Task: **321113-04-1** Checklist Index/Revision: **263/0**

Title: **MAIN LANDING GEAR SHOCK ABSORB**

Trade: **AF** Zone: **700** ATA: **32** Task Type: **FNC**

Jazeera الجزيرة

SCHEDULED WORKCARD

0151690000531

A/C Reg: **9K-CAM** MSN: **5625** A/C Type: **A320 - 214** Station: **GMR**

WO Description: **12Y+6Y+C4+C2 CHECK**

WO: **015169** Customer: **Jazeera Head Office**

Date Raised: **17Sep2024** Prepared By: **Prasanna Thinakaran**

OEM Card: **12-14-32-614-003-A**

AMP Reference: **MAINTENANCE PROGRAM ISSUE 3 REVISION 1** AMP Revision: **3.1**

Workcard: **0531**

Documents:

Description	Reference	Attachment?
SOURCE	**MRB 32.11.00/03**	**None**
JZR013	**12-14-32-614-003-A**	**See Attached**

Property	Attachment?
EMAIL NOTIFICATION FOR CLOSURE	**None**
Independent Inspection ~~YES~~ / **NO**	**None**

Instructions	Mechanic	Inspector
MAIN LANDING GEAR SHOCK ABSORBER FUNCTIONAL CHECK OF MLG SHOCK ABSORBER CHARGE PRESSURE Zone(s): 731, 741	8 4R0794 NRMOL	GAT 149 07/04/2025
PERFORM FUNCTIONAL CHECK OF MLG SHOCK ABSORBER CHARGE PRESSURE IAW AMTOSS 121432-614-003.		

Certifies that the work specified except as otherwise specified was carried out in accordance with KCASR 8- Part 145 and in respect to that work the aircraft/aircraft component is considered ready for release to service. AMO Reference:

DCIA/AMO/099

Approval Ref: GAT 149

Defect Found?	NRC / AWS Reference(s):	Deferred?	Tech Log Page:
YES / (NO)	—	YES / (NO)	—

07/04/2025

Calibrated Tooling Used:

Description	PN	Calibration Date
REFER MPD 321113-04 (RH) FOR TOOLS DETAILS		07/04/2025

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Printed: **14Feb2025**

Created by oases

Form : **F-C/EM-93 Issue 2 Rev 1 Date: 22.06.22**

Task: **321113-04-1** Checklist Index/Revision: **263/0**

Title: **MAIN LANDING GEAR SHOCK ABSORB**

Trade: **AF** Zone: **700** ATA: **32** Task Type: **FNC**

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WO: **015169** Customer: **Jazeera Head Office**

Date Raised: **17Sep2024** Prepared By: **Prasanna Thinakaran**

OEM Card: **12-14-32-614-003-A**

Materials Used:

Description	PN Off	SN Off	PN On	SN On	Batch On	Qty/Pos
					GAT 149	
					07/04/2025	

Remarks / Notes:

— NIL —

Doc Control (Card Closed):

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DOCUMENT CHECKED BY:

PLANNER MR No:- MR2032

SIGN (INITIALS):-

DATE:- 16/04/2025

AIRBUS	JOB CARD PACKAGE TITLE: **12Y+6Y+C4+C2 CHECK**	JZR - Tail Number - MSN - FSN 9K-CAM - 05625 - 013
12Y+6Y+C4+C2 CHECK		

CR

MPD	Reference	Title	DocType
321113-04	12-14-32-614-003-A	Functional Check of MLG Shock Absorber Charge Pressure	AMM

Job Cards Package is made of: 1 job cards.

ANY FINDINGS

YES	NO ✓

IRC No. : -NIL-

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*** ON A/C FSN ALL***

TASK 12-14-32-614-003-A
Functional Check of MLG Shock Absorber Charge Pressure

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:
- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

WARNING: DO NOT LET COMPRESSED GAS TOUCH YOUR SKIN. THE GAS CAN GO THROUGH THE SKIN AND CAUSE BUBBLES IN YOUR BLOOD. THIS CAN KILL YOU.

WARNING: DO NOT GET THE FLUID ON YOUR SKIN OR IN YOUR EYES. IF YOU DO:
- FLUSH IT AWAY WITH CLEAN WATER
- GET MEDICAL AID.

WARNING: **MAKE SURE THAT THE STANDARD CHARGING EQUIPMENT IS SAFE TO USE ABOVE 140 BAR (2030.5 PSI). THIS WILL PREVENT INJURY AND DAMAGE.**

WARNING: **BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND YOUR LOCAL REGULATIONS.**

1. Reason for the Job

Refer to the MPD TASK: 321113-04

FUNCTIONAL CHECK OF MLG SHOCK ABSORBER CHARGE PRESSURE

Airbus recommends you to do this task:
- With the aircraft on the ground, or
- ✓ With the aircraft on jacks (Ref. AMM TASK 07-11-00-581-001-A).

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You must do this procedure a minimum of two hours after the last aircraft operation. This is necessary to get an accurate measurement of the shock absorber values.		05/04/2025 GAT 149
NOTE: Frequent nitrogen filling of the MLG shock absorber can be an indication of low oil level.		05/04/2025 GAT 149
Record all nitrogen servicing work in the aircraft technical log. This will let you monitor if the fluid level check procedure is necessary. If the MLG shock absorber is fully deflated and inflated again, it is necessary that you: - Do a check of the MLG shock-absorber charge pressure (Ref. AMM TASK 12-14-32-614-003-A) between four and seven days after the first subsequent flight. This is because the nitrogen can be absorbed into the oil and the charge pressure can change, it is necessary to do this check.		GAT 149 05/04/2025

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 3M (10 FT)-ADJUSTABLE
No specific	AR	CHARGING EQUIPMENT - GAS, STANDARD
No specific	AR	GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC
No specific	AR	GAGE 20 BAR (290 PSI) - PRESSURE
No specific	AR	NITROGEN COMPRESSED SOURCE - GROUND
No specific	AR	SAFETY BARRIER(S)
No specific	2	THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F)

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REFERENCE	QTY	DESIGNATION
No specific	AR	WARNING NOTICE(S)
No specific		Torque wrench: range to between 0.06 and 0.11 m.daN (5 and 10 lbf.in)
No specific		Torque wrench: range to between 0.57 and 0.79 m.daN (50.44 and 69.91 lbf.in)

B. Consumable Materials

REFERENCE	DESIGNATION
14CCB6	Testing Medium-Leak Detection - Oxygen System
14VGC1	Individual Compound-- Nitrogen Gaseous

C. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
731	L.H MAIN GEAR
741	R.H MAIN GEAR

D. Referenced Information

REFERENCE	DESIGNATION
Ref. 07-11-00-581-001-A	Lifting for Aircraft Maintenance Operations
Ref. 07-11-00-586-002-A	Lowering of the Aircraft for Maintenance Operations
Ref. 12-12-32-611-004-A	Functional Check of MLG Shock Absorber Fluid Level
Ref. 12-12-32-611-008-A	Hydraulic Fluid Replenishment and Nitrogen Filling of the MLG Two-Stage Shock-Absorber

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REFERENCE	DESIGNATION	MECH.	INSP.
Ref. 12-12-32-611-008-A01	Hydraulic Fluid Replenishment and Nitrogen Filling of the MLG Two-Stage Shock-Absorber with the Compression Tool		
Ref. 12-14-32-614-003-A	Functional Check of MLG Shock Absorber Charge Pressure		
Ref. 32-00-00-481-001-A	Installation of the Safety Devices on the Landing Gears		
Ref. 32-11-13-000-001-A	Removal of the MLG Shock Absorber		
Ref. 32-11-13-000-003-A	Removal of the MLG Shock-Absorber Gland-Seals		
Ref. 32-11-13-400-001-A	Installation of the MLG Shock Absorber		
Ref. 32-11-13-400-003-A	Installation of the MLG Shock-Absorber Gland-Seals		
Ref. 32-11-13-860-001-A	To Close the Spare-Seal Activating Valve		

*** ON A/C FSN 009-099***

Ref. Fig. MLG Two-Stage Shock-Absorber Charging Valves - Detail and Location

*** ON A/C FSN ALL***

Ref. Fig. MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)

*** ON A/C FSN 009-099***

Ref. Fig. Possible Points of Leakage from the Gland Seals

*** ON A/C FSN 009-099***

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REFERENCE	DESIGNATION
Ref. Fig. Details of the Spare-Seal Activating-Valve	

*** ON A/C FSN ALL*

Ref. Fig. MLG Two Stage Shock Absorber - Typical Filling System
Ref. Fig. MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units)
Ref. Fig. Charging Pressures - Weight off Wheels

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3. Job Set-up

SUBTASK 12-14-32-941-064-A

A. Safety Precautions

(1) Make sure that the ground safety locks are installed on the landing gear Ref. AMM TASK 32-00-00-481-001.

(2) As necessary, use the applicable SAFETY BARRIER(S), specified by the operator's instructions and your local regulations.

(3) On panel 400VU, make sure that the landing gear control-lever (6GA) is in the DOWN position.

(4) Put the WARNING NOTICE(S) in position to tell persons not to operate:

- The landing gear controls
- The landing gear doors.

(5) Put the ACCESS PLATFORM 3M (10 FT)- ADJUSTABLE in position below the applicable shock absorber.

(6) If the aircraft is on the ground, make sure that the wheel chocks are in position at the MLG wheels. Do not put a chock at the nose wheels.

