

The Airbus A320 Procedures Handbook Vol. 1

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Table of Equipment Powered by HOT Busses

BAT pushbutton-switches OFF | No other electrical power sources

Equipment	HOT Bus	Notes
External Horn	2	
CIDS 1 or 2 (some aircraft)	2	<i>Some aircraft:</i> Only CIDS 1 (or CIDS 2, if CIDS 1 inop) supplied. Power supplied if EMER EXIT LT selector ARM or ON. Cabin interphone and PA available. Signs and passenger calls inop to save power. <i>Other aircraft:</i> CIDS not supplied.
ENG 1 + 2 Fire Extinguishing Bottle 1 Squib A	1	No fire detection supplied by HOT Busses. ENG 1 + 2 Bottle 2 not available unless Single Engine Taxi Without APU (SETWA) mod installed.
ENG 1 + 2 Fire Extinguishing Bottle 1 Squib B	2	
APU Fire Extinguishing Bottle Squib A	1	
ELAC 1	1	HOT 1 is standby supply if DC ESS Bus lost. HOT 1 supply lost 30 sec after hydraulic pressure low on all systems.
SEC 1	1	
ELAC 2	2	HOT 2 is standby supply if DC Bus 2 lost. HOT 2 supply lost 30 sec after hydraulic pressure low on all systems. 30 sec time limit on HOT 2 supply unless: nose L/G not uplocked or blue hydraulic system pressure low, then no time limit.
Pitch Trim Motor 1	2	
Fuel Quantity Indication Channel 1 and 2	1 or 2	Supply for refueling on battery only when BATT POWER toggle switch on Refueling Control Panel is activated. Electrical power is automatically cut off after 10 minutes (if no refuel operation is selected) or at the end of refueling.
APU LP Fuel Valve	1	Permits closure if DC BAT Bus is lost.
Refuel Valves	1 or 2	Supply for refueling on battery only.
ACT (if installed) Valves	1 or 2	
RAT Manual Control	2	
RAT Automatic Control	1	
Clock	1 or 2	Timekeeping only, not display or operation.
Alternate Braking Control Unit (ABCU)	1 or 2	Alternate braking by pedals without antiskid and parking brake available if Y hydraulic or brake accumulator pressure available. BRAKES and ACCU PRESS indicator not supplied by HOT Busses (will indicate 0).
Parking Brake Control	1	
Emergency Lighting System	Internal Batteries	For more information, see Cockpit Preparation chapter, "SIGNS" SOP, " What are the components of the emergency lighting system? "

Equipment	HOT Bus	Notes
IR 1	2	Backup supply with no time limit. Will continue draining battery even below cut-off logic voltage.
IR 2	2	<i>Current production aircraft:</i> backup supply for 5 min. <i>Older production aircraft:</i> battery backup with no time limit.
IR 3	1	<i>Current production aircraft:</i> If ATT HDG SWITCHING NORM or F/O 3: battery backup for 5 min. If ATT HDG SWITCHING CAPT 3: battery backup with no time limit. <i>Older production aircraft:</i> battery backup with no time limit.
ISIS (if installed)	1	HOT 1 provides power only if DC ESS lost above 50 KIAS.
Standby Horizon (if ISIS not installed)	1	HOT 1 standby power (if DC ESS lost above 50 KIAS) available only on aircraft with ISIS wiring provision but round dial standby instruments installed at customer option.
Doors and Slides Control	2	Standby supply. Normally supplied by emergency power supply unit.
Air Stairs (if installed)	2	Standby supply.