





C-130 Oil Cooler Door Actuator

The legacy Oil Cooler Door Actuators continue to be a source of problems for Lec the US Air Force C-130 fleet. The problem

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 with the new upgraded CEF OII Cooler upo