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4. Procedure

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SUBTASK 12-14-32-210-054-A A. Visual Inspection of the MLG Two-Stage Shock Absorber for Leakage of Hydraulic Fluid (1) Before you do the check and/or charge the nitrogen: (a) Examine the gland housing/sliding tube of the shock absorber for damage or leakage of the hydraulic fluid.		05/04/2025 GAT 149
(2) If there is a leak from the gland housing and the sliding tube interface or from the gland housing and the main fitting interface: (a) Examine the sliding tube for damage: 1 If there is damage, replace the shock absorber Ref. AMM TASK 32-11-13-000-001 and Ref. AMM TASK 32-11-13-400-001.		GAT 149
2 If there is no damage, do one of the steps that follows: - Replace the shock absorber gland-seals Ref. AMM TASK 32-11-13-000-003 and Ref. AMM TASK 32-11-13-400-003 - Replace the shock absorber Ref. AMM TASK 32-11-13-000-001 and Ref. AMM TASK 32-11-13-400-001 - Close the spare seal activating-valve Ref. AMM TASK 32-11-13-860-001.	N/A	05/04/2025
SUBTASK 12-14-32-614-080-A		GAT 149
WARNING: MAKE SURE THAT THE AREA AROUND THE AIRCRAFT IS CLEAR OF PERSONS AND EQUIPMENT. WHEN YOU PRESSURIZE/DEPRESSURIZE THE SHOCK ABSORBER, WITH THE AIRCRAFT WEIGHT ON THE GROUND, THE AIRCRAFT WILL MOVE.		05/04/2025
WARNING: MAKE SURE THAT THE STANDARD CHARGING EQUIPMENT IS SAFE TO USE ABOVE 140 BAR (2031 PSI).	MR19.02	GAT 149 05/04/2025

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DO NOT USE EQUIPMENT WITH A SIGHT GLASS. THIS WILL PREVENT INJURY AND DAMAGE.		GAT 149 05/04/2025
CAUTION: ALWAYS ADD NITROGEN SLOWLY WHEN YOU PRESSURIZE THE SHOCK ABSORBER. IF YOU ADD THE NITROGEN TOO QUICKLY, THE TEMPERATURE WILL INCREASE AND HAVE AN EFFECT ON THE SHOCK ABSORBER PRESSURE.		GAT 149 05/04/2025
CAUTION: MAKE SURE THAT YOU USE A GAGE WITH THE SPECIFIED PRESSURE RANGE. THIS IS NECESSARY TO GET AN ACCURATE PRESSURE MEASUREMENT.		GAT 149 05/04/2025
B. Functional Check of the MLG Shock Absorber Charge-Pressure and Fill with Nitrogen (Aircraft on Ground)		
*** ON A/C FSN 009-099*** Ref. Fig. MLG Two-Stage Shock-Absorber Charging Valves - Detail and Location		
*** ON A/C FSN ALL*** Ref. Fig. MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)		GAT 149
*** ON A/C FSN 009-099*** Ref. Fig. Possible Points of Leakage from the Gland Seals	N/A	05/04/2025
*** ON A/C FSN 009-099*** Ref. Fig. Details of the Spare-Seal Activating-Valve		
*** ON A/C FSN ALL*** Ref. Fig. MLG Two Stage Shock Absorber - Typical Filling System Ref. Fig. MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units) Ref. Fig. Charging Pressures - Weight off Wheels		
(1) Airbus recommends you to do this task a minimum of two hours after the last aircraft operation.		

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NOTE: This will make sure that the recorded shock absorber values are accurate. (2) To do the procedure that follows, use: - The CHARGING EQUIPMENT - GAS, STANDARD, and - The GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC. (a) Make sure that the CHARGING EQUIPMENT - GAS, STANDARD is safe to use at more than 140 bar (2031 psi). (3) When you fill the MLG shock absorber, use the Individual Compound-- Nitrogen Gaseous (Material Ref. 14VGC1). This will make sure that the oxygen level stays low. (4) Measure and record dimension H. (5) Install the CHARGING EQUIPMENT - GAS, STANDARD on the top charging valve (1): (a) If the equipment manufacturer's assembly/operation instructions are different to the data given, use the equipment manufacturer's instructions. (b) Remove the blanking cap (2) from the top charging valve (1). (c) Make sure that the control valves (23) and (25) are closed. (d) Connect the filling hose (21) to the three-way valve (22). (e) Connect the filling hose (21) to the top charging valve (1). (f) Install the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) on the three-way valve (22).	P/A	GAT 149 P 05/04/2025

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(6) Do a check of the CHARGING EQUIPMENT - GAS, STANDARD for leaks as follows: (a) Make sure that the charging valve (1) and the control valve (23) on the three-way valve (22) are closed. (b) Connect the nitrogen supply hose (24) to the three-way valve (22). (c) Slowly open the control valve (25) on the three-way valve (22). (d) Slowly open the control valve of the NITROGEN COMPRESSED SOURCE - GROUND. Add nitrogen until the pressure on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) is 19 bar (276 psi). (e) Close the control valve of the NITROGEN COMPRESSED SOURCE - GROUND. (f) After you adjust the pressure, wait for a minimum of five minutes to make sure that the pressure is stable. This will make sure that there are no leaks in the CHARGING EQUIPMENT - GAS, STANDARD. (g) Close the control valve (25) on the three-way valve (22). (7) Slowly open the top charging valve (1). (8) At the top charging valve (1), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20). (9) Close the top charging valve (1). (10) Use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature of the MLG adjacent to the top charging valve (1). It is necessary to measure the accurate temperature to do the subsequent procedure. (11) Find dimension H for the pressure at the top charging valve (1) for the measured temperature given in diagram 1.	SJA	GAT 149 05/04/2025

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(12) If measured dimension H is between +/- 15 mm (0.59 in.) of dimension H given in diagram 1, do the steps that follow: NOTE: Measured dimension H can be as low as 33 mm (1.30 in.) at very low ambient temperatures. This is usual for a shock absorber in good condition and no maintenance is necessary (if measured dimension H is between +/- 15 mm (0.59 in.) of the correct value). (a) Make sure that the control valve (25) is closed. (b) Open the control valve (23) to release all pressure from the filling hose (21). (c) Close the control valve (23). (d) Remove the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) from the three-way valve (22). (e) Disconnect the filling hose (21) from the top charging valve (1) and the three-way valve (22). (f) TORQUE the nut of the top charging valve (1) **to between 0.57 and 0.79 m.daN (50.44 and 69.91 lbf.in).** (g) Use the Testing Medium-Leak Detection - Oxygen System (Material Ref. 14CCB6) to do a leak check of the top charging valve (1). (h) Install the blanking cap (2) on the top charging valve (1). (i) TORQUE the blanking cap (2) **to between 0.06 and 0.11 m.daN (5 and 10 lbf.in).** (j) Do step (45). (13) If measured dimension H is not between +/- 15 mm (0.59 in.) of dimension H given in diagram 1 and if the measured dimension H is more than 33 mm (1.30 in.):	N/A	GAT 149 05/04/2025

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- Do steps (15) thru (44).		
(14) If measured dimension H is not between +/- 15 mm (0.59 in.) of dimension H given in diagram 1 and if the measured dimension H is less than or equal to 33 mm (1.30 in.): (a) Stop the procedure. (b) Do the nitrogen filling procedure with the aircraft on jacks, refer to Para. 4.C.		
(15) Install the CHARGING EQUIPMENT - GAS, STANDARD on the bottom charging valve (3): (a) If the equipment manufacturer's assembly/operation instructions are different to the data given, use the equipment manufacturer's instructions. (b) Remove the blanking cap (4) from the bottom charging valve (3). (c) Make sure that the control valves (23) and (25) are closed. (d) Connect the filling hose (21) to the three-way valve (22). (e) Connect the filling hose (21) to the bottom charging valve (3). (f) Install the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) on the three-way valve (22).	N/A	GAT 149 05/04/2025
(16) Do a check of the CHARGING EQUIPMENT - GAS, STANDARD for leaks as follows: (a) Make sure that the charging valve (3) and the control valve (23) on the three-way valve (22) are closed. (b) Connect the nitrogen supply hose (24) to the three-way valve (22).		

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(c) Slowly open the control valve (25) on the three-way valve (22).		
(d) Slowly open the control valve of the NITROGEN COMPRESSED SOURCE - GROUND. Add nitrogen until the pressure on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) is 19 bar (276 psi).		
(e) Close the control valve of the NITROGEN COMPRESSED SOURCE - GROUND.		
(f) After you adjust the pressure, wait for a minimum of five minutes to make sure that the pressure is stable. This will make sure that there are no leaks in the CHARGING EQUIPMENT - GAS, STANDARD.		
(g) Close the control valve (25) on the three-way valve (22).		GAT 149
(17) Slowly open the top charging valve (1).		
(18) At the top charging valve (1), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20).	N/A	05/04/2025
(19) Close the top charging valve (1).		
(20) Slowly open the bottom charging valve (3).		
(21) At the bottom charging valve (3), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20).		
(22) Close the bottom charging valve (3).		
(23) Make sure that the pressure at the bottom charging valve (3) is 18 bar (261 psi) more than the pressure at the top charging valve (1). If not, do the steps that follow:		
NOTE: This makes sure that the floating piston is at the top of the second stage cylinder before you do the nitrogen filling.		

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NOTE: It is possible that a small quantity of hydraulic fluid gets released from the bottom charging valve (3) when nitrogen is released.		
(a) If the volume of fluid that flows from the bottom charging valve (3) is more than 0.6 l (0.16 USgal), do the steps that follow:		
1 Do the hydraulic replenishment of the MLG two-stage shock absorber Ref. AMM TASK 12-12-32-611-008.		
2 Contact Airbus.		
(b) Make sure that the control valves (23) and (25) are closed.		GAT 149
(c) Connect the nitrogen supply hose (24) to the three-way valve (22) that is connected to the bottom charging valve (3).	N/A	D 05/04/2025
(d) Open the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.		
(e) Slowly open the control valve (25) to increase the nitrogen pressure at the bottom charging valve (3).		
(f) Open the bottom charging valve (3).		
(g) Make sure that the pressure at the bottom charging valve (3) is between 18 bar (261 psi) and 21 bar (305 psi) more than the pressure at the top charging valve (1).		
(h) Close the control valve (25).		
(i) After ten minutes (to let the pressure and temperature become stable), do a check if the condition at step (g) is the same.		

