
Servicing

Table of Contents

General	6-3
Fire Extinguishers	6-3
Windshield	6-3
Window Cleaning	6-4
Lights	6-5
Fuel	6-6
Approved Fuels	6-6
Fuel Capacities	6-6
Refueling	6-6
Hydraulics	6-16
Approved Hydraulic Fluids	6-16
System Servicing	6-16
Ice and Rain Protection	6-18
Deicing and Anti-Icing Fluids	6-18
Deicing and Anti-Icing Fluid Application	6-18
Landing Gear and Brakes	6-20
Tire Servicing	6-20
Brake System Accumulator	6-21
Emergency Brake and Main Gear Door-Close Nitrogen Bottle Servicing	6-23

CAE SimuFlite

Engine	6-25
Approved Engine Oils	6-25
Engine Oil System Servicing	6-25
Oil Level Servicing.....	6-26
Oxygen	6-27
Approved Materials	6-27
Oxygen System Servicing	6-27
Toilet	6-29
Alamo Toilet Servicing	6-29
Alamo (American Engine and Support) Waste Container Servicing	6-30

General

Fire Extinguishers

The fire extinguishers are located in the cockpit and the aft fuselage compartment. Check the indication on the pressure gage and ensure it reads between 580 and 600 PSIG. If the gage reads below 580 PSIG, exchange the bottle.

Windshield

Windshield Cleaning (Airplanes Not Modified By Kit 128-5405)

NOTE: It is essential that the windshield wipers be thoroughly cleaned. Grit trapped by the wipers is a common source of scratches in the windshield when the wipers are operated. Do not attempt to polish such nicks or scratches in the glass surface.

The electrically heated windshields have an outer glass surface that has an anti-static coating. Clean as follows:

- Wash excessive dirt and other substances from the glass with clean water.
- Wash the windshield clean with locally obtained Castle Soap and water or a 50/50 solution of either TT-I-725 or MIL-I-10428 isopropyl alcohol cleaner and water. Wipe the glass surface in a straight rubbing motion with a soft cloth or sponge. Never use any abrasive materials or any strong acids or acid base material to clean the glass.
- Rinse the glass thoroughly and dry. Do not apply wax.
- In severe situations, TT-T-548 Toluene, TT-T-261 Methyl Ethyl Ketone and TT-N-95, Type II, Aliphatic Naptha solvents are permitted.

CAUTION: Extreme care must be used in the application of any solvent, due to its reaction to seals, bumpers and interlayers (polyvinyl butyral) of laminated glass, etc. Improper use can lead to premature windshield failure. No scratch removal is authorized on glass surface of the outer windshield panel.

Windshield Cleaning (Airplanes Modified By Kit 128-5405)

The effectiveness of SURFACE SEAL COATED GLASS is maximized and protected by specific and routine cleaning procedures. Refer to the Beechjet 400/400A Component Maintenance Manual, Chapter 56.

Window Cleaning

Never attempt to clean windows when dry. Flush the surface with clean water or a mild soap solution, then rub lightly with a grit-free soft cloth, sponge, or chamois and dry. Windex and similar commercial cleaners containing ammonia must not be used. To remove stubborn grease and oil deposits, use Naptha TT-N-95A Type II as a detergent and rinse with clean water; avoid prolonged rubbing.

CAUTION: The use of gasoline, benzine, acetone, carbon tetrachloride, fire extinguisher fluid, lacquer thinner, toluol, isopropyl alcohol, ethyl alcohol, neutral cleaner for automobiles, etc. is strictly prohibited because the effects of those fluids when introduced to the panes will cause them to craze or soften.

Polishing Windows

NOTE: After cleaning, apply polish over the entire surface.

If the surface is not badly scratched after dirt and grease removal, it should be polished with a good grade of commercial wax. The polish will fill in minor scratches and help prevent further scratching. Apply a thin, even coat of polish and bring it to a high polish as instructed by the following procedure. Do not use a power buffer; the heat generated by the buffing pad may soften the plastic.

- Apply polish with a flannel cloth dampened with water. Polish the surface lightly two or three times using a circular motion. Wipe evenly over the entire surface.
- After applying polish, wipe it dry with a clean flannel cloth dampened with water. The polish is effective in preventing accumulations of dust and dirt on acrylic windows.

