



AEROSPACE RECOMMENDED PRACTICE

ARP1084™

REV. B

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Cancelled	2022-12

Superseded by ARP6175A

External Hydraulic Leakage
for In-Service Components

RATIONALE

This document is cancelled and superseded by ARP6175A, as documented in ARP6175A.

CANCELLATION NOTICE

This Technical Report has been declared "CANCELLED" as of December 2022 and has been superseded by ARP6175A. By this action, this document will remain listed in the respective index, if applicable. Cancelled Technical Reports are available from SAE.

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FOREWORD

Leakage as hereafter referred to in this document shall mean external leakage.

The allowable leakage for hydraulic components has been documented in various military specifications concerning components. The leakage requirements given in the military specifications are intended in part to control the quality, assembly and proper functioning of the components. However, components that are in service sometimes develop leakage rates in excess of the specified amount. This does not necessarily imply that the components have degraded to a degree that they no longer provide reliable operation or that they would be detrimental to the system.

The intent of this ARP is to establish a level of allowable leakage that will be applicable only to in-service hydraulic components. It is hoped that this will result in minimizing what is often the unnecessary removal of hydraulic components from an aircraft.

1. SCOPE

The purpose of this SAE Aerospace Recommended Practice (ARP) is to provide guide lines for allowable leakage for in-service aircraft hydraulic components at a nominal 100 °F (38 °C) temperature and to outline the procedure for measuring such leakage. The limits to be applied to any specific aircraft should be adjusted before inclusion in a maintenance manual.

1.1 Application

This ARP is applicable to all model aircraft and to all in-service aircraft hydraulic system components. This ARP should not be used as a basis for acceptance or rejection of components on any bench functional test or systems on new aircraft.

This ARP is not applicable to the following:

- Landing gear oleo struts
- Liquid springs