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(j) If it is not the same, do steps (e) thru (i) again.		
(k) Close the bottom charging valve (3).		
(l) Close the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND and remove the nitrogen supply hose (24) from the three-way valve (22).		
(m) Slowly open the top charging valve (1).		
(n) At the top charging valve (1), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20).		
(o) Close the top charging valve (1).		GAT 149
(p) If the difference in pressure at the top charging valve (1) and the bottom charging valve (3) is less than 11 bar (160 psi), do steps (b) thru (o) again.		
(24) Use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature of the MLG adjacent to the top charging valve (1). It is necessary to measure the accurate temperature to do the subsequent procedure.	N/A	05/04/2024
(25) Find dimension H for the pressure at the top charging valve (1) for the measured temperature given in diagram 2.		
(26) If measured dimension H is more than the value you found in diagram 2, do the steps that follow:		
(a) Open the top charging valve (1).		
(b) Slowly open the control valve (23) to release some nitrogen.		
(c) Immediately after the shock absorber starts to move, close the control valve (23).		
NOTE: The pressure at the top charging valve (1) will decrease because nitrogen was		

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removed without sufficient shock absorber movement. (d) After five minutes, measure the pressure and use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature at the top charging valve (1). (e) Use diagram 2 to find dimension H necessary for the conditions found in step (d). (f) Slowly open the control valve (23) to release some nitrogen. (g) When dimension H is the same as you found in step (e) (+/- 2.0 mm (0.08 in.)), close the control valve (23). (h) Close the top charging valve (1). (27) If measured dimension H is less than the value you found in diagram 2, do the steps that follow: (a) Connect the nitrogen supply hose (24) to the three-way valve (22) which is connected to the top charging valve (1). (b) Open the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND. (c) Open the top charging valve (1). (d) Slowly open the control valve (25) to add nitrogen. (e) Immediately after the shock absorber starts to move, close the control valve (25). NOTE: The pressure at the top charging valve (1) will increase because nitrogen was added without sufficient shock absorber movement.	N/A –	GAT 149 05/04/2025

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(f) After five minutes, measure the pressure and use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature at the top charging valve (1). (g) Use diagram 2 to find dimension H necessary for the conditions found in step (f). (h) Slowly open the control valve (25) to increase the nitrogen pressure. (i) When dimension H is the same as you found in step (g) (+/- 2.0 mm (0.08 in.)), close the control valve (25). (j) Close the top charging valve (1). (28) After five minutes, open the top charging valve (1) and the bottom charging valve (3). (29) Read and record: - The pressures at the top charging valve (1) and the bottom charging valve (3) - The temperature at the top charging valve (1) with the use of the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) - Dimension H. (30) Use the pressure and the temperature you measured at the top charging valve (1) to find correct dimension H in diagram 2. Make sure that dimension H in diagram 2 and dimension H found in step (29) are the same +/- 2.0 mm (0.08 in.). (31) Do a check of the pressure you measured at the top charging valve (1) and at the bottom charging valve (3). Make sure that the difference between these pressures is more than 11 bar (160 psi). (32) If the conditions at step (30) or step (31) are not correct, do the procedure again from step (22). (33) Close the top charging valve (1) and the bottom charging valve (3).	N/A	GAT 149 05/04/2025

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(34) To get the correct charge pressure at the bottom charging valve (3), do the applicable step (35) or (36).		
(35) Refer to diagram 3. If the pressure at the top charging valve (1) is on or below the graph line (for the measured temperature), do these steps:		
(a) Open the bottom charging valve (3).		
(b) Slowly open the control valve (25) (to increase the nitrogen pressure), or slowly open the control valve (23) (to remove nitrogen).		
(c) Make sure that the pressure at the bottom charging valve (3) is the same as the pressure shown on the graph line (for the measured temperature) +/- 1 bar (15 psi).		
(d) Close the valves that follow: - The bottom charging valve (3) - The control valve (25) - The control valve (23) - The supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.	N/A	GAT 149 05/04/2025
(e) After five minutes, open the bottom charging valve (3). Make sure that the pressure at the bottom charging valve (3) is the same as the pressure shown on the graph line (for the measured temperature) +/- 1 bar (15 psi).		
(36) Refer to diagram 3. If the pressure at the top charging valve (1) is above the graph line (for the measured temperature), do the steps that follow:		
(a) Close the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.		
(b) Open the bottom charging valve (3).		
(c) Slowly open the control valve (23) to release some nitrogen.		

	MECH.	INSP.
(d) Immediately after the shock absorber starts to move, close the control valve (23). NOTE: The pressure at the bottom charging valve (3) will decrease because nitrogen was removed without sufficient shock absorber movement. (e) After five minutes, open the top charging valve (1). (f) At the top charging valve (1), measure the pressure and use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature. (g) Close the top charging valve (1). (h) Use diagram 1 to find dimension H necessary for the conditions at step (f). (i) Slowly open the control valve (23) (to release nitrogen) until dimension H is the same as dimension H found in diagram 1, +/- 2.0 mm (0.08 in.). (j) Close the bottom charging valve (3) and the control valve (23). (k) After five minutes, open the top charging valve (1) and read and record the pressure. (l) Close the top charging valve (1). (m) Open the bottom charging valve (3) and read and record the pressure. (n) Close the bottom charging valve (3). (o) Make sure that the pressures at the top charging valve (1) and the bottom charging valve (3) are the same.	N/A	CAT 149 P 05/04/2025

	MECH.	INSP.
(p) If the difference between the two pressures is more than 1.5 bar (22 psi), do the procedure from step (22) again. (37) Remove the nitrogen supply hose (24) from the three-way valve (22). (38) Remove the filling hoses (21) from the charging valves (1) and (3). (39) TORQUE the nuts of the charging valves (1) and (3) to between 0.57 and 0.79 m.daN (50.44 and 69.91 lbf.in). (40) Use the Testing Medium-Leak Detection - Oxygen System (Material Ref. 14CCB6) to do a leak check of the top charging valve (1) and the bottom charging valve (3). (41) Install the blanking cap (2) on the top charging valve (1). (42) Install the blanking cap (4) on the bottom charging valve (3). (43) TORQUE the blanking caps (2) and (4) to between 0.06 and 0.11 m.daN (5 and 10 lbf.in). (44) Remove the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) and the filling hoses (21) from the three-way valves (22). (45) Do this procedure again for the other shock absorber. NOTE: Frequent nitrogen filling of the MLG shock absorber can be an indication of low oil level. (a) Record all nitrogen servicing work in the aircraft technical log Ref. AMM TASK 12-12-32-611-004. This will let you monitor if the fluid level check procedure is necessary. (46) If the MLG shock absorber is fully deflated and inflated again: - Do a check of the MLG shock-absorber charging pressure between four and seven days after the first subsequent flight Ref. AMM TASK 12-14-32-614-003.	N/A -	GAT 149 05/04/2025

	MECH.	INSP.
NOTE: This is done because the nitrogen can be absorbed into the oil and the charge pressure can change.	N/A	GAT 149 05/04/2025
*** ON A/C FSN 009-099***		
SUBTASK 12-14-32-614-081-A		GAT 149
WARNING: MAKE SURE THAT THE STANDARD CHARGING EQUIPMENT IS SAFE TO USE ABOVE 140 BAR (2031 PSI). DO NOT USE EQUIPMENT WITH A SIGHT GLASS. THIS WILL PREVENT INJURY AND DAMAGE.		05/04/2025
CAUTION: ALWAYS ADD NITROGEN SLOWLY WHEN YOU PRESSURIZE THE SHOCK ABSORBER. IF YOU ADD THE NITROGEN TOO QUICKLY, THE TEMPERATURE WILL INCREASE AND HAVE AN EFFECT ON THE SHOCK ABSORBER PRESSURE.		GAT 149 05/04/2025
CAUTION: MAKE SURE THAT YOU USE A GAGE WITH THE SPECIFIED PRESSURE RANGE. THIS IS NECESSARY TO GET AN ACCURATE PRESSURE MEASUREMENT.		GAT 149 05/04/2025
C. Functional Check of the MLG Shock Absorber Charge-Pressure and Nitrogen Filling (Aircraft on Jacks)		
Ref. Fig. MLG Two-Stage Shock-Absorber Charging Valves - Detail and Location		GAT 149
Ref. Fig. MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)		
Ref. Fig. Possible Points of Leakage from the Gland Seals		05/04/2025
Ref. Fig. Details of the Spare-Seal Activating-Valve		
Ref. Fig. MLG Two Stage Shock Absorber - Typical Filling System		
Ref. Fig. MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units)		
Ref. Fig. Charging Pressures - Weight off Wheels		
(1) To do the procedure that follows, use: - The CHARGING EQUIPMENT - GAS, STANDARD, - The GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC, and	MR902	GAT 149 05/04/2025

	MECH.	INSP.
- The GAGE 20 BAR (290 PSI) - PRESSURE. (a) Make sure that the CHARGING EQUIPMENT - GAS, STANDARD is safe to use at more than 140 bar (2031 psi). (2) When you fill the MLG shock absorber, use the Individual Compound-- Nitrogen Gaseous (Material Ref. 14VGC1). This will make sure that the oxygen level stays low. (3) Make sure that the aircraft is lifted on jacks Ref. AMM TASK 07-11-00-581-001. (4) Make sure that the shock absorber is fully extended and dimension H is between 497.5 mm (19.5866 in.) and 504.5 mm (19.8622 in.). (a) If you do this procedure after you have replenished the shock absorber with hydraulic oil Ref. AMM TASK 12-12-32-611-008, do the steps that follow: 1 Fill the top charging valve (1) (first stage of the cylinder) with nitrogen to a maximum pressure of 5 bar (73 psi). 2 Make sure that the shock absorber is fully extended and dimension H is correct. 3 Release all the pressure from the top charging valve (1) (first stage of the cylinder). 4 Close the top charging valve (1). (5) Install the CHARGING EQUIPMENT - GAS, STANDARD as follows: (a) If the equipment manufacturer's assembly/operation instructions are different to the data given, use the equipment manufacturer's instructions. 1 Remove the blanking cap (2) from the top charging valve (1).	TK 19.02	05/04/2025

	MECH.	INSP.
2 Make sure that the control valves (23) and (25) of the three-way valve (22) are closed.		
3 Connect the filling hose (21) to the three-way valve (22).		
4 Connect the filling hose (21) to the top charging valve (1).		
5 Install the GAGE 20 BAR (290 PSI) - PRESSURE (20) on the three-way valve (22).		
6 Remove the blanking cap (4) from the bottom charging valve (3).		
7 Make sure that the control valves (23) and (25) of the three-way valve (22) are closed.		
8 Connect the filling hose (21) to the three-way valve (22).		
9 Connect the filling hose (21) to the bottom charging valve (3).		
10 Install the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) on the three-way valve (22).		GAT 149
(6) Use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature of the MLG adjacent to the top charging valve (1). 34 °C	HR190	
(7) Do a check of the CHARGING EQUIPMENT - GAS, STANDARD for leaks as follows:		
(a) Make sure that the charging valves (1) and (3) and the control valve (23) on the three-way valve (22) are closed.		05/04/2025

	MECH.	INSP.

