

Troubleshooting Guide

June 2004

CF6-80A3/CF6-80C2/CF6-80E1

F a n R e v e r s e r



M I D D L E R I V E R A I R C R A F T S Y S T E M S

This Troubleshooting Guide is a training publication. It is intended as a device to familiarize the student with system operation and construction, and employs actual service problems and remedies.

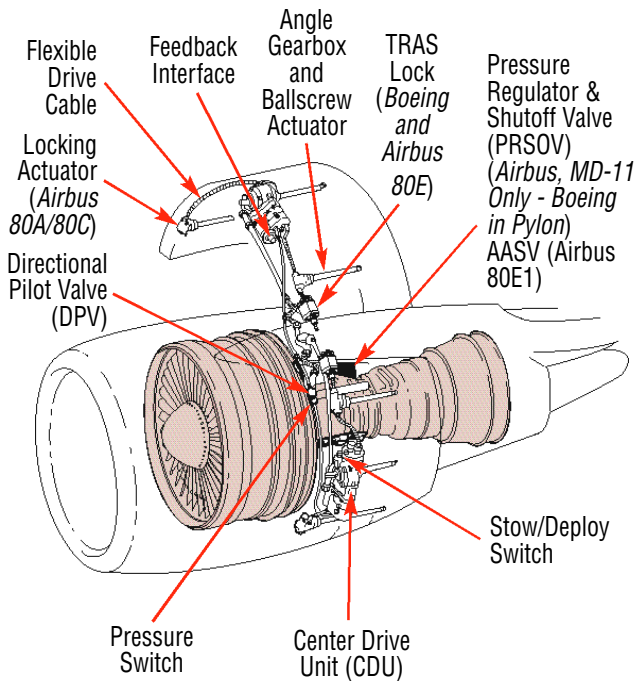
However, no update service is provided, and the inclusion of an example does not imply its current status. Refer to the appropriate AMM or Troubleshooting Manual (TSM) for the most reliable troubleshooting information.

This troubleshooting guide addresses only the basic 'REV UNLK' and 'REV' warnings common among aircraft. Specific warnings such as 'REV ISLN VAL' (767), 'REV PRESS' (MD11/A300-600FADEC), 'ENG X REVERSER' (747), and maintenance messages are not covered in this guide. It is important to note these additional warning messages when troubleshooting the thrust reverser system and consult the AMM or TSM for guidance.

CF6-80A3
CF6-80C2
CF6-80E1

Fan Reverser Troubleshooting

Fan Reverser System



CF6-80A3
CF6-80C2
CF6-80E1

Fan Reverser Troubleshooting

Complaint

Lights

Possible Causes

****Reverser
did not
Deploy***

Rev** Unlk	Rev
Off	Off

- No Power at Pedestal Switch to PRSOV AASV TRAS Lock or Locking Actuator
- High Stage Bleed Valve
- DPV
- Deploy Switches/ Circuitry
- Pneumatic Line Leakage/Low Pressure
- Signal Air Tubes Blocked/Leaking
- PRSOV/AASV

**Continued on
following page*

***Reverser unlock amber light
configuration will differ with
aircraft type*

Complaint

Lights

Possible Causes

***Reverser did not Stow**

Rev** Unlk	Rev
Off	Off

- Mechanical Binding
- Check TRAS Running Torque, T-Tracks, and Transcowl Bumper Clearance
- Flexible Drive Cable
- Angle Gearbox and Ballscrew Actuator
- Pneumatic Line Leakage

Rev** Unlk	Rev
Off	On

- No Power at Pedestal Switch to PRSOV/AASV TRAS Lock or Locking Actuator
- Stow Switches
- High Stage Bleed Valve
- DPV Not Venting or Binding
- PRSOV/AASV

**Continued on following page*

***Reverser unlock amber light configuration will differ with aircraft type*

Complaint

Lights

Possible Causes

***Reverser
did not
Stow***

Rev** Unlk	Rev
On	Off

- Both Transcowls Partially Stowed
- High Stage Bleed Valve
- PRSOV/AASV
- Transcowl Rigging
- Flexible Drive Cable
- Pneumatic Ducting

- One Transcowl Not Fully Stowed
- CDU Malfunction
- Transcowl Rigging
- Flexible Drive Cable
- Mechanical Binding
- Check Running Torque Per AMM***
- Check T-Tracks and Transcowl Bumper Clearances
- Angle Gearbox/Ballscrew

*****Reverser unlock amber light configuration will differ with aircraft type***

******AMM - Aircraft Maintenance Manual***

CF6-80A3 CF6-80C2 CF6-80E1

Fan Reverser Troubleshooting

Complaint

Lights

Possible Causes

**Reverser
Transcowl
Did Not
Deploy**

Rev** Unlk	Rev
On	Off

- Both Transcowls Deployed (Indication Problem)
 - L/H or R/H Deploy Switch
 - Transcowl Rigging
- One Transcowl Deployed
 - DPV Line to Undeployed CDU (Blockage, Line Leakage)
 - CDU Icing
 - CDU Malfunction
 - TRAS Lock
 - Flexible Drive Cable
 - Mechanical Binding
 - Feedback Cable Binding (PMC Only)
 - Locking Actuator

****Reverser unlock amber light configuration will differ with aircraft type**

Continued on next page.

CF6-80A3
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CF6-80E1

Fan Reverser Troubleshooting

Complaint

Lights

Possible Causes

***Reverser
did not
Deploy
Continued***

Rev** Unlk	Rev
On	Off

- Both Transcowls Partially Deployed
- DPV
- High Stage Bleed Valve
- Pneumatic Line Leakage/Low Pressure
- Intermittent Deploy Switches/Circuitry
- Intermittent TRAS Lock, Locking Actuator or PRSOV/ASSV Energization

*****Reverser unlock amber light configuration will differ with aircraft type***

CF6-80A3
CF6-80C2
CF6-80E1

Fan Reverser Troubleshooting

Complaint

Possible Causes

**Reverser
Transcowl
Slow to
Stow or
Deploy**

- Actuation System Mechanical Binding
 - Check Running Torque as Per AMM***
 - Lubricate Ballscrews as Per AMM***
- High Stage Bleed Valve
 - Low Pressure to CDU
- Pneumatic Line Leakage/Blockage
- PRSOV/ASSV Malfunction
- CDU Icing

**Reverser
Transcowl
Partial
Deploy-
ment/Stow**

- Loss of Signal to PRSOV/AASV
 - Check for Air Pressure to CDU
 - Check Pedestal Switch
 - Check Solenoid at PRSOV/AASV
- High Stage Bleed Valve
- TRAS Lock or Locking Actuator Not Releasing
- CDU Malfunction
 - Directional Control Valve (DCV) Binding
 - Check Running Torque as Per AMM***
- Feedback Cable Binding (PMC)
- Flexible Drive Cable

*****AMM - Aircraft
Maintenance
Manual**

CF6-80A3
CF6-80C2
CF6-80E1

Fan Reverser Troubleshooting

Complaint

Possible Causes

***Both
Reverser
Transcowls
Deployed/
Stowed -
Thrust
Lever Can
Not Be
Moved
from Idle
Position***

- Feedback/Interlock Actuator
- Feedback Cable Rigging or Failure (PMC Only)
- RVDT (-80C2/80E1 FADEC Only)

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