Hydraulic Servicing Trolley
>HST21DSKA< (Diesel Driven)
>HST21ESKA< (Electrically Driven)

HST21DSKA and HST21ESKA are part of the HST21 FAMILY.

> Designed for the use on the following aircraft types (in mineral oil and Skydrol version):

- AIRBUS A400M
- PANAVIA TORNADO
- EUROFIGHTER TYPHOON
- BAE SYSTEMS NIMROD
- BOEING SENTRY
- VICKERS VC10
- LOCKHEED TRISTAR
- BOMBARDIER GLOBAL EXPRESS (ASTOR)
- MCDONNELL DOUGLAS F18

> Is adaptable for other aircraft types as well.

BRIEF TECHNICAL DESCRIPTION OF THE HST21DSKA / HST21ESKA

> Worldwide operation

Temperature: -32 to +55°C, Altitude: 0 to 3,048m (10,000ft)
Ex-proofed to "Fire Standard E10, Hangars Zone 2"

> General details

Size:	Length: approx. 4,950mm, Height: 1,930mm, Width: 1,900mm
Maintainability:	Large access doors supported by gas-filled struts and careful design ensure easy accessibility to all components.
Calibration:	(1 year) Is carried out by using an automatic calibration unit.
Control System:	Performed by an industrial PC and measuring system.
Self-test:	Is built in and indicates errors on the display unit.
Modem:	Allows remote factory test, troubleshooting and correction.
Shutdown:	Performed automatically, or with emergency button when required.
Brakes:	Parking brakes are applied automatically upon tow-bar release.
Airtransportability:	All required standards are conformed with.

> Operation

The HST21DSKA / HST21ESKA is user friendly suitable for hydraulics engineers, operated through a touch screen display in manual or automatic mode, which shows all parameters and warning messages.

> Hydraulical parameters

Two hyd. circuits:	each producing 110lpm at 210bar
Hyd. oil:	Skydrol LD4/LD5, filter class 5, NAS 1638
Flushing manifolds:	Fluid sampling points and oil de-aeration are provided.
Aircraft reservoirs:	Can be drained or replenished with the HST21DSKA / HST21ESKA via return hoses. The 18m long hyd. hoses are mounted on a power driven reel.

> Pneumatical parameters

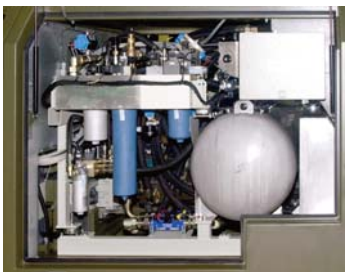
Pressurisation of aircraft reservoir with built-in pneumatic supply possible.

> Power -supply (HST21DSKA)

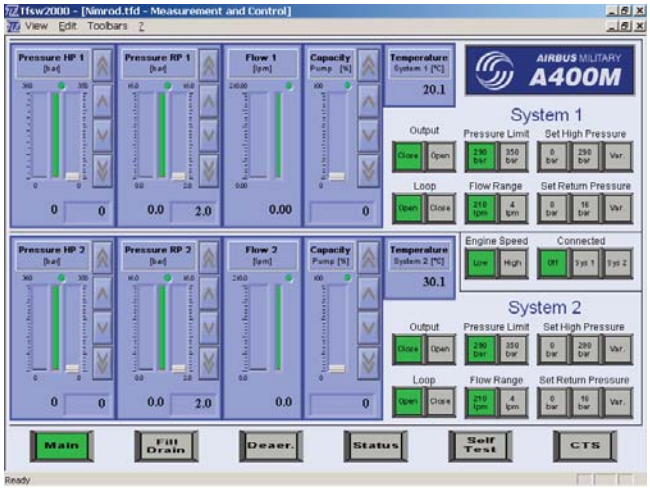
The hydraulic system is powered by a robust DEUTZ commercial diesel producing 152kW at 2,200rpm with a max. of 80dB at 1m.