(b) Connect the nitrogen supply hose (24) to the three-way valve (22).

(c) Slowly open the control valve (25) on the three-way valve (22).

(d) Slowly open the control valve of the NITROGEN COMPRESSED SOURCE - GROUND. Add nitrogen until the pressure on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) is 19 bar (276 psi).

P = 140 PSI

(e) Close the control valve of the NITROGEN COMPRESSED SOURCE - GROUND.

(f) After you adjust the pressure, wait for a minimum of five minutes to make sure that the pressure is stable. This will make sure that there are no leaks in the CHARGING EQUIPMENT - GAS, STANDARD.

(g) Close the control valve (25) on the three-way valve (22).

(8) Slowly open the bottom charging valve (3).

(9) At the bottom charging valve (3), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20).

(10) Close the bottom charging valve (3).

(11) Refer to the Table 1 and compare the nitrogen pressure that you read from the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20). If the two pressures are not the same (+/- 1 bar (15 psi)) for the measured temperature, do these steps:

(a) Connect the nitrogen supply hose (24) to the three-way valve (22) that is connected to the bottom charging valve (3).

(b) Open the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.

HF1902

GAT 149

05/04/2025

	MECH.	INSP.
1 To increase the nitrogen pressure, open the control valve (25). 2 To release the nitrogen pressure, open the control valve (23).		GAT 149 P 05/04/2025
NOTE: It is possible that a small quantity of hydraulic fluid gets released from the bottom charging valve (3) when nitrogen is released.		GAT 149 P 05/04/2025
3 If the volume of fluid that flows from the bottom charging valve (3) is more than 0.6 l (0.16 USgal), do the steps that follows: a Replenish the MLG shock-absorber hydraulic oil Ref. AMM TASK 12-12-32-611-008. b Contact Airbus.	N/A	GAT 149 P 05/04/2025
(c) Slowly open the bottom charging valve (3).		
(d) Slowly increase or release the nitrogen pressure until the pressure is correct for the measured temperature. P = 1281 PSI		
(e) Close the control valve (23) or (25).		
(f) Wait for 15 minutes and then measure the pressure at the bottom charging valve (3) again. Make sure that the pressure is correct.		GAT 149
(g) Close the bottom charging valve (3).	MR902	P 05/04/2025
(h) Close the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND and remove the nitrogen supply hose (24) from the three-way valve (22).		

	MECH.	INSP.
(12) Slowly open the top charging valve (1).		
(13) At the top charging valve (1), read and record the pressure shown on the GAGE 20 BAR (290 PSI) - PRESSURE (20).		
(14) Close the top charging valve (1).		
(15) Refer to the Table 2 and compare the nitrogen pressure that you read from the GAGE 20 BAR (290 PSI) - PRESSURE (20). If the two pressures are not the same (+/- 0.1 bar (1 psi)) for the measured temperature, do these steps:		GAT 149
(a) Connect the nitrogen supply hose (24) to the three-way valve (22) that is connected to the top charging valve (1).		
(b) Open the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.	HR 1902	05/04/2025
1 To increase the nitrogen pressure, open the control valve (25).		
2 To release the nitrogen pressure, open the control valve (23).		
NOTE: It is possible that a small quantity of hydraulic fluid gets released from the top charging valve (1) when nitrogen is released.		
3 If the volume of fluid that flows from the top charging valve (1) is more than 0.6 l (0.16 USgal), do the steps that follow:		
a Replenish the MLG shock-absorber hydraulic oil Ref. AMM TASK 12-12-32-611-008.		
b Contact Airbus.		
(c) Slowly open the top charging valve (1).		

		MECH.	INSP.
P = 140 PSI	(d) Slowly increase or release the nitrogen pressure until the pressure is correct for the measured temperature.		
	(e) Close the control valve (23) or (25).		
	(f) Wait for 15 minutes and then measure the pressure at the top charging valve (1) again. Make sure that the pressure is correct.		
	(g) Close the top charging valve (1).		
	(h) Close the supply valve on the NITROGEN COMPRESSED SOURCE - GROUND.		
	(16) Wait for one hour and then do these steps to make sure that the pressures are correct:		
	(a) Use the THERMOMETER -45 TO 70 DEG.C (-49 TO 158 DEG.F) to measure the temperature of the MLG adjacent to the top charging valve (1).		
	(b) Slowly open the bottom charging valve (3).		
	(c) At the bottom charging valve (3), read and record the pressure shown on the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20). 1281 PSI		
	(d) Close the bottom charging valve (3).		
	(e) Slowly open the top charging valve (1).		GAT 149
	(f) At the top charging valve (1), read and record the pressure shown on the GAGE 20 BAR (290 PSI) - PRESSURE (20). 140 PSI	MR 1902	D 05/04/2025
	(g) Close the top charging valve (1).		
	(h) Make sure that the pressures are correct with the values in Tables 1 and 2 for the measured temperature.		
	(17) Remove the filling hoses (21) from the top charging valve (1) and the bottom charging valve (3).		

		MECH.	INSP.
(18)	Remove the CHARGING EQUIPMENT - GAS, STANDARD.	[signature]	[signature] 05/04/2025 GAT 149
(19)	TORQUE the nuts of the top charging valve (1) and the bottom charging valve (3) to between 0.57 and 0.79 m.daN (50.44 and 69.91 lbf.in). 65 LBF IN.	[signature]	[signature] 05/04/2025 GAT 149
(20)	Use the Testing Medium-Leak Detection - Oxygen System (Material Ref. 14CCB6) to do a leak check of the top charging valve (1) and the bottom charging valve (3).		[signature] 05/04/2025 GAT 149
(21)	Install the blanking cap (2) on the top charging valve (1).	[signature]	
(22)	Install the blanking cap (4) on the bottom charging valve (3).		[signature] 05/04/2025 GAT 149
(23)	TORQUE the blanking caps (2) and (4) to between 0.06 and 0.11 m.daN (5 and 10 lbf.in).	[signature]	[signature] 05/04/2025 GAT 149
(24)	Remove the GAGE 20 BAR (290 PSI) - PRESSURE (20), the GAGE 150 BAR (2175 PSI) - PRESSURE, HYDRAULIC (20) and the filling hoses (21) from the three-way valves (22).	[signature] HR4902	[signature] 05/04/2025 GAT 149
(25)	Do this procedure for the other shock absorber.		
	NOTE: Frequent nitrogen filling of the MLG shock absorber can be an indication of low oil level.	N/A	[signature] 05/04/2025 GAT 149
	(a) Record all nitrogen servicing work in the aircraft technical log Ref. AMM TASK 12-12-32-611-004. This will let you monitor if the fluid level check procedure is necessary.		
(26)	If the MLG shock absorber is fully deflated and inflated again:		GAT 149
	- Do a check of the MLG shock-absorber charging pressure between four and seven days after the first subsequent flight Ref. AMM TASK 12-14-32-614-003. REFER E-TECH LOG ENTRY NO 9K-CAM 004142/001	[signature]	[signature] 05/04/2025 GAT 149
	NOTE: This is done because the nitrogen can be absorbed into the oil and the charge pressure can change.	[signature]	[signature] 05/04/2025 GAT 149
(27)	Lower the aircraft onto its wheels Ref. AMM TASK 07-11-00-586-002.	[signature] HR07944	[signature] 07/04/2025 GAT 149

	MECH.	INSP.
*** ON A/C FSN ALL*** 5. Close-up SUBTASK 12-14-32-942-061-A A. Removal of Equipment (1) Remove the WARNING NOTICE(S). (2) Remove the SAFETY BARRIER(S). (3) Remove the access platform(s). (4) Remove the ground support and maintenance equipment, the special and standard tools and all other items.	[illegible]	GAT 149 07/04/2025

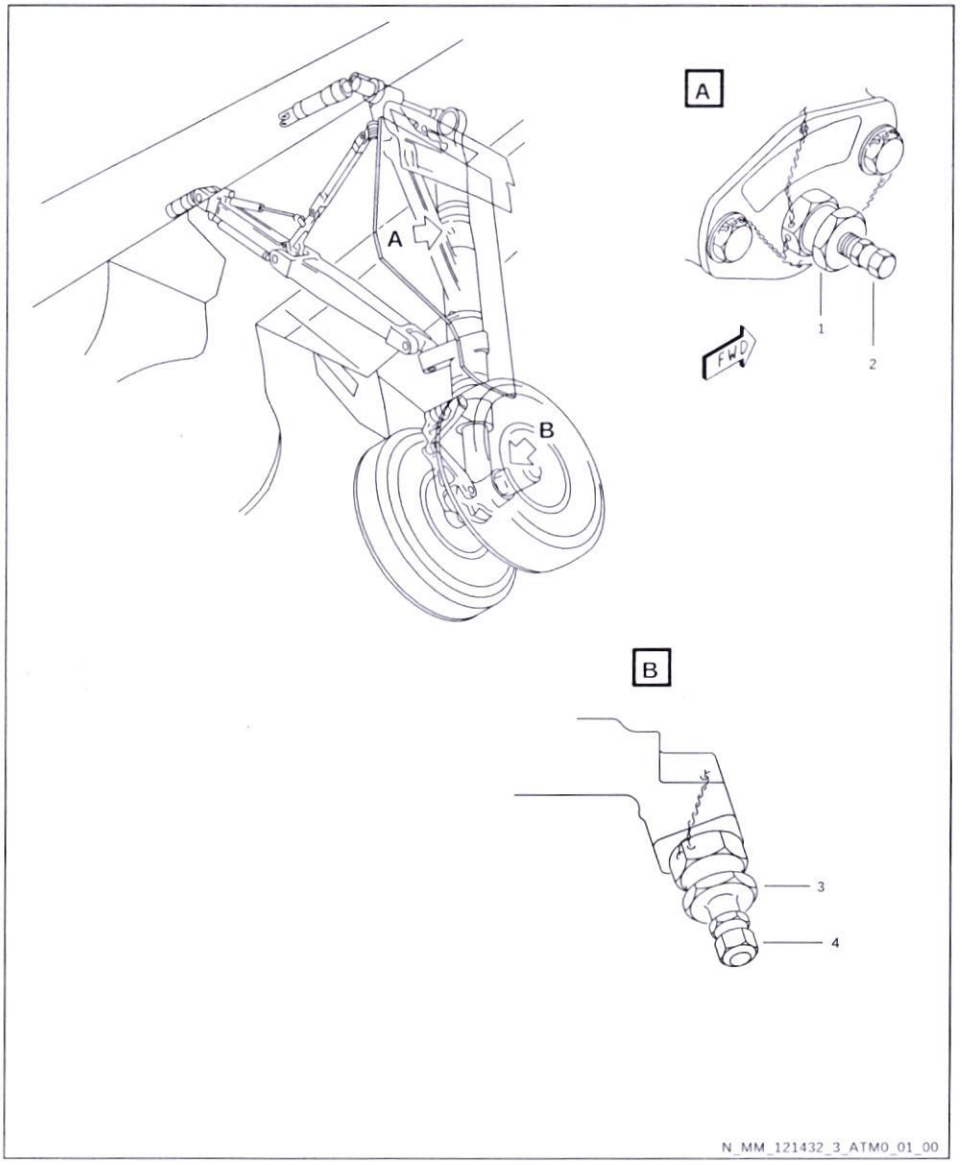

Figure 12-14-32-991-00400-00-A (SHEET 1) - MLG Two-Stage Shock-Absorber Charging Valves - Detail and Location

