

**Cable-Test-Dock**  
**for**  
**Eurofighter (Typhoon)**

**Client:** EADS Manching, Germany

**Supplier:** MERO GmbH & Co KG  
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**Cable-Test-Dock****B30 D 000061****Function, customer requirement**

The assembly- and test installation of the testing cables is separately performed for each dock side and is connected to 3 switching consoles each. A light-signal announces the operating modus of the cable testing dock.

As the cable connecting points at single- and two-seater in the cockpit area and the subsequent built-in zones next to it (location of the avionic compartment) are extremely different, during design phase special attention has to be given to the accessibility and functionality in this field.

**Description of the dock, Problem solution****Structure**

The cable test dock consists of two mirror-inverted platform structures which will be moved on both sides to the jacked up aircraft and which form after this a working platform enclosing the fuselage at the main connecting points for the cable testing.

As an undercarriage for the platform halves air sliding cushions and friction wheel driving mechanisms have been provided. In order to avoid a collision with the aircraft, an automated control system in Y-direction as well as proximity switch and stop switch for warning or disconnecting of the movement have been installed at defined points.

**Components of platform structure**

Accessible main frame with air cushion undercarriage

Guidance and friction wheel driving mechanism for the platform structure

Providing various requested control desks, cable cabinets and storage containers as well as working places for the test execution

Cut-out in Platform structure and decking provided for hydraulic A/C jacks.

Lower side of the platform floor painted in bright colours.

50 mm high kick board provided all around the platform decking which prevents A/C damages from possible down falling tools etc.

All connection contours are padded with an bumper protection

**Dock installations:**

In the lower level each dock side is equipped with sufficient illumination, which allow the mainly works without an additional hand lamp.

For special works additional lamps (anti-dazzle low tension hand lamps) necessary in the narrow working spaces are installed with suitable mountings on the corresponding locations.

For the communication of the personnel among one another an intercom system with headphones and microphone as well as three connections per dock side are installed.

Each dock side is equipped with connections for electric current (230 V) and compressed-air supply. The supply of the power to one dock half is realized via Eldrants and from there to the second dock half via slightly separable couplings.

Both platforms are connected to the hangar by means of an earthing system.



Additionally a dock half is equipped with a nitrogen connection for the feeding of the fuel system.

## Master-screen without Aircraft





**Detail-screen without Aircraft:**



**Aircraft entering the cable-test dock:**

