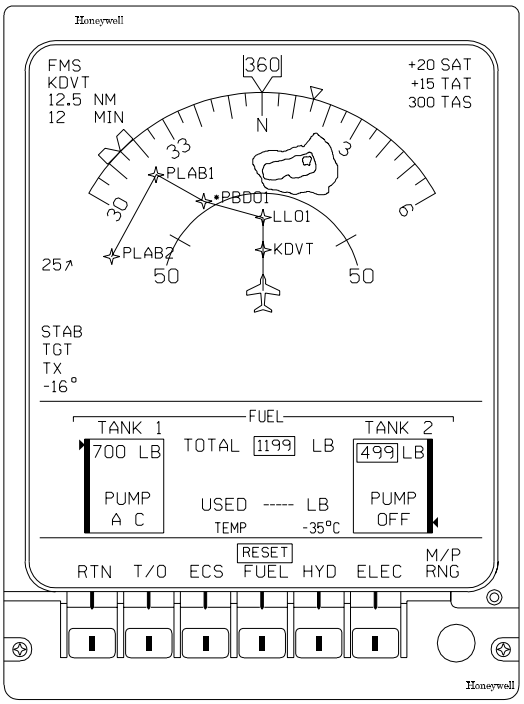
DET. A

FUEL CONTROL PANEL



DET. C

MFD DISPLAY



DET. B

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