

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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