

Device for Refill Supplemental Cooling Systems of A380

>SCSR1-1M1<



AIRBUS CERTIFIED

Developed to bleed, fill and top up parts of both circuits of the Supplemental Cooling System (SCS) in the AIRBUS A380, ATA Chapter 21-59-00 Tool / Equipment Bulletin No: 380-D0306 TEB Issue No: 1

- > New procedures:
 - Self Test of GSE N2-Circuit
 - Self Test of the R232-Interface
- > GSE cannot be used for the following servicing procedures:
 - Filling of Whole System
 - Refill of Whole System
 - Draining of Whole System

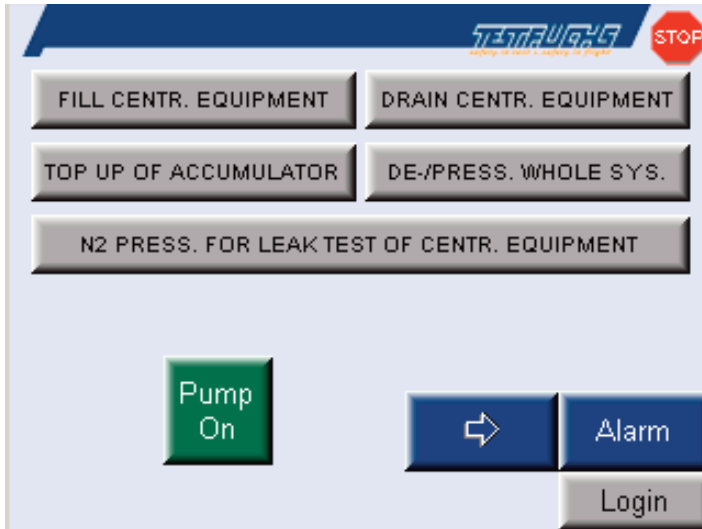
- > Software operated, fully automatic test runs, no login for operators
- > Version M1 ensures optimized test runs with controlled service times
- > Easy operation via modern touch panel, clearly arranged navigation
- > Holding points to continue test procedures instead of cancellation in case of failure
- > Exact planning - complete test duration and remaining duration is constantly monitored
- > Permanent communication between A/C and GSE

FURTHER PROCEDURES

- > Filling of Centralized Equipment
- > Drainage of Centralized Equipment
- > Top-up of Accumulator
- > N2-Pressure for Leak-Test of Centralized Equipment
- > Depressurization of the Whole System
- > Pressurization of the Whole System
- > Bleed GSE
- > Drain GSE Hoses
- > Drain GSE
- > Top Up of CU (Cooling Unit)
- > Drainage of CU (Cooling Unit)
- > Top up of GCU (Ground Cooling Unit)
- > Drainage of GCU (Ground Cooling Unit)

BENEFITS OF M1 MODIFICATION

- > Time saving, completely revised test routines with time monitoring
- > N2 leakage self test for simple leak identification (of GSE)
- > N2 leakage self test for simple leak identification (of A/C)
- > Self test of RS232 interface – communication GSE-A/C
- > Break off of test routines via STOP button and continue possible
- > No operator-login, password protection only for maintenance
- > Colour coded adaptors for easy set up
- > Constantly illuminated service lights for better orientation



Use the grey software buttons to start the procedures.

The window „Alarm“ shows the error messages with date and time.



Type of aircraft specific adapter

TECHNICAL DATA

<p>> Electrical supply:</p> <p>Main power supply: 1/N/PE AC 50/60Hz 100-240V 1/MP/PE AC 400Hz 115V</p> <p>Nominal power: 460VA</p> <p>Nominal current: 1.9A - 4.6A (100V - 240V)</p> <p>Pre-fuse: 13GG</p>	<p>> Main reservoir:</p> <p>Capacity: approx. 30l (approx. 7.9USgal)</p> <p>Medium: Galden HT135</p>
<p>> Nitrogen supply:</p> <p>Nitrogen bottles: 1 standard nitrogen bottle 20l (5.2USgal) filling volume (not included in scope of delivery)</p> <p>External supply: via W24,32x1/14 connection</p>	<p>> Operating conditions:</p> <p>Ambient temperature: -30 to +50°C (-22 to +122°F)</p> <p>Storage temperature: -30 to +55°C (-22 to +140°F)</p> <p>Relative air humidity: 5 to 90% (not condensing)</p>
<p>> Hydraulic parameters:</p> <p>max. 3,5l/min at max. 6bar (max. 0.9USgal/min at max. 87psi)</p>	<p>> Dimensions and weight:</p> <p>Length: approx. 1.075mm (approx. 42,3in)</p> <p>Width: approx. 1.450mm (approx. 57,1in)</p> <p>Height: approx. 1.400mm (approx. 55,1in)</p> <p>Weight: 600kg (1.323lbs)</p>

STANDARD ACCESSORIES

- > 1 EA GSE Galden Reservoir Fill Port
- > 1 EA Data Line to the A/C Airbus A380 (SCSC)
- > 1 EA Control Cable for Watercooler (WCA)
- > 1 EA Mains Adapter Cable for A/C 115V / 400Hz (for mating connector 55LL)
- > 1 EA Blind Connector for A/C 115V / 400Hz (for mating connector 53LL)
- > 1 EA Connector for RS232 Communication
- > Mains Cable:
 - 1 EA Extension cable
 - 1 EA Adapter cable CEE Continent Europe
 - 1 EA Adapter cable Nema North America
 - 1 EA Adapter cable Great Britain
 - 1 EA Adapter cable AS Australia
 - 1 EA Adapter cable IEC/EN International
- > Adapter:
 - 1 EA GSE Drain (Length: 3m / 10ft)
 - 1 EA SCSR1-1M1 to Fill Port
 - 1 EA SCSR1-1M1 to Drain Port 1
 - 1 EA SCSR1-1M1 to Drain Port 2
 - 1 EA SCSR1-1M1 to Vent Port