

Test Equipment For Supplemental Cooling System A350

>SCST1<



AIRBUS CERTIFIED

For fully-automatic filling, draining, bleeding, replenishing and emptying of the Supplemental Cooling System (SCS) on the AIRBUS A350.

ATA Chapter 21

World-wide universal connection (compatible with multiple voltages)

- > Simple handling
- > SCS system of the A/C automatically turns to maintenance mode
- > Exactly planned service time
- > Minimizes service time
- > For hangar and outdoor application

Device-Fill/Drain, SCS

>SCST1-FD< AND >SCST1-FD-D<

PURPOSE

- > The equipment is developed for the following purposes:
 - "Fill of Whole System"
 - "Drainage of Whole System"
 - "Top Up of Accumulator"
 - "Top Up and Drainage of Small ACU"
 - "Top Up and Drainage of SCS Chiller"
 - "Top Up and Drainage of VCRU"

GENERAL INFORMATION

- > User friendly ergonomic setup and easy operation via display and buttons
- > Interruption of service tasks with re-entry possible (replenishing with nitrogen)
- > Safe and trouble-free operation also in case of extreme environmental conditions
- > Connection to the A/C or their components in connection with the adapter kits >SCST1-AK350CU< and >SCST1-AK350GSP<



ADDITIONAL INFORMATION

- > All preparation tasks for the Device-Fill/Drain, SCS can be carried out before the actual application on the A/C
- > Easy maintenance via hinged or removable covers
- > Equipped for the transport by forklift
- > Compact and robust design - double-axis-chassis with steering axle and towing bar
- > Spring-loaded chassis available as an option, recommended for long towing distances
- > Mechanic safety brake, also for use without towing vehicle

TECHNICAL DATA

<p>> Hydraulic parameters:</p> <p>Flow: max. 50l/min, max. 6.5bar abs. (max. 13.2gal/min, max. 94psi abs.)</p>	<p>> Nitrogen supply (requirements):</p> <p>Input: min. 20bar (min. 290psi) (external supply)</p>
<p>> Medium:</p> <p>Propylen Glycol Water (according to AIRBUS specification) (not included in the scope of delivery)</p>	<p>> Nitrogen connections:</p> <ul style="list-style-type: none"> - AN4 - 8S - AN6 - Schrader
<p>> Reservoir volume:</p> <p>Main-Reservoir: approx. 180l (47gal) Drain-Reservoir: approx. 190l (50gal) Sub-Reservoir: approx. 25l (6.6gal)</p>	<p>> Dimensions:</p> <p>Length: 3,400mm (133.8in) (tow bar folded up) 4,400mm (173.2in) (tow bar folded down)</p> <p>Width: 1,350mm (53.2in)</p> <p>Height: 1,600mm (63.0in)</p>
<p>> Operating conditions:</p> <p>Ambient temperature: -30 to +50°C (-22 to +122°F)</p> <p>Storage temperature: -30 to +60°C (-22 to +140°F)</p> <p>Rel. air humidity: 5 to 90% (non-condensing)</p>	

TYPE SPECIFIC TECHNICAL DATA

>SCST1-FD<

> **Electrical supply (requirements):**

Mains connection: 3/PE AC 50/60Hz 380-480V
 Nominal current: 23.8A
 Performance: 16.5kVA
 Back-up fuse: 32A gG

> **Noise emission at the rear of the device:**

- Operation by means of the electrical supply:
 max. 60.5dB(A) in 1m (39in) distance

> **Weight:**

approx. 1,200kg (2,646lb)

>SCST1-FD-D<

> **Electrical supply (requirements):**

Mains connection: 3/PE AC 50/60Hz 380-480V
 Nominal current: 23.8A
 Performance: 16.5kVA
 Back-up fuse: 32A gG

> **Diesel generator set:**

Performance: 20HP / 14.7kW
 Cubic capacity: 997ccm
 Rotational speed: 3,000rpm
 Consumption: approx. 4.5l/h (1.2gal/h) (at full load)
 Tank content: 7.0l (1.8gal)

> **Noise emission at the rear of the device:**

- Operation via electrical supply:
 max. 60.5dB(A) in 1m (39in) distance

 - Operation via diesel generator set:
 max. 81.5dB(A) in 1m (39in) distance

> **Weight:**

approx. 1,300kg (2,866lb)