NOTE: Do not wipe the acrylic window surface with a hard cloth or dry flannel cloth. Use a flannel cloth dampened with water.

Lights

For night flights, verify operation of all external lighting.

Fuel

Approved Fuels

The approved fuels for the Beechjet 400A are commercial Kerosene Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8, JP-8+100 and RP-3 (Chinese) as per the Pratt & Whitney Service Bulletin 7144.

Fuel Capacities

	WING TANKS (US GAL)	FUSELAGE TANKS (US GAL)	TOTAL (US GAL)
Unusable Fuel	7.16	1.19	8.35
Maximum Usable Fuel	427.28	305.81	733.09
Total Fuel Capacity	434.44	307.00	741.44

Table 6-A; Fuel Quantities

Refueling

The left and right wing fuel tanks are gravity filled through the fillers located inboard of each wing tip. The aft fuselage fuel tank is filled through the filler located on the right side of the upper fuselage at FS 390.0. Procedures for filling all tanks are identical. The fuel tanks can be serviced in any sequence.

Electrical Grounding

Prior to refueling the airplane, the following electrical grounding operations must be performed:

1. Connect a grounding cable from the fuel truck to the ramp ground.
2. Connect a grounding cable from the ramp ground to the airplane.

3. Connect a grounding cable from the fueling vehicle to the airplane.
4. Connect a grounding cable from the fuel nozzle to the airplane before removing the airplane fuel filler cap.
5. After the airplane has been fueled, the grounding cables should be removed in the reverse order of the sequence outlined above.

Grounding plug receptacles are located on the bottom side of the wing approximately below the fuel filler caps and forward of the nose landing gear on the right side of the nose. These receptacles accommodate an MS3493-1 grounding plug assembly.

Wing Tanks

WARNING: Prior to refueling the airplane, ensure that adequate fire extinguishing equipment is nearby and ensure that all electrical power is off. Ensure that both engines are off. Ensure that the airplane and the fuel supply are electrically grounded to the ramp and ground the fuel nozzle to the applicable airplane ground receptacle prior to removing the fuel filler cap. Flight line personnel should avoid wearing clothing manufactured from materials that build up charges of static electricity. A static discharge near an open fuel system can be deadly. Due to the increased hazard of static discharge, no fueling or defueling operations can be accomplished when thunderstorms are in progress in the area. Ensure that only approved fuel is being loaded and that only fuel containing anti-icing inhibitor conforming to MIL-I-27686 is used.

WARNING: Switch fueling is the practice of mixing fuels with a flash point of less than 100°F (38°C) with fuels having a flash point of more than 100°F or vice versa. Mixing kerosene base JP-5, Jet A or Jet A-1 fuels with wide-cut petroleum distillates JP-4 and Jet B is considered switch fueling. Switch fueling changes the fuel/air mixture flammability characteristics. When switch fueling must be performed, the fueling rates must be reduced to one-half the normal rates. Refer to FAA order 8110.34, dated March 31/80, "Procedures For The Use Of Alternate Fuels For Turbine-powered Aircraft".

NOTE: The airplane must be on level ground for complete tank filling.

Grounding COMPLY WITH THE
ELECTRICAL GROUNDING PROCEDURE

Wing Fuel Filler Caps UNLOCK, REMOVE
AND INSERT FUEL NOZZLE

CAUTION: When either the LH or RH tank is fueled separately, the fuel quantity difference between the tanks shall be less than 1,200 pounds as indicated by the fuel quantity gage.

Fuel FILL UNTIL DESIRED
QUANTITY IS ATTAINED

Fueling Nozzle REMOVE

Wing Filler Caps INSTALL AND LOCK

Electrical Grounding REMOVE

CAUTION: Ensure that the filler cap is locked down.

Pressure Defueling

WARNING: Place a fire extinguisher near the airplane. Do not operate any electrical or electronic equipment except as required. Ensure that the airplane is electrically grounded.

LH Mixer Bay Access Cover REMOVE

All Radio and Radar Circuit Breakers PULLED

Electrical Grounding Procedure. CARRIED OUT

Manual Defuel Valve CLOSED

Remove the cap from the manual defuel valve.

Manual Shutoff Valve. CLOSED

Remove the plug and connect the tube to the manual defuel valve.

Plug REMOVE

Connect the hose to the defuel truck.