MECH.	INSP.
MR1902	GAT 149 05/04/2025

	MECH.	INSP.
** ON A/C FSN 009-099		

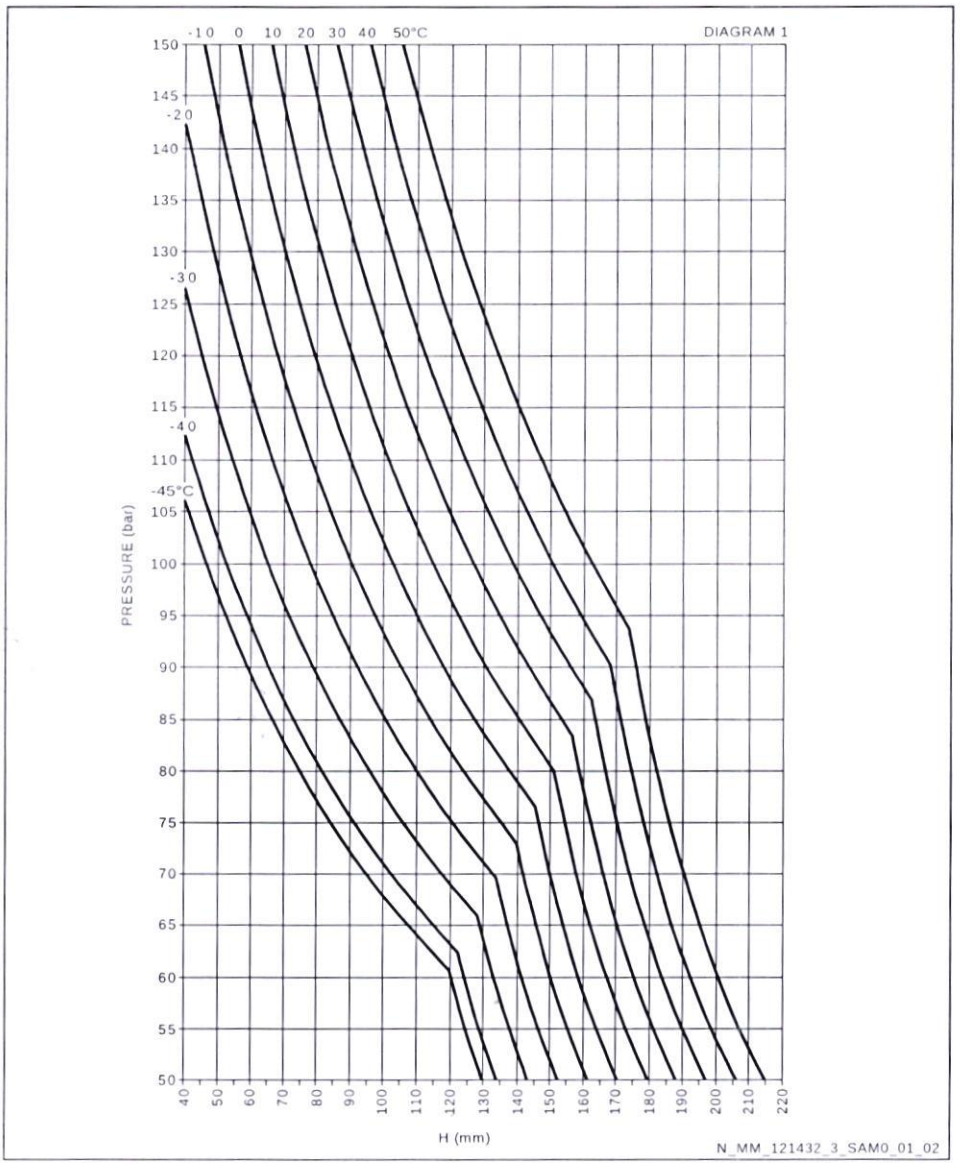

Figure 12-14-32-991-00500-00-D (SHEET 1/3) - MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)

MECH.	INSP.
MR 1902	GAT 149 05/04/2025

	MECH.	INSP.
** ON A/C FSN ALL	MR 1902	GAT 149 05/04/2025

MECH.	INSP.
MR190L	GAT 149 05/04/2025

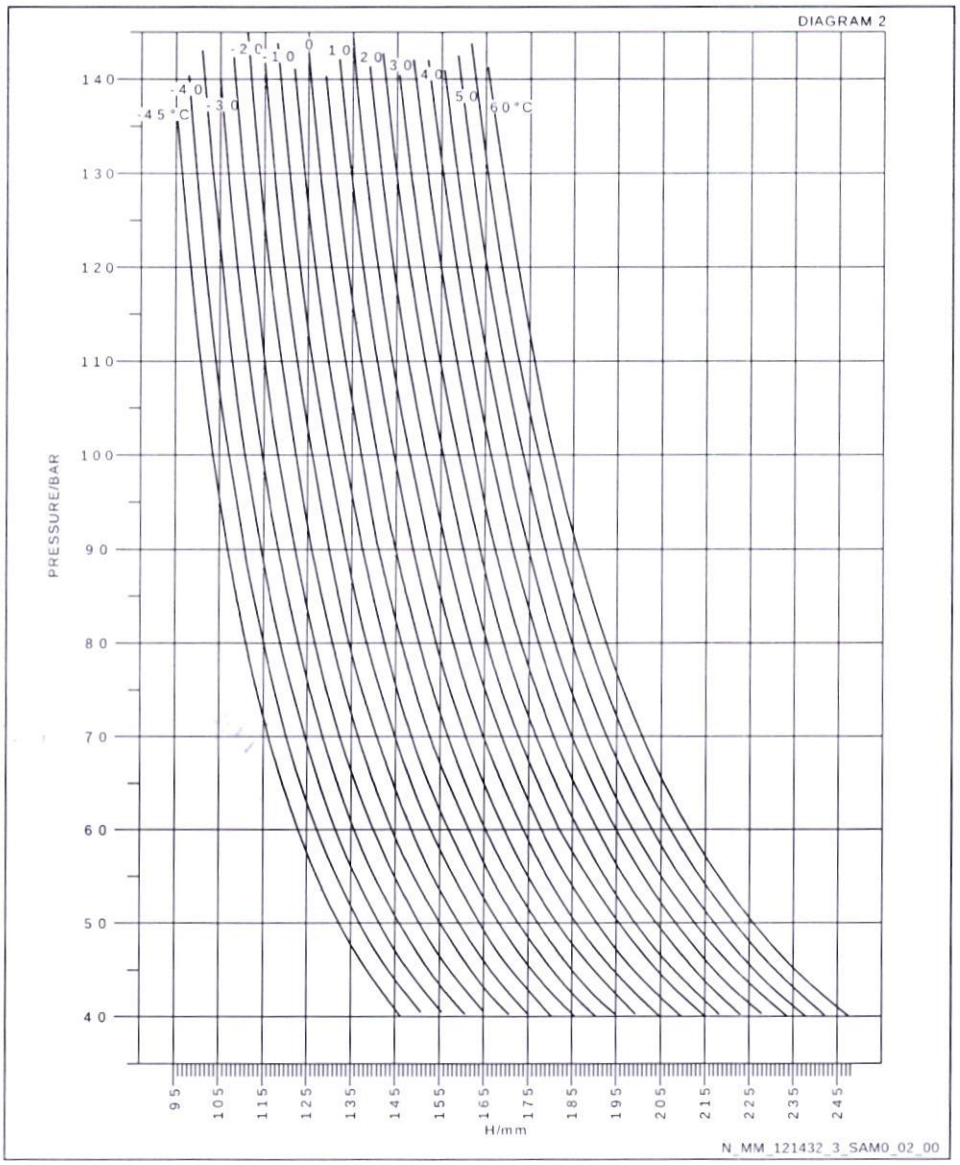

Figure 12-14-32-991-00500-00-D (SHEET 2/3) - MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)

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** ON A/C FSN ALL	MR190L	05/04/2025