STANDARD SCOPE OF DELIVERY

- > 2 EA hoses 15m (49ft) for the connection to the aircraft (1x FILL, 1x DRAIN)
- > 1 EA AC / GSE interconnection cable 15m (49ft)
- > 1 EA grounding cable to establish potential equalization
- > 1 EA current supply cable 20m (66ft) with CE-plug for operation by the external electrical supply
- > 1 set of nitrogen connections for world-wide application

OPTIONS

> **Option - Spring-loaded chassis**

In case of long towing distances, the device must be prevented from damage by integrating spring-loaded axes into the chassis.

> **Option - Cover paint alternative to standard**

Paint is skydrol-resistant.

Standard-cover paint: light grey (RAL 7035) / yellow orange (RAL 2000)

ACCESSORIES (optionally available)

- > Drum pump - with the drum pump, the medium can easily be pumped off the canister or off a barrel into the Main-Reservoir.
- > PH-Meter - to determine the pH-value of the medium according to AMM
- > Sampling glass - measuring glass for sample taking of the medium during pH-value measurement.
- > Dust Cover- for protection from climatic influences and contamination during storage.



drum pump
(symbolic figure)



PH-meter
(symbolic figure)



sampling glass
(symbolic figure)



dust cover
(symbolic figure)

Handpump-Topup,SCS

>SCST1-TU<

PURPOSE

- > The device is developed for the following purposes:
 - “Top Up of Accumulator“
 - “Top Up and Drainage of Small ACU“
 - “Top Up and Drainage of SCS Chiller“
 - “Top Up and Drainage of VCRU“

GENERAL INFORMATION

- > Simple manual operation, filling procedure via integrated handpump
- > No electrical supply required
- > Tank with filling point, venting deaeration filter, drain plug and sight glass for fill level control
- > Pressure indication via pressure gauge on the operating plate, integrated hydraulic filter to clean the medium
- > Connection to the A/C or its components in combination with the adapter kits>SCST1-AK350CU< and >SCST1-AK350GSP<



ADDITIONAL INFORMATION

- > Laterally mounted retainers for the storage of the fill or drain hose
- > Removable collecting reservoir to catch used medium
- > Tow bar with grip and towing eye for manual manoeuvring or transporting the device with an appropriate towing vehicle
- > User friendly ergonomic setup of the device, simple, compact and robust setup, such as easy access for maintenance tasks

TECHNICAL DATA

<p>> Nitrogen supply (requirements):</p> <p>Pressure: min. 6bar (87psi) max. 200bar (2,900psi)</p>	<p>> Operating conditions:</p> <p>Ambient temperature: -30 to +50°C (-22 to +122°F)</p> <p>Storage temperature: -30 to +60°C (32 to 140°F)</p> <p>Rel. air humidity: 5 to 90% (non-condensing)</p>
<p>> Main-Reservoir:</p> <p>Volume: 30l (7.9gal)</p> <p>Usable volume: 18l (4.8gal)</p> <p>Propylen Glycol Water (according to AIRBUS specification) (not included in the scope of delivery)</p>	

CONTROL UNIT



(Symbolic figure)

- > Colourless eloxated front panel
- > Imprinted hydraulic schematics
- > Resistant against mineral oils and other fuels
- > Clearly arranged operating elements

Kit-Adapter GSP, SCS350

>SCST1-AK350GSP<

GENERAL INFORMATION

- > Developed for the connection of the GSE and the A/C
- > Appropriate for the following GSE:
 - >SCST1-TU<
 - >SCST1-FD<
 - >SCST1-FD-D<
- > For the following purposes:
 - „Top Up of Accumulator“
 - „Filling of Whole System“
 - „Draining of Whole System“



Kit-Adapter CU, SCS350

>SCST1-AK350CU<

GENERAL INFORMATION

- > Developed for the connection of the GSE and the A/C
- > Appropriate for the following GSE:
 - >SCST1-TU<
 - >SCST1-FD<
 - >SCST1-FD-D<
- > For the following purposes:
 - „Top Up and Drainage of Small ACU“
 - „Top Up and Drainage of SCS Chiller“
 - „Top Up and Drainage of VCRU“