Fuselage and Wing Fuel Filler Caps REMOVE

28V DC External Power. CONNECT

Ensure the NON ESSN BUS switches are set to ON.

NOTE: Ensure the defuel truck is ready to accept fuel.

Manual Defuel Valve OPEN

L BOOST PUMP Switch ON

R BOOST PUMP Switch AUTO

Observe that the L BOOST PUMP operation light illuminates.

Fuel XFEED Switch R TANK

Ensure the XFEED valve in-transit light extinguishes and the FUEL XFEED operation light illuminates.

L and R FUEL TRANS Switches ON

Observe L and R FUEL TRANS pump operation lights come on.

CAUTION: Fuel pumps may be damaged within 30 seconds if allowed to operate when no fuel is present. Closely monitor fuel flow when tanks are almost empty and be prepared to stop the fuel pumps.

Fuselage Fuel Qty Gage MONITOR

When the indicator reaches 300 pounds, begin monitoring the L F XFR PRESS LO and R F XFR PRESS LO indicators. As soon as an indicator illuminates, set appropriate FUEL TRANSFER switch to AUTO.

Wing Fuel Qty Gages MONITOR

When the L WING FUEL QTY gage indicates 400 pounds, set the L BOOST PUMP switch to OFF. When the R WING FUEL QTY gage indicates 400 pounds, set the FUEL XFEED switch to NORM. Ensure the XFEED valve in-transit light, the FUEL XFEED operation light and the R BOOST PUMP operation light extinguish.

Fuel XFEED Switch R TANK

Ensure the XFEED valve in-transit light extinguishes and the FUEL XFEED operation light illuminates.

R Fuel Feed

Indicator Illuminates FUEL XFEED SWITCH TO NORM

Ensure the XFEED valve in-transit light and the FUEL XFEED operation light extinguish.

L Boost Pump Switch ON

L FUEL FEED

indicator illuminates. L BOOST PUMP SWITCH TO OFF

NON ESSN BUS Switches OFF

28V DC External Power. DISCONNECT

Manual Shutoff Valve. CLOSE

MANUAL

DEFUEL VALVE DISCONNECT TUBE
AND OPEN VALVE

Open the manual shutoff valve and drain fuel residue into the defuel truck.

Manual Shutoff Valve. CLOSE

Install the two plugs on the hose and tube.

Manual Defuel Valve Cap INSTALL

Wing and Fuselage Fuel Filler Caps INSTALL AND LOCK

Grounding Cables REMOVE

Radio and Radar Circuit Breakers RESET

Access Cover. INSTALL

WING SUMP and FUSELAGE

SUMP DRAINING procedures. PERFORM

Gravity Defueling

WARNING: Place a fire extinguisher near the airplane. Do not operate any electrical or electronic equipment except as required. Ensure that the airplane is electrically grounded.

LH Mixer Bay Access Cover REMOVE

Radio and Radar Circuit Breakers PULLED

Electrical Grounding Procedure. CARRIED OUT

- Manual Defuel Valve CLOSED
Remove the cap from the manual defuel valve.
- Manual Shutoff Valve CLOSED
Remove the plug and connect the tube to the manual defuel valve.
- Plug REMOVE
Connect the hose to the defuel truck.
- Wing Fuel Filler Caps REMOVE
- BATTERY Switch ON
- FUEL XFEED Switch R TANK
Ensure the XFEED valve in-transit light extinguishes and the FUEL XFEED operation light illuminates.
- BATTERY Switch OFF
- Manual Defuel Valve OPEN
- Manual Shutoff Valve. OPEN
- Fuel REMOVE DESIRED QUANTITY
- Manual Defuel Valve CLOSE
- Manual Shutoff Valve CLOSE
Disconnect the tube from the manual defuel valve
- Manual Shutoff Valve OPEN
Drain fuel residue into the defuel truck.
- Manual Shutoff Valve CLOSE
Install the two plugs on the hose and tube. Install the cap on the manual defuel valve.
- Fuel Filler Caps INSTALL AND LOCK
- BATTERY Switch ON

CAE SimuFlite

FUEL XFEED Switch NORM

Ensure the XFEED valve in-transit light and the FUEL XFEED operation light extinguish.

BATTERY Switch. OFF

Fuselage Fuel Filler Cap REMOVE

Left and Right Drain Valve Plugs. REMOVE

Ensure both the manual shutoff valves are closed. Remove the two caps and insert the two hoses into the defuel truck.

