

Date: 13 March 2017  
To: Thai Aviation Services Limited  
Attn: Grant Robinson  
Regarding: Air Conditioner Compressor CMM-Request For Clarification  
Technical Case #: C0055308

Sikorsky engineering states the following:

**CH 21-50-01 – General**

Q1) Paragraph 4.C.3) Page 304 - Refrigerant Servicing - M/M calls the lines discharge side and a low side. Yellow Jacket refers to "High side" and "Low side". Is the term "discharge side" the same as the term high side?

**A1) Yes, The Discharge Side and High Side are the same.**

**CH 21-50-03 - Plumbing**

Q2) Paragraph 3.D.1) Page 201 - Maintenance practices/refrigerant charge says to use a base line charge of of 1 lb and charge until the system is clear of bubbles. Yellow Jacket wants the maintainer to program increments of additional charge. What is the recommend increment example, 0.1lb, 0.5lbs etc?

**A2) We recommended to increase by .25LB increments.**

**CH 21-50-04 Compressor / Condenser Assembly**

Paragraph 3. J. 5) Page 211 - Compressor oil level check

Q3) The maintainer is instructed to remove the compressor from the A/C prior to checking the oil level. Is this step necessary?

Q4) The CMM provides data for local fabrication of a dipstick. When TAS tried to insert the dipstick into the compressor fill plug port per the CMM they found the port blocked. The only object they could insert was a Tywrap, following the contour of compressor casing. They were unable to obtain an accurate measurement of the oil level. Is the solid dipstick a valid tool? Does the compressor need to be at a certain rotation position for the dipstick to be fully inserted?

**A3) The oil plug is located at the top of the compressor (see below) and should not be obstructed.**

**A4) You may have to rotate the pulley and shaft a little to move the wobble plate. You may also have to insert the dipstick at a slight angle.**

If further assistance is needed, please contact Service Engineering.

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