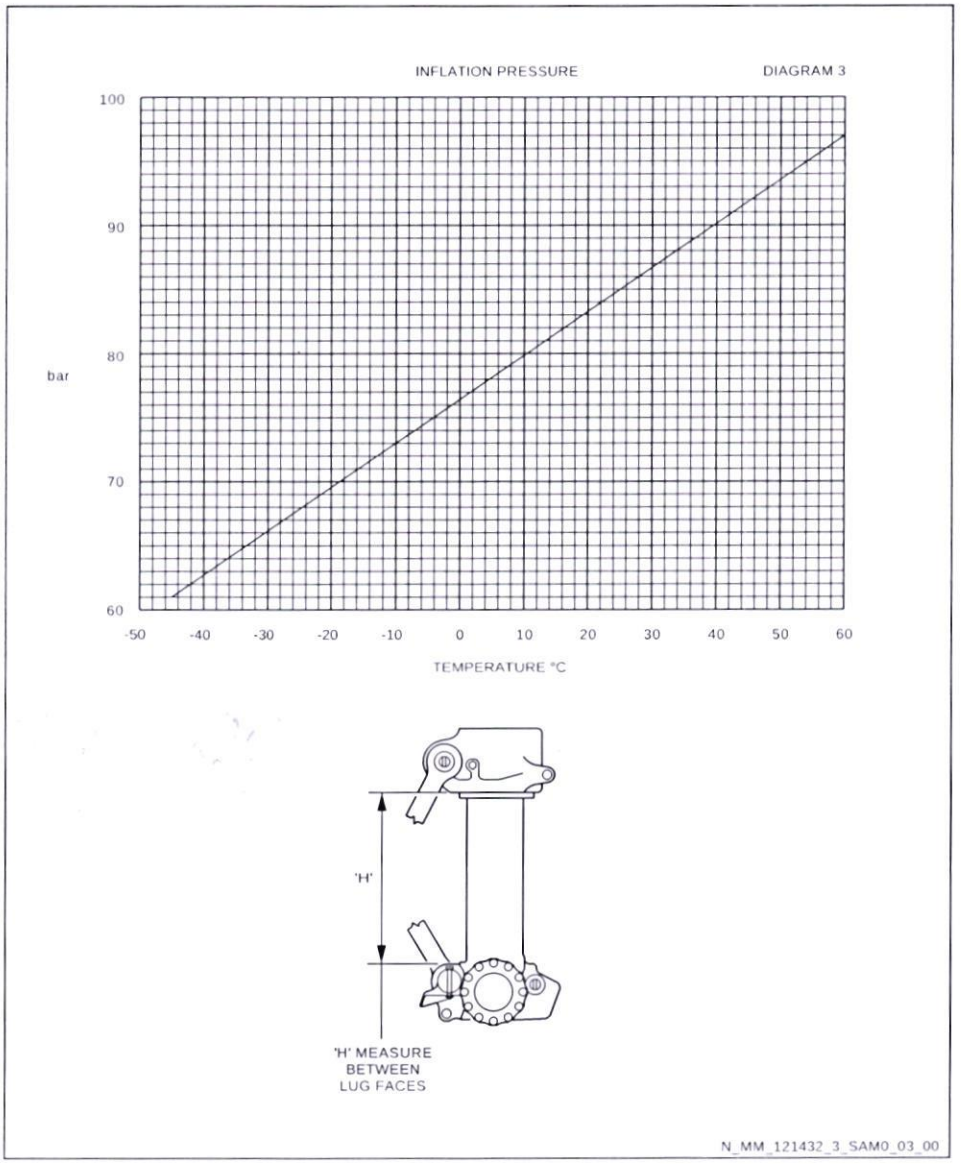

Figure 12-14-32-991-00500-00-D (SHEET 3/3) - MLG Two-Stage Shock Absorber - Pressure/Extension Graph (Metric Units)

MECH.	INSP.
MR 192	05/04/2025

GAT 149

	MECH.	INSP.
** ON A/C FSN ALL	MR1902	GAT 149 05/04/2025

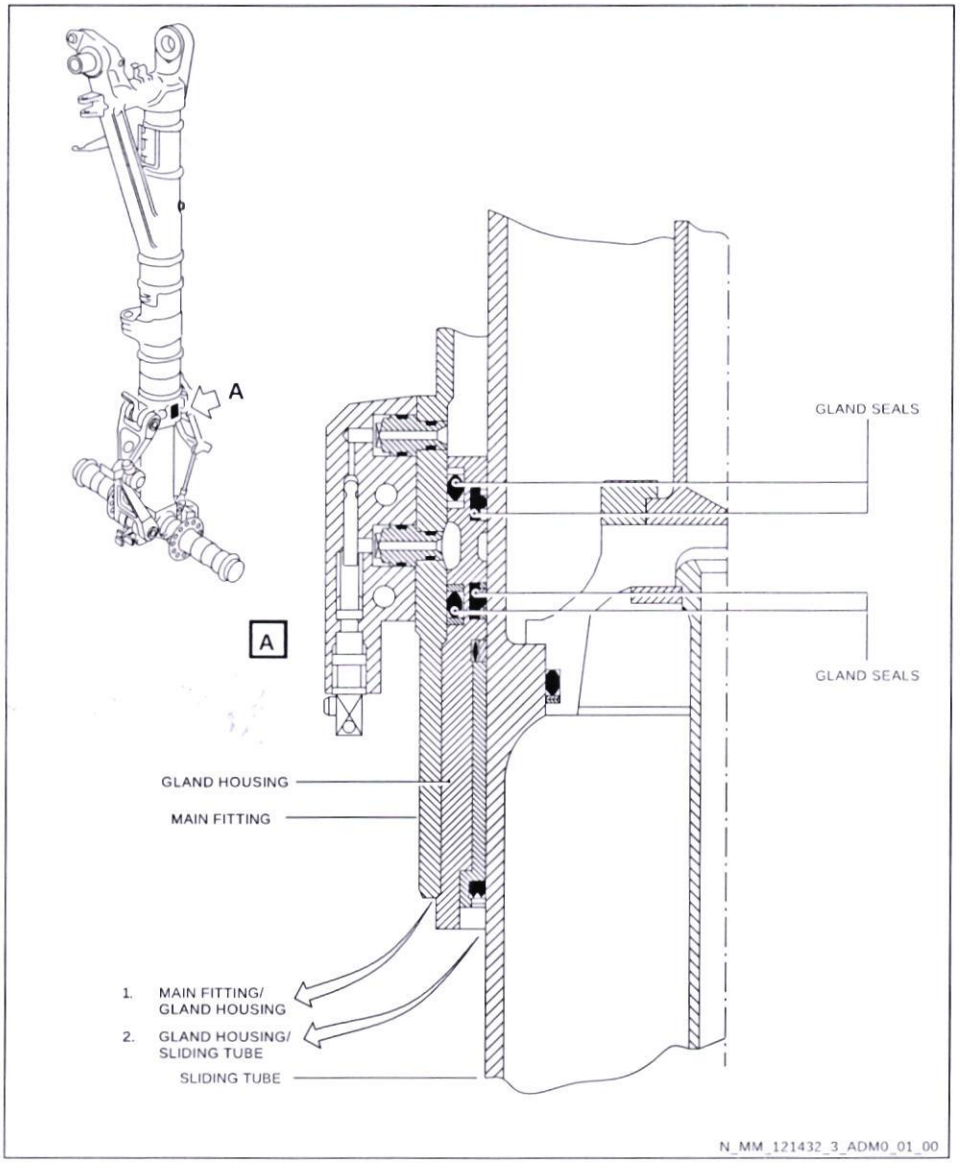

Figure 12-14-32-991-01900-00-A (SHEET 1) - Possible Points of Leakage from the Gland Seals

MECH.	INSP.
MHPL	GAT 149 05/04/2025

	MECH.	INSP.
** ON A/C FSN 009-099	HP1902	GAT 149 05/04/2025

	MECH.	INSP.
	MRAOL	GAT 149 06/04/2025

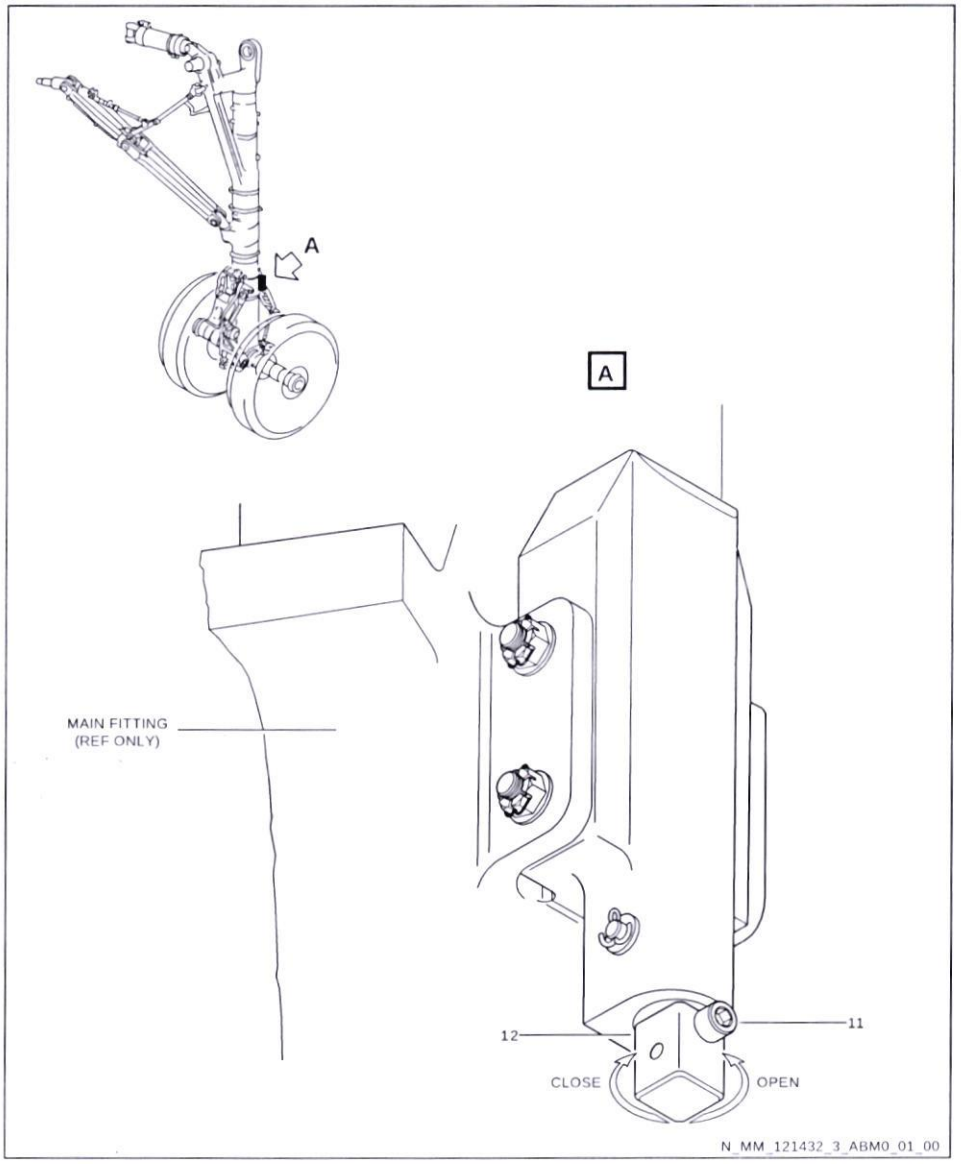

Figure 12-14-32-991-02000-00-B (SHEET 1) - Details of the Spare-Seal Activating-Valve