CAUTION: Installing the defueling adapter will unseat a check valve and fuel will start to flow. Ensure the free end of hose is placed into a defuel truck before installing the adapters.

Drain Valve Defueling Adapters. INSTALL

Manual Shutoff Valves OPEN

Close the manual shutoff valves when the desired quantity of fuel has been removed.

Drain Valve Defueling Adapters. REMOVE

Remove the hoses from the defuel truck. Drain residue into the defuel truck. Install the two caps on the hoses.

LH and RH Drain Valve Plugs INSTALL

Fuselage Fuel Filler Cap INSTALL AND LOCK

Grounding Cables REMOVE

Chocks. IN CONTACT WITH THE MAIN LANDING GEAR TIRES

Access Cover. INSTALL AND CLOSE ACCESS DOORS

Wing Sump and Fuselage Sump Draining Procedures PERFORM

Anti-Icing Inhibitors

For fuels used in this airplane, refer to the Consumable Material Table. Fuels not containing icing inhibitor must have MIL-I-27686 or MIL-I-85470 fuel system icing inhibitor added in amounts of not less than 0.10% or more than 0.15% by volume.

Using HI-FLO Prist blender (Model PHF-2024) manufactured by Houston Chemical Corp, Pittsburgh, PA., remove cap containing tube and clip assembly. Attach the piston grip onto the collar and press the tube into button. Clip the tube end to the fuel nozzle and pull the trigger firmly to assure full flow and lock in place.

Start the flow of additive when the refueling begins. Refueling should be at 30 gal/min minimum, 60 gal/min maximum. A rate of less than 30 gal/min may be used when topping off tanks.

■ **CAUTION:** Ensure the additive is directed into the flowing fuel stream and that additive flow is started after fuel flow starts and is stopped before fuel flow stops. Do not allow concentrated additive to contact interior of fuel tanks or the airplane's painted surfaces. Use not less than 20 fl oz. of additive per 260 gallons of fuel or more than 20 fl oz. of additive per 104 gallons of fuel.

■ **WARNING:** HI-FLO PRIST may be harmful if inhaled or swallowed; use adequate ventilation. Avoid contact with skin and eyes. If sprayed into eyes, flush with large amounts of water and contact a physician immediately.

Hydraulics

Approved Hydraulic Fluids

Service the hydraulic system using MIL-I-5606 hydraulic fluid.

System Servicing

Servicing the hydraulic package consists of maintaining the proper fluid level in the reservoir. Refer to **Table 6-B** for the hydraulic package reservoir capacity.

SYSTEM	QUANTITY US GAL (LITERS)	QUANTITY IMPERIAL GAL	SPECIFICATION
Hydraulic Package	1.2 (4.5)	1.0	MIL-I-5606

Table 6-B; Hydraulic Fluid Capacity

Check and adjust the fluid level as follows:

- Aft Fuselage Compartment Doors OPEN
- Hydraulic Access Door OPEN
- Fluid Quantity. CHECK

Look through the door opening at the sight gage on the side of the hydraulic package to determine the fluid level of the reservoir.

If the fluid level is low:

- Aft Fuselage Baggage Compartment
- Upholstery Panels REMOVE

Hydraulic Reservoir DEPRESSURIZE
Slowly add hydraulic fluid until the fluid level is up to FULL.

NOTE: If the fluid level is above FULL, connect a hose to the drain port and drain off the excess fluid.

Aft Fuselage Baggage
Compartment Upholstery Panels INSTALL
Aft Fuselage Compartment Doors CLOSE

Ice and Rain Protection

Deicing and Anti-Icing Fluids

Only the following fluids have been approved for deicing and anti-icing:

- SAE AMS 1424 Type I
- ISO 11075 Type I
- SAE AMS 1428 Type II
- ISO 11078 Type II
- SAE AMS 1428 Type IV

Only the follow Type IV anti-icing fluids are approved:

- Clariant Safewing MP IV 1957
- Clariant Safewing MP IV 2001
- UCAR ULTRA+ (Approved for use down to -15°C)
- Octagon Max Flight Type IV

Deicing and Anti-Icing Fluid Application

Aircraft deicing fluids may be used diluted or undiluted according to manufacturer's recommendations for deicing. For anti-icing purposes, the fluids should always be used undiluted. Deicing fluids may be applied either heated or unheated.

