

BOEING 737-800

TECHNICAL REVIEW - CHAPTER 12

FUEL SYSTEM

LIMITATION

Max Fuel temperature : +49°

Min Fuel temperature : -43° or 3° above fuel freezing point, whichever higher

FUEL PANEL

SPAR VALVE (hot battery bus) & **ENG VALVE** (battery bus) : monitors position of related valve

Crossfeed **VALVE OPEN** (battery bus) will illuminate bright blue if the valve is in transit or in uncommanded position

Fuel temperature gauge (AC power) : display temperature of fuel in tank N°1

FILTER BYPASS : Fuel is about to bypass the filter (11.5 PSI = Light illuminates / 15 PSI = bypass valve opens)

FUEL PUMPS

6 Pumps in total, 2 pumps per tank.

Pumps are powered so that in case of loss of one generator, one pump is still powered in each tank.

Fuel flow is measured after the fuel passes through the engine shutoff valve and the HMU.

Main tank: Both **LOW PRESS** light illumination will cause Master Caution

One **LOW PRESS** light will cause Master Caution on Recall

Center Tank: Continuous illumination of 1 **LOW PRESS** light for more than 10s will cause Master Caution

After 15s the pump will automatically shut down

Center tank scavenge pump : Operates when the N°1 FWD Pump Switch is ON, and the N°1 tank is half full

Transfers any remaining centre tank fuel to the main tank N°1

Engine suction feed : When main tank fuel pump pressure is low (ex. loss of AC power), each engine can draw fuel from its associated tank through a suction feed that bypasses the pumps

APU Fuel Feed : APU is supplied from the left side of the fuel manifold

If AC fuel pumps are off the APU is suction fed from tank N°1

CDS ALERTS

CONFIG : There is more than 726 kg in the center tank and the center tank fuel pumps are off

IMBAL : Difference between main tanks is more than 453 kg, alerts remains until difference reduces to 91 kg

LOW : Indicates fuel quantity in associated main tank is less than 453 kg