Center Tank Low Press.

ATA:	**28-21**	FIN:		Ref:	**28.21.00004**
A/C Type:	**A318** **A319** **A320**	A/C Serie:	Topic:	First Issue Date:	**28-DEC-2012**
Part Number:				Last Publication Date:	**29-JUN-2013**
Supplier:					
Linked Articles:		Linked Documentation:			

Old Wise Ref:
EngOps-15561

Engineering Support

		First Issue Date:	**28-DEC-2012**
Model:		Last Publication Date:	**29-JUN-2013**
Manufacturer:			

Description

Reference: TFU 28.21.00.039

The last standard of FWC software H2F5 does not solve the case when centre tank low pressure occurs during climb and early stages of the flight.

Solution

It would be interesting to know when the fault is triggered and what is the fuel distribution at that moment.

The general synopsis of CTR TK LO PRESS issue is that the pump is continuing to run (more than 5 minutes) after the low level sensor is dry - if the aircraft is operating in AUTO mode. Further troubleshooting is necessary to identify the fault.

1- Consequently, to ensure that the system operates correctly Airbus would recommend that the AMM task 28-21-00-710-009 Operational Test of the Centre Tank Pump Control by Low Level Sensors is completed. (Please pay a special attention on the center tank low level sensors at P7 (J4) during the 5 minutes scavenge sequence.)

Whilst transferring fuel out from the centre tank monitor the P/BSW and ECAM screen, confirm that at around 130 kg the low level sensors go dry, and that the pumps are

commanded off 5 minutes after the low level sensors go dry. (and remain dry until the pumps go off).

- If the pumps are not commanded off 5 minutes after the low level sensor goes dry, identify if the overhead P/BSW and the ECAM screen both give LO PRESS. If there is no fault on the P/BSW, but the ECAM warning indicates then this indicates a fault with the relay 45QA(46QA) or 67QA(68QA) (depending on the side), and these should be replaced. (ref ASM 28-21-04) .

- If the fault occurs on both the P/BSW and ECAM then this would indicate a fault on the relay 41QA(42QA), and this should be replaced.

- If during the scavenge sequence (5 minutes after the sensor 21QJ(22QJ) went wet to dry) the center tank low level sensors at P7 (J4) change again from 1 to 0 this would indicate an issue with the 21QJ (22QJ) signal. In that case we would recommend prior to tank entry to thoroughly perform the wiring checks and if possible the level sensor resistance check provided in TSM task 28-46-00-810-806.

2- In addition to that, a non return valve FIN 37QM (38QM) being stuck in open position could also be the origin of the CTR TANK LO PR messages and the presence of fuel in the centre tank. When the outer tank is full with inner tank pumps off, the non return valve 37QM prevent the fuel to flow back from scavenge pump to left wing surge tank. If the non return valve 37QM is stuck open, the fuel can flow to the surge tank, fill it and then spill into the centre tank through the vent pipe. Then the low level sensor will become wet, the centre tank pumps will run and a LO PR warning will be generated as not enough fuel is present to wet any longer the low level sensors.

Survey for the Engineering Support section