General recommendations for deicing and anti-icing treatments may be summarized as follows:

- Cold application of deicing fluid can be achieved with normal spray equipment, operating at about 60-80 PSIG of air pressure.
- Hot applications should be carried out at temperatures of 180-200°F.
- Remove as much heavy snow as possible before applying deicing fluids.

- Stream or spray of fluid should have sufficient pressure to float away loose pieces of ice.
- Anti-icing of ice-free airplanes does not require heated fluid. In such cases, the deicing fluid should not be diluted in order to obtain maximum efficiency per pound of applied fluid.
- Should one system of application be desired for both deicing and anti-icing treatment, the use of hot, concentrated fluid may be a logical compromise.

NOTE: As temperature decreases, the viscosity of deicing fluid increases; therefore, deicing fluids should not be stored outside and unheated during cold weather.

Any standard spray apparatus may be used to apply deicing fluids. The spray should be fine and applied in a fan-shaped pattern. If a sprayer is not available, deicing fluid may be brushed or painted onto the airplane's surface.

CAUTION: Inhalation of deicing mists, aerosols, or high concentration of heated vapors may pose a hazard to humans. Workers should apply deicing fluid only in well-ventilated areas, and should avoid inhaling vapors or mists. If adequate ventilation, designed to keep mists or vapors below harmful levels is not present, workers should wear approved respiratory protective devices.

Landing Gear and Brakes

Tire Servicing

CAUTION: Tires that have picked up a fuel or oil film should be washed down as soon as possible with a detergent solution to prevent contamination of the rubber.

CAUTION: Use only nitrogen for tire inflation.

NOTE: An ambient temperature change of 10°F results in a pressure change of approximately 2 PSIG.

Maintaining the proper tire inflation will help minimize tread wear and avoid damage from landing shock or contact with sharp stones and ruts. When inflating the tires, inspect them for cuts, cracks, breaks, and tread wear. The pressure of a serviceable tire that is fully inflated should not drop more than 4 percent over a 24-hour period.

Check the tires daily for proper inflation on airplanes performing more than one flight a day. Other airplanes should be checked before each flight and at least once a week. Tire pressure should be checked only when the tires are cool; consequently, wait at least two hours (three hours in hot weather) after a flight before checking tire pressure.

Nose Gear Tire Inflation Pressure

Inflate the nose gear tires to 120 ±5 PSIG at 70°F ambient temperature with no loading.

Main Gear Tire Inflation Pressure

Inflate the main gear tires to 125 ±5 PSIG at 70°F ambient temperature with no loading.

Brake System Accumulator

NOTE: Service with the engines off and external hydraulic power off.

Serviceing the brake system accumulator consists of maintaining a charge of 900 ±50 PSIG in the accumulator. The accumulator is located on the LH side of the fuselage aft of the wing. The access panel covering the accumulator has a window in it to allow observation of the accumulator pressure gage while the panel is installed on the airplane. Removal of the panel is necessary only to gain access to the accumulator charging valve. If the pressure level indicated on the gage is not 900 ±50 PSIG, charge the accumulator with nitrogen as follows:

Access Panel REMOVE

Valve Cap LOOSEN

Loosen cap one turn to release trapped pressure, then remove the cap.

Pressure Gage Assembly CONNECT TO
CHARGING VALVE

Service Line HoseCONNECT TO PRESSURE
GAGE ASSEMBLY

Bleed Valve on the
Pressure Gage Assembly CLOSE

Charging Valve OPEN

Open the charging valve by turning the swivel nut counter-clockwise ½ to ¾ of a turn.

Nitrogen System CHARGE

Slowly charge the system to a few pounds over the required pressure (900 ±50 PSIG).

CAE SimuFlite

Nitrogen Supply SHUT OFF AND DISCONNECT

WARNING: Pressure will escape through the pressure gage assembly charging stem. Do not cover with hands or point towards face.

Pressure LOWER

Lower the pressure in the accumulator to the correct value by slowly cracking the bleed valve.

Charging Valve CLOSE

Turn the swivel nut clockwise past the free-play area and torque the nut to 50 to 70 inch-pounds (60 to 80 kg-cm).

Pressure BLEED

Bleed pressure from the pressure gage assembly and remove it from the charging valve.