> Power supply (HST21ESKA)

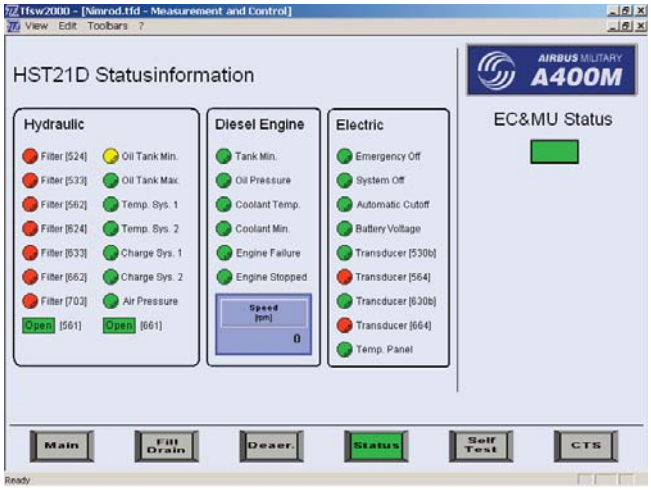
The hydraulic system is powered by a commercial electric motor producing 132kW. The required electrical mains power is 3/PE AC 50Hz with a line fuse of 250A, via a 15m connection cable.



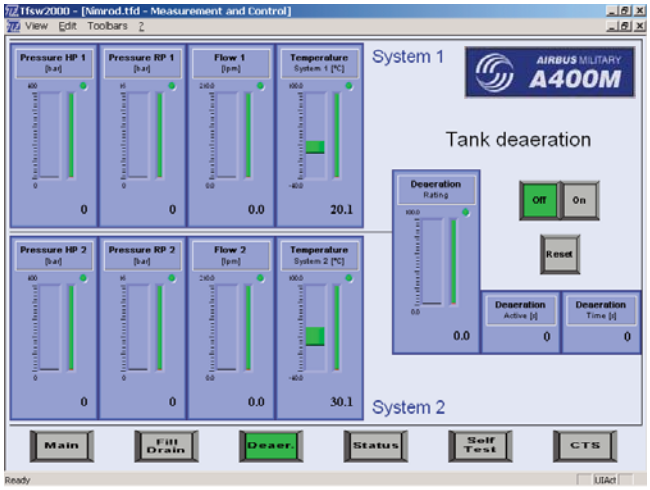
BRIEF DESCRIPTION OF THE OPERATING SYSTEM



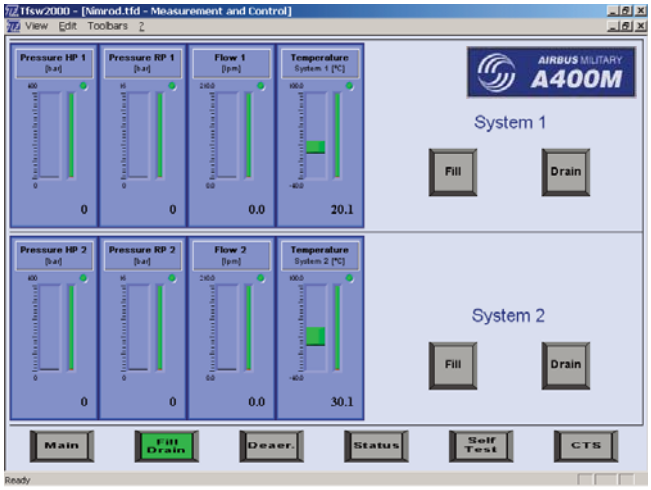
Main operating window



Status window



De-aeration window



Aircraft reservoir drain/replenish window

- The operating system is operated by inputting the values required directly on the touch screen or by using a keyboard if required.
- Operating windows can be saved and re-activated as is usual with a windows operating system.
- The operating windows are arranged in a logical operating sequence.
- Warning messages appear in the foreground of the window being used.
- Values for a particular aircraft type e.g. flow, pressure, temperature quantities etc. can be pre-set to avoid operator mistakes.
- Where required test sequences can be programmed via the touch screen without software changes being made.
- Software changes are not required when adapting to different aircraft types.
- Test values can be recorded and downloaded onto digital media.
- Operator skill level requirements are normal for a hydraulics engineer.