

Aircraft Landing-Gear Shock Absorber

CAPABILITY SHEET - OLEO STRUT INDIGENISATION, QUALIFICATION PLANT AND OVERHAUL - ENGINEERED TO ORDER

THE SYSTEM

WHAT	Oleo-pneumatic landing-gear shock absorbers - indigenisation for legacy fleets, with the qualification plant and overhaul lines that make them airworthy.
OUR ROLE	Engineering characterisation, materials and processes, sealing, assembly and charging, drop and pressure rigs, overhaul lines, servicing GSE, AMC.
STATUS	Quoted against a fleet-level air force requirement for indigenous development of transport-aircraft landing-gear shock absorbers.

THE GOVERNING IDEA

ONE LEG, TWO JOBS	Nitrogen above is the spring; metered oil below is the damper - megajoules absorbed in half a metre of stroke, without a bounce.
EFFICIENCY IS THE POINT	The load-stroke curve's fatness - 80 to 90 percent for a good oleo - sets the peak load the airframe ever feels.
THE GLAND IS THE HONESTY	Seals holding 100+ bar on a sliding chrome leg - surface finish and plating decide leak life, not the seal catalogue.

THE PROGRAMME

CHARACTERISE	Geometry, ultra-high-strength steel metallurgy, surface treatments, sealing system and gas-oil schedule - from first principles, substantiated.
MANUFACTURE	Forge, machine, grind, plate - with dimensional and NDT inspection at every stage of the route.
PROVE BY DROP	Load-stroke recorded at defined sink rates and attitudes - plus proof pressure, leakage, endurance cycling and cold soak.

DISTINCT & HONEST

THE RIGS ARE SCOPE	A test-rig house delivers the qualification plant with the article - drop tower, pressure, leak, endurance and cold rigs, built in-house.
OVERHAUL RE-QUALIFIES	Strip, re-seal, re-plate, inspect - and back to the rig, because a rebuilt strut is new only when the drop test agrees.
ENGAGEMENT	Send the article envelope, fleet size and airworthiness route to sales@neometrixgroup.com for a compliance matrix in two working days.

DEFENCE PROGRAMMES DESK

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