

MIL-P-7858

AMENDMENT 2

17 APRIL 1956

SUPERSEDING

AMENDMENT 1

10 AUGUST 1953

MILITARY SPECIFICATION**PUMP, HYDRAULIC, POWER DRIVEN, FIXED
DISPLACEMENT**

This amendment forms a part of Military Specification MIL-P-7858, 4 April 1952, and has been approved by the Department of Defense and is mandatory for use by the Departments of the Army, the Navy, and the Air Force.

Page 4, paragraph 3.2.10.1 Drive Coupling.—Delete entire paragraph and substitute the following:

“3.2.10.1 Drive Coupling.—The drive coupling shall be made from material that will resist fatigue from vibration and reverse stresses set up by torsional vibration of the driven shaft in the engine. The engine drive shaft vibration may vary in magnitude up to ± 2 degrees and may occur at frequencies above 50 cycles per second. The drive coupling shall be removable without disturbing the high-pressure internal parts. A pull of not less than 30 pounds or more than 50 pounds shall be required for such removal, if the coupling is retained by a spring retainer.”

Page 4, paragraph 4.5.8 Low Temperature Starting: In the second line change “72” hours to “12” hours.

Page 19, paragraph 4.5.9.5: Delete the first sentence and substitute the following:

“After endurance testing, all working parts shall be examined for indications of excessive or objectionable wear as may be evidenced by defacement or conspicuous dimensional change.”

Page 19, paragraph 4.5.9.6 Test Data: Delete the entire paragraph and substitute the following:

“4.5.9.6 Test data.—The test reports required for qualification shall contain the results of the test runs made in Sea Level Operation (Clockwise Rotation), Pressurized Tank Operation (Clockwise Rotation), Altitude Operation (Clockwise Rotation), and Sea Level Runs (Counterclockwise Rotation) and shall be graphically presented with capacity, torque, volumetric efficiency, and over-all efficiency plotted against pump speed for each pressure run. The report shall contain a tabulation of the average of speed, inlet and outlet pressures, oil temperatures, shaft seal leakage, and room temperature for both the high and low pressures for each of the conditions outlined in table VI. The readings shall be recorded at least twice during each 24-hour period, except that when the test period is less than 24 hours long, readings shall be recorded at least twice during the run.”

Custodians:

Army—Transportation Corps

Navy—Bureau of Aeronautics

Air Force