# NATIONAL TRANSPORTATION SAFETY BOARD

**Washington, D.C.**

Service Bulletin Description

Excerpt from Airbus Service Bulletin Summary
Service Bulletin Number A320-29-1156

(2 pages)

SERVICE BULLETIN
SUMMARY

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This summary is for information only and is not approved for modification of the aircraft.

ATA SYSTEM: 29

## TITLE: HYDRAULIC POWER - POWER TRANSFER - INTRODUCE OPTIMIZED PTU INHIBITION LOGIC

****CONF ALL**

### MODIFICATIONS

MODIFICATION CLASSIFICATION

| | |
|---|---|
| MAJOR | None |
| MINOR | 153173K15294 |

NOTE: As per EASA IR 21, a minor change is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics affecting the airworthiness of the product. All other changes are major changes.

### REASON/DESCRIPTION/OPERATIONAL CONSEQUENCES

Failure of the Green or Yellow hydraulic system (i.e. system loss due to reservoir low level) can lead to Power Transfer Unit (PTU) over-speed operation as the failed system cannot be pressurized anymore. This can cause overheat of the second system (Yellow or Green), if PTU is not switched off before.

Accomplishment of this Service Bulletin introduces an automatic PTU inhibition function that will detect failure (i.e. rupture) of the Green or Yellow hydraulic system and will switch off the PTU automatically before over-speed operation can occur. Overheat of the second system (Yellow or Green) will then be avoided.

By accomplishment of this Service Bulletin the automatic PTU inhibition function is available when the aircraft is in flight (nose landing gear not compressed). Failure of a hydraulic system (Green or Yellow) is detected if the two pressure switches in that system confirm "system low pressure" for greater than 6 seconds (indicating that PTU is not able to pressurize the failed system again). The PTU will then be switched off automatically. The automatic inhibition of the PTU will extinguish automatically, with a 20 seconds delay, if the aircraft is not in flight anymore (nose landing gear compressed).

The Operational/Maintenance Consequences of this Service Bulletin are covered by the update of the affected publications detailed in PLANNING INFORMATION.

### GENERAL EVALUATION

EVALUATION TABLE

| | | | |
|---|---|---|---|
| COMPLIANCE | RECOMMENDED (1) | CANCELS INSPECTION SB | NO |

SERVICE BULLETIN
SUMMARY

EVALUATION TABLE

| | | | |
|---|---|---|---|
| POTENTIAL AD | NO | A/C OPERATION AFFECTED | YES |
| RELIABILITY AFFECTED | NO | PAX COMFORT AFFECTED | NO |
| COST SAVING | NO | ETOPS AFFECTED | NO |
| STRUCTURAL LIFE EXTN | NO | VENDOR SB INVOLVED | NO |

NOTE (1): Service Bulletin recommended to be accomplished to prevent significant operational disruptions.

**MATERIAL PRICE INFORMATION**