** ON A/C FSN 009-099

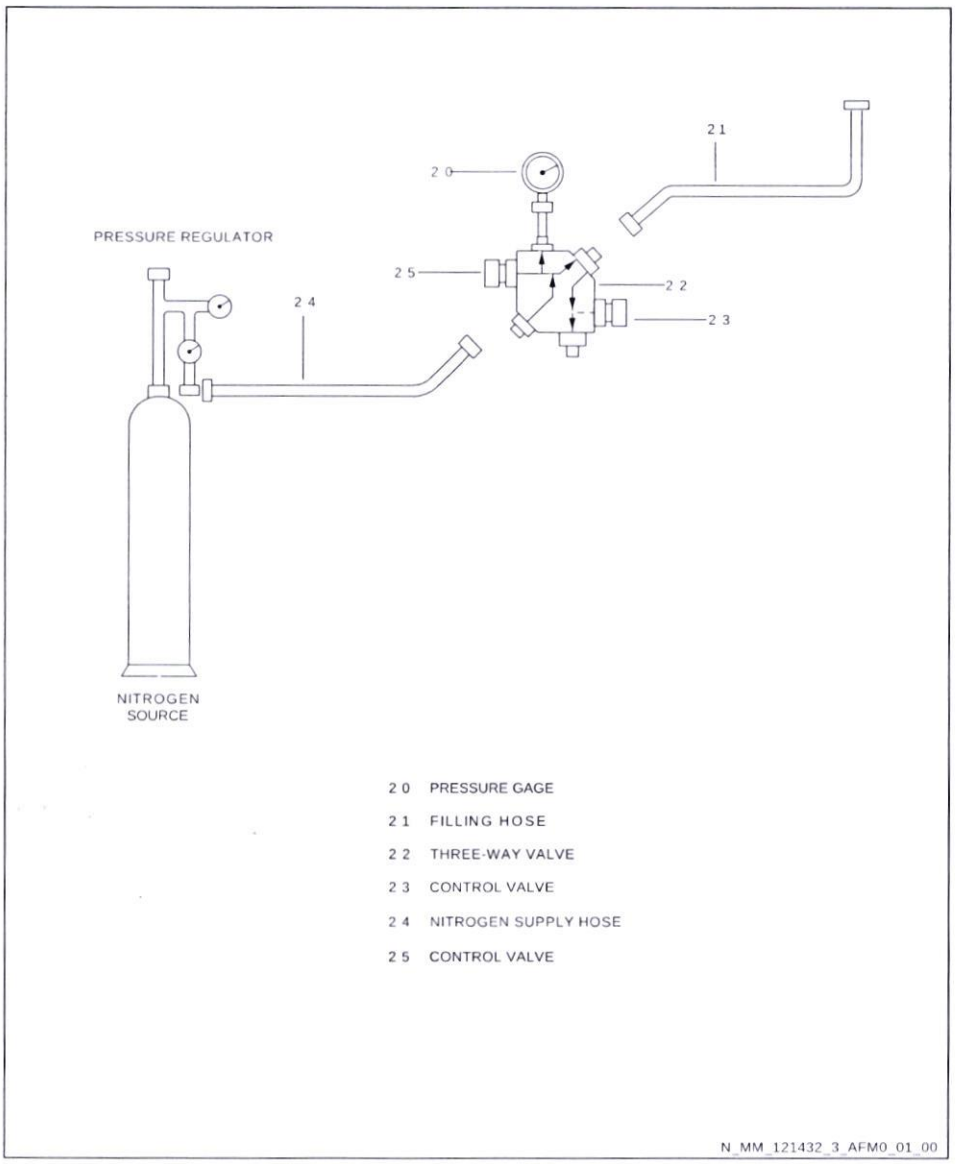

Figure 12-14-32-991-02100-00-B (SHEET 1) - MLG Two Stage Shock Absorber - Typical Filling System

MECH.	INSP.
MR1902	05/04/2025

GAT 149

	MECH.	INSP.
** ON A/C FSN ALL	MR1902	05/04/2025

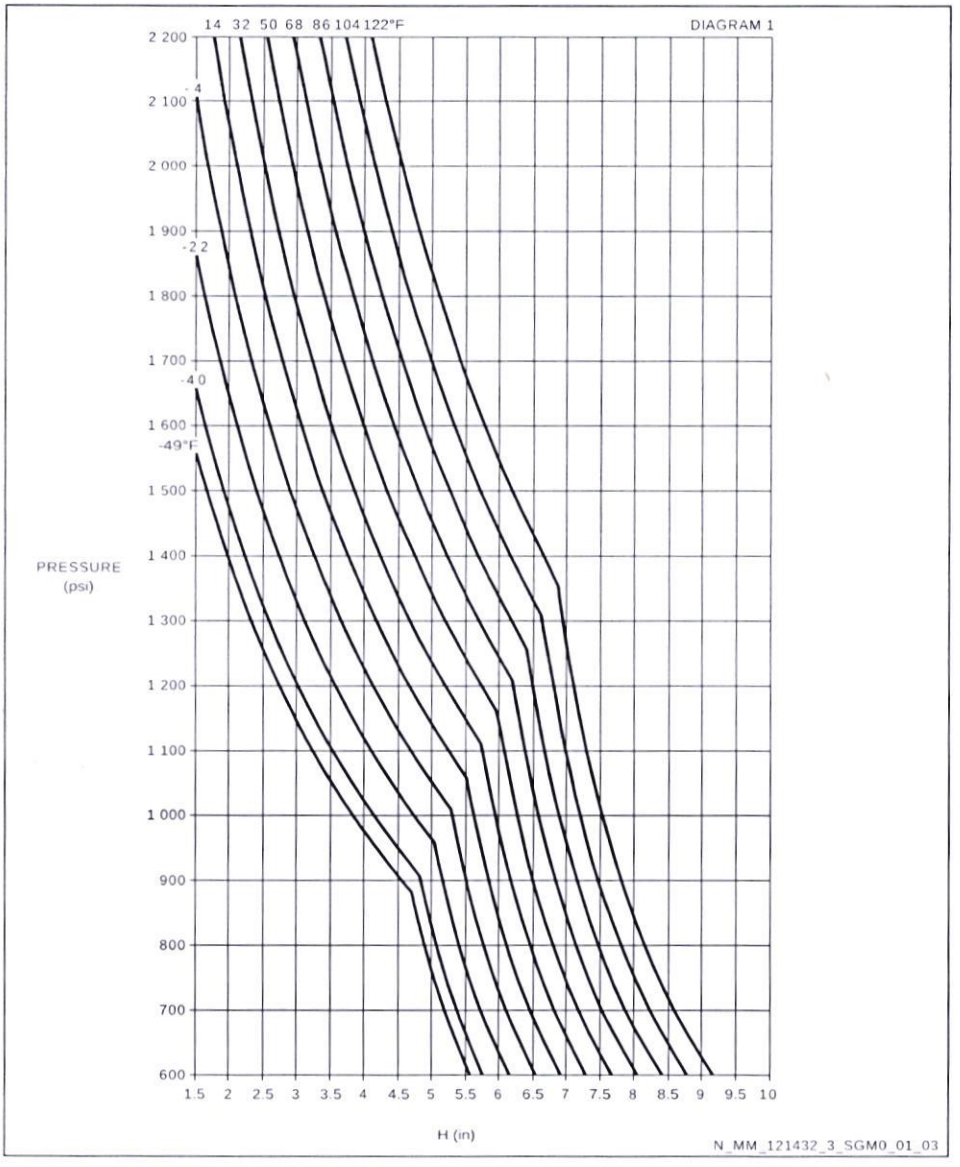

Figure 12-14-32-991-02500-00-D (SHEET 1/3) - MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units)

MECH.	INSP.
MR1902	GAT 149 05/04/2025

	MECH.	INSP.
** ON A/C FSN ALL	MR190L	GAT 149 05/04/2025

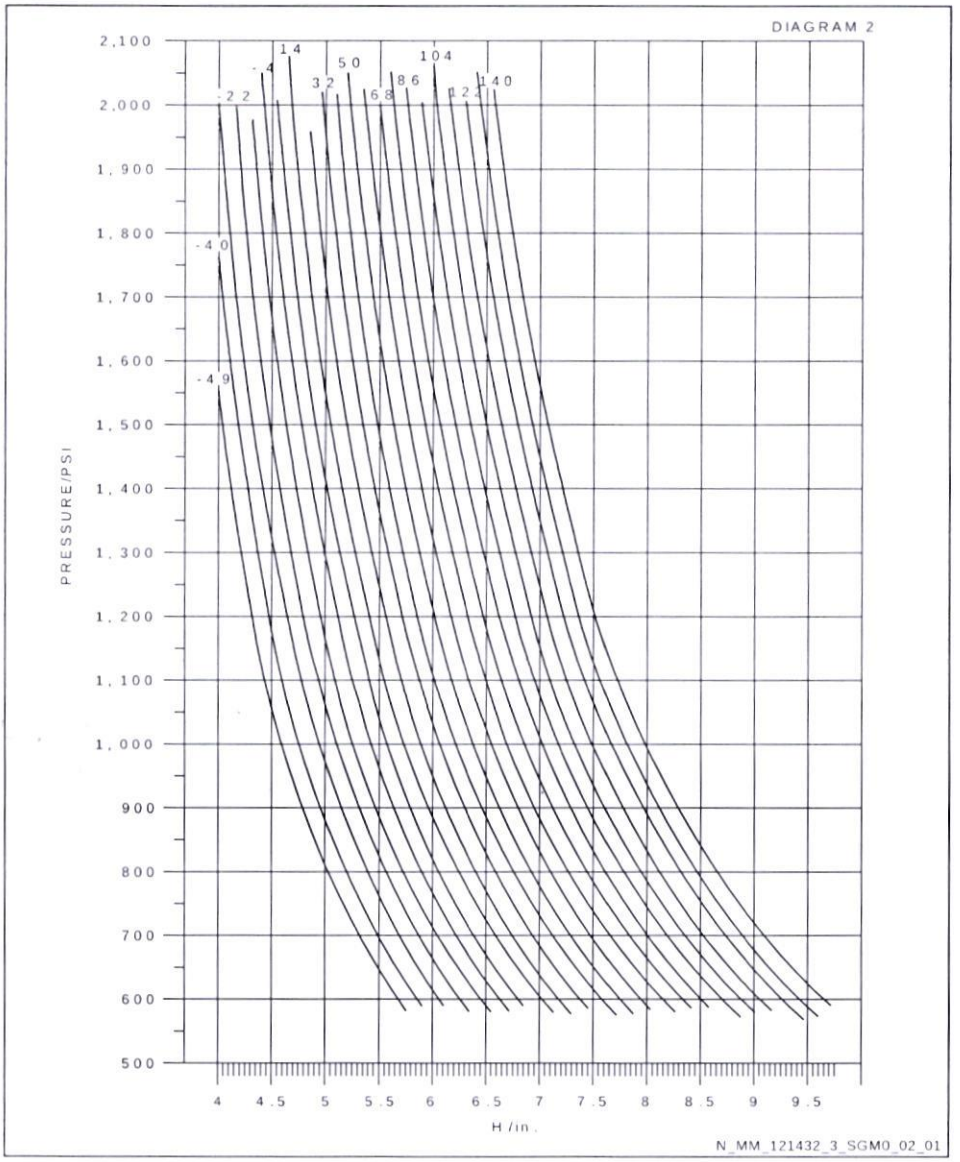

Figure 12-14-32-991-02500-00-D (SHEET 2/3) - MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units)

MECH.	INSP.
MR19OL	05/04/2025 GAT 149

AIRBUS	JOB CARD	REV DATE: Feb 01/2025
	AMM - JZR - A318/A319/A320/A321	TASK: 12-14-32-614-003-A 12-14-32-03 CONF 00
Tail Number - MSN - FSN: 9K-CAM - 05625 - 013	TITLE: **12-14-32-614-003-A - Functional Check of MLG Shock Absorber Charge Pressure**	MPD TASK: 321113-04
12Y+6Y+C4+C2 CHECK		

	MECH.	INSP.
** ON A/C FSN ALL	MR1902	05/04/2025

JCP Title: 12Y+6Y+C4+C2 CHECK	CERTIFICATE OF TASK / INSPECTION COMPLETION: CERTIFIES THAT THE TASK / INSPECTION HAS BEEN COMPLETED TO THE REQUIRED STANDARD AND SUPPORTS THE FINAL MAINTENANCE RELEASE / CERTIFICATE OF RELEASE TO SERVICE	Page 45 of 49 PRINT DATE: Feb 19/2025

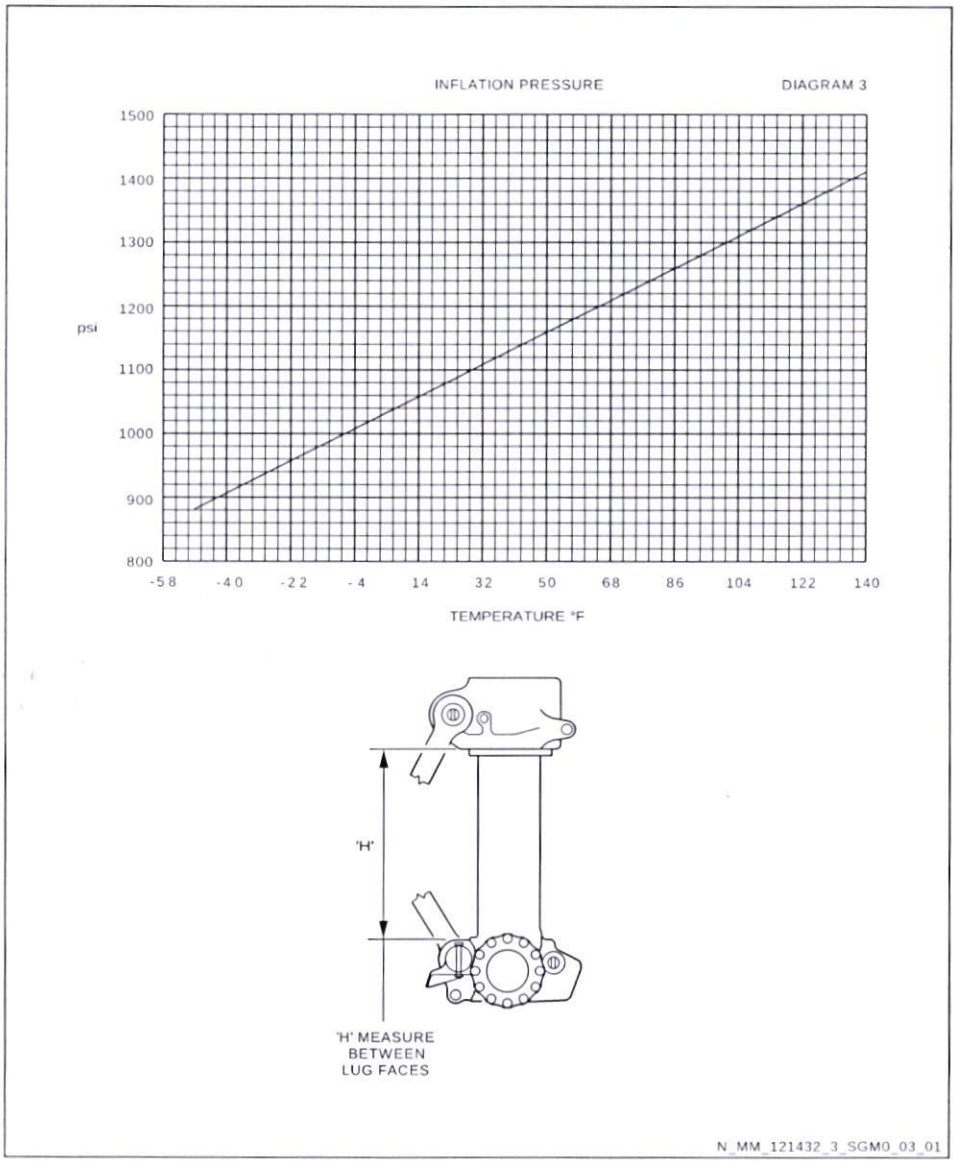

Figure 12-14-32-991-02500-00-D (SHEET 3/3) - MLG Two-Stage Shock Absorber - Pressure Extension Graph (Imp. Units)

MECH.	INSP.
17 APR 2025	05/04/2025

	MECH.	INSP.
** ON A/C FSN ALL	Raul MRAUL	05/04/2025

INFLATION PRESSURE FOR THE TWO-STAGE SHOCK ABSORBER AT THE BOTTOM CHARGING VALVE (3) (AIRCRAFT ON JACKS)
TABLE 1

TEMPERATURE AT MLG SHOCK ABSORBER		BOTTOM CHARGING-VALVE INFLATION-PRESSURE (± 1 BAR (15 PSI))	
°C	°F	BAR	PSI
-45	-49	60.6	879
-40	-40	62.3	904
-35	-31	64.1	930
-30	-22	65.9	955
-25	-13	67.6	981
-20	-4	69.4	1006
-18	0.4	70.1	1016
-16	3.2	70.8	1027
-14	6.8	71.5	1037
-12	10.4	72.2	1047
-10	14	72.9	1057
-8	17.6	73.6	1067
-6	21.2	74.3	1077
-4	24.8	75.0	1088
-2	28.4	75.7	1098
0	32	76.4	1108
2	35.6	77.1	1118
4	39.2	77.8	1128
6	42.8	78.5	1139
8	46.4	79.2	1149
10	50	79.9	1159
12	53.6	80.6	1169
14	57.2	81.3	1179
16	60.8	82.0	1190
18	64.4	82.7	1200
20	68	83.4	1210
22	71.6	84.1	1220
24	75.2	84.8	1230
26	78.8	85.5	1241
28	82.4	86.2	1251
30	86	86.9	1261
32	89.6	87.6	1271
→ 34	93.2	88.3	1281
36	96.8	89.0	1292
38	100.4	89.8	1302
40	104	90.5	1312
45	113	92.2	1337
50	122	94.0	1363
55	131	95.7	1388
60	140	97.5	1414

NOTE:
TEMPERATURE/PRESSURE VALUES BETWEEN THOSE SHOWN ABOVE ARE CALCULATED ON A LINEAR SCALE.

N_MM_121432_3_JKH0_01_03

Figure 12-14-32-991-02700-00-H (SHEET 1/2) - Charging Pressures - Weight off Wheels

** ON A/C FSN ALL

MECH.	INSP.
HR 19.2	05/04/2025 GAT 149

INFLATION PRESSURE FOR THE TWO-STAGE SHOCK ABSORBER AT THE TOP CHARGING VALVE (1) (AIRCRAFT ON JACKS)
TABLE 2

TEMPERATURE AT MLG SHOCK ABSORBER		TOP CHARGING-VALVE INFLATION-PRESSURE (± 0.1 BAR (1 PSI))	
°C	°F	BAR	PSI
-45	-49	6.0	87
-40	-40	6.2	90
-35	-31	6.4	93
-30	-22	6.6	96
-25	-13	6.8	99
-20	-4	7.1	103
-18	0.4	7.2	104
-16	3.2	7.2	105
-14	6.8	7.3	106
-12	10.4	7.4	108
-10	14	7.5	109
-8	17.6	7.6	110
-6	21.2	7.7	112
-4	24.8	7.8	113
-2	28.4	7.9	114
0	32	8.0	116
2	35.6	8.1	117
4	39.2	8.2	119
6	42.8	8.3	120
8	46.4	8.4	121
10	50	8.5	123
12	53.6	8.6	124
14	57.2	8.7	126
16	60.8	8.8	127
18	64.4	8.9	129
20	68	9.0	130
22	71.6	9.1	131
24	75.2	9.2	133
26	78.8	9.3	134
28	82.4	9.4	136
30	86	9.5	137
32	89.6	9.6	139
34	93.2	9.7	140
36	96.8	9.8	142
38	100.4	9.9	144
40	104	10.0	145
45	113	10.3	149
50	122	10.6	153
55	131	10.8	157
60	140	11.1	161

NOTE:
TEMPERATURE/PRESSURE VALUES BETWEEN THOSE SHOWN ABOVE ARE CALCULATED ON A LINEAR SCALE.

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Figure 12-14-32-991-02700-00-H (SHEET 2/2) - Charging Pressures - Weight off Wheels

** ON A/C FSN ALL

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MECH.	INSP.
MA190L	GAT 149 05/04/2025
420764	GAT 149 07/04/2025