Valve Cap INSTALL FINGER-TIGHT

Access Panel INSTALL

Emergency Brake and Main Gear Door-Close Nitrogen Bottle Servicing

Servicing the emergency brake and main gear door-close nitrogen bottle consists of maintaining the nitrogen pressure in the bottle at 1,350 to 1,650 PSIG (1,350 to 1,500 on airplanes RK-1 thru RK-99). Check the bottle pressure by observing the pressure gage on the RH side panel of the cockpit. If the gage indicates less than 1,350 PSI of pressure, add compressed nitrogen to the bottle as follows:

LH Nose Electronic Compartment Door. REMOVE

Valve Cap LOOSEN

Loosen one turn to release trapped pressure, then remove the cap.

Pressure Gage Assembly CONNECT TO
CHARGING VALVE

Bleed valve on pressure gage assembly. CLOSE

Service Line HoseCONNECT TO PRESSURE
GAGE ASSEMBLY

Charging Valve OPEN

Turn the swivel nut counterclockwise $\frac{1}{2}$ to $\frac{3}{4}$ of a turn.

Nitrogen Bottle Charge to a few pounds
over 1,500 PSIG

Nitrogen Supply SHUT OFF

Service Line DISCONNECT

WARNING: Pressure will escape through the charging stem of the pressure gage assembly. Do not cover stem with hands or point toward face.

CAE SimuFlite

Pressure ALLOW TO STABILIZE

If necessary, bleed the pressure down to 1,500 PSIG by slowly cracking the bleed valve.

Charging Valve CLOSE

Turn the swivel nut clockwise past the free-play area and torque the nut to 50 to 70 inch-pounds (60 to 80 kg-cm).

Pressure BLEED FROM PRESSURE
GAGE ASSEMBLY

Pressure Gage Assembly REMOVE

Valve Cap INSTALL FINGER-TIGHT

LH Nose Electronic Compartment Door INSTALL

Engine

Approved Engine Oils

Use only approved jet engine oil when servicing the engine oil system. Refer to the latest revision of Pratt & Whitney Service Bulletin No. 7001 for approved oils.

Engine Oil System Servicing

The oil system servicing provisions on the LH and RH engines are identical. The oil tank is an integral part of the intermediate case and includes an oil filler neck, dipstick and cap assembly. Oil level in the tank is the same as the oil level in the filler neck and is measured by the dipstick (marked to correspond to US quarts). Access to both engine oil tanks is through the oil access doors located forward and outboard on the upper nacelle access door.

WARNING: Jet engine oil may cause severe skin irritation. Wash skin thoroughly after exposure.

System	Quantity US Gallons (Liters)	Quantity Imperial Gallons	Name, Number or Type
Engine Oil			Refer to the latest revision of the Pratt & Whitney Service Bulletin No. 7001.
Oil Tank (Total Capacity)	2.03 (7.68)	1.69	
Usable Quantity	1.20 (4.54)	1.00	

Table 6-C; Engine Oil Capacities

Oil Level Servicing

To ensure that the tank contains the maximum amount of actual system oil and to reduce the possibility of over servicing, check the engine oil level within 10 minutes after engine shutdown.

Oil Access Doors OPEN

Filler Cap UNLOCK AND WITHDRAW DIPSTICK

Check the oil level against the marking on the dipstick.

NOTE: If the oil level is too low to register on the dipstick due to excessive consumption, or if low or fluctuating pressures have been recorded, refer to the Pratt & Whitney JT15-5D Engine Maintenance Manual to determine the probable cause and correct.

Oil ADD TO MAX HOT MARK

Dipstick REINSTALL AND LOCK FILLER CAP

Oil Access Doors CLOSE

Oxygen

Approved Materials

Service the oxygen system using MIL-O-27210 aviator's breathing oxygen.

Oxygen System Servicing

WARNING: Refer to safety guidelines for servicing the oxygen system before attempting any servicing on the oxygen system.

WARNING: Avoid making sparks and keep fire and all burning cigarettes away from the vicinity of the airplane. Make certain that the OXYGEN SYS READY control knob in the cockpit is pushed in. Inspect the fill connection for cleanliness before attaching it to the fill valve. Make certain that your hands, tools and clothing are clean, particularly of grease or oil. These contaminants, under the right conditions, will ignite upon contact with pure oxygen under pressure. As a further precaution against fire, open and close all oxygen valves slowly.

WARNING: Do not use oxygen intended for medical purposes or industrial uses such as welding. Such oxygen may contain excessive moisture that could cause the oxygen system's valves and lines to freeze up.

- Airplane and Oxygen Recharging Cart GROUNDED
- RH Nose Electronic Compartment Door REMOVE
- Oxygen Fill Valve REMOVE CAP

CAE SimuFlite

Oxygen Recharging Cart CONNECT TO FILL VALVE

NOTE: To prevent overheating, fill the oxygen cylinder slowly by adjusting the recharging rate with the pressure regulating valve on the service cart.

Oxygen Cylinder CHARGE TO 1,800 ±50 PSIG

This is a steady state condition after the cylinder has cooled to a temperature of 70°F from the recharging heat buildup.

NOTE: This pressure may be increased an additional 3.5 PSIG for each degree of increase in temperature above 70° F; conversely, for each degree of decrease in temperature below 70° F, reduce the cylinder pressure by 3.5 PSIG.

Oxygen Recharging Cart TURN OFF AND DISCONNECT

Oxygen Fill Valve INSTALL CAP

Grounding Cables REMOVE

RH Nose Electronic Compartment Door INSTALL

Toilet

Alamo Toilet Serviceing

NOTE: During cold weather operation, add toilet antifreeze to the waste container and the flushing liquid reservoir as instructed on the antifreeze container.

- The initial charge of the flushing liquid reservoir is approximately two quarts of water mixed with 2 oz. of toilet chemicals per each quart of water. The reservoir should be filled to the line marked “Fill To Here” on the inner wall of the reservoir.

NOTE: The flushing liquid needs changing only occasionally, depending upon toilet usage. Usually, once to every 5 to 10 times that the waste container is serviced. If the flushing liquid has been changed recently and appears to have the correct chemical balance, it does not necessarily need changing.

- To change the flushing liquid, activate the toilet pump by inserting a small object (such as a coin or similar metal object) into the hole marked Service Switch. Maintain contact for several seconds until the flushing liquid has been pumped into the waste container.
- Empty the waste container as directed under ALAMO WASTE CONTAINER SERVICEING.
- Clean the toilet assembly inside and out with Lysol spray or equivalent to provide a disinfected, more hygienic and odor-free toilet.
- Install the waste container as directed under ALAMO WASTE CONTAINER SERVICEING and recharge the flushing fluid reservoir.
- Close the bowl assembly and press the fastener in place. Stow the hanger bracket (when applicable) and close the upholstered seat assembly onto the toilet assembly.

Alamo (American Engine and Support) Waste Container Servicing

Toilet Seat RAISE AND SECURE

Strap At Rear Of Lid Assembly LIFT

This will release the friction lock and allow the lid to be opened fully and rest against the retaining strap.

Waste Container Cap. REMOVE FROM
STOWAGE POSITION

Snap the waste container cap into place in the opening in the top of the waste container.

Waste Container Handles RAISE AND LIFT ASSEMBLY

A steady pull will release the container from the perimeter seal.

Container Cap REMOVE

Empty the waste container contents into the commode or a sanitary disposal station.

Waste Container RINSE

Rinse thoroughly prior to precharging and clean the entire toilet assembly with Lysol spray or equivalent.

Mix 2 oz. of toilet chemicals or equivalent with one quart of water and pour the mixture into the waste container as a precharge.

Waste Container POSITION THE WASTE CONTAINER
INTO TOILET ASSEMBLY

Press down firmly on all corners to assure proper placement of the seal in the groove to prevent leakage of the flushing liquid into the waste receptacle.

NOTE: The seal should be lubricated occasionally with Vasoline prior to inserting the container.

Container Cap REMOVE AND STOW ON BRACKET

Toilet Bowl Assembly LOWER AND SNAP INTO PLACE

Electrical Power ON

Operating Switch Press and check
for proper flushing
(approximately 6 to 10 seconds)

Check for freedom of movement of the waste container gate valve. (No binding of moving parts such as might occur if the waste container was not properly seated.)

Hanger Bracket STOW AND LOWER SEAT CUSHION

NOTE: If the toilet is to remain inactive for an extended period of time, empty the water chemical solution and thoroughly flush the system with fresh water, then drain the system.

