

C-130 Oil Cooler Door Actuator

Legacy oil cooler door actuators continue to be a source of problems for the US Air Force C-130 fleet. The problem stems from premature failures in legacy manufactured actuators.



The Solution: Replace the legacy actuator with the new upgraded CEF oil cooler door actuator:

CEF P/N	LOCKHEED MARTIN P/N
8656M2	695807-7

MTBR Comparison Chart

LEGACY OIL COOLER DOOR ACTUATOR	- 1904 HOURS
CEF'S OIL COOLER DOOR ACTUATOR	+ 3309 HOURS

The CEF 8656M2 oil cooler door actuator is Lockheed Martin/USAF preferred on the production C-130J and all C-130's.

Problematic Legacy Part Numbers

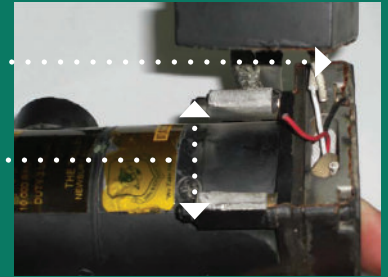
LEGACY	1105123/1105123-1
LEGACY	880T100/880T100-3
LEGACY	L16-8-1/L16-8-3/L16-8-5

Mean Time Between Removal (MTBR)

- The oil cooler door actuator has a high failure rate that consistently makes it one of the top C-130 failure items.
- USAF findings concluded that failures were due to specific manufacturers' actuators contributing to the majority of problems including part numbers 1105123, 1105123-1, 880T100 and 880T100-3.

BROKEN WIRES

TWO BROKEN WELDS



- The results of tear downs indicated that there were problems in the wiring, filter and connector that could be corrected by process changes in overhaul.
- Currently no data on improved reliability of legacy actuators.

