

Stabilizer Trim Motor

Stabilizer trim actuation on the aircraft is provided by two 3,000-psi, constant-displacement, nine-piston, bent-axis hydraulic motors. Each motor produces 77.3 in-lb torque at 2,250 psid with a rated speed of 2,700 rpm and an intermittent speed of 4,050 rpm. Displacement is 0.216 in³/rev; weight is 3.9 lb.

Hydraulic Motor-Driven Generator

The hydraulic motor-driven generator (HMDG) is a servo-controlled, variable displacement, inline axis-piston hydraulic motor integrated with a three-stage, brushless generator. The HMDG is designed to maintain a steady state generator output frequency of 400 \pm 2V (at the point of regulation) over a rated electrical output range of 10kVA.

AC Motor Pump

Auxiliary power is provided by a 3,110-psi, 12-gpm, 8,000-rpm fluid-cooled motor pump. Some AC motor pumps feature a ceramic feed-through design. This protects the electrical wiring from being exposed to the caustic hydraulic fluid environment.

Leading Edge Slat Drive Motor

Leading edge slat actuation on the aircraft provided by one constant-displacement, nine-piston, bent-axis hydraulic motor. The motor produces 544.3 in-lb torque at 2,250 psid with a rated speed of 3,170 rpm and an intermittent speed of 4,755 rpm. Displacement is 1.52 in³/rev; weight is 13.21 lb.

Emergency Passenger Door Actuator

Plays a critical role in safety; extends to open door when actuated by nitrogen gas pressure. Assembly reaches full extension in 2.75 to 4.16 seconds with output force of 2,507 to 2,830 lb.

Power Transfer Unit

The transfer of hydraulic power (but not fluid) between the left and right independent hydraulic system is accomplished with a nonreversible power transfer unit (PTU) that provides an alternate power source for the leading and trailing edge flaps and the landing gear, including nose gear steering, which are normally driven by the left hydraulic system. The PTU consists of a bent-axis hydraulic motor driving a fixed displacement, in-line pump. Rated speed is 3,900 rpm. Displacement of the pump is 1.39 in³/rev and displacement of the motor is 1.52 in³/rev. The unit weight is 35 lb.

Trailing Edge Flap Drive Motor

Trailing edge flap actuation is provided by one 3,000-psi, constant-displacement, nine-piston, bent-axis hydraulic motor. The motor produces 21.4 in-lb torque at 2,250 psid with a rated speed of 3,750 rpm and an intermittent speed of 5,660 rpm. Displacement is 0.596 in³/rev; weight is 6.5 lb.

Engine-Driven Pump

Hydraulic power for the left and right systems is supplied by two 48-gpm variable-displacement, 3,000-psi pressure compensated in-line pumps. Displacements 3.0 in³/rev; weight is 40.1 lb.

Ram Air Turbine Pump

A 3,025 psi in-line piston pump provides 20 gpm at 3,920 rpm, delivering hydraulic power for the priority flight control surfaces in the event both engines are lost or a total electrical power failure occurs. Displacement is 1.25 in³/rev; weight is 15 lb.

Nose Wheel Steering System

Consists of a digital electronic controller, hydro-mechanical power unit, mounting collar, tiller, and rudder pedal position sensors. The hydro-mechanical power unit (an integrated assembly) includes all the hydraulic valving, power amplification, actuation, and damping components.



Boeing 73technical Guide Aircraft Systems

SA Adler



Boeing 73technical Guide Aircraft Systems:

The book delves into Boeing 73technical Guide Aircraft Systems. Boeing 73technical Guide Aircraft Systems is an essential topic that needs to be grasped by everyone, ranging from students and scholars to the general public. The book will furnish comprehensive and in-depth insights into Boeing 73technical Guide Aircraft Systems, encompassing both the fundamentals and more intricate discussions.

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 - Chapter 3: Boeing 73technical Guide Aircraft Systems in Everyday Life
 - Chapter 4: Boeing 73technical Guide Aircraft Systems in Specific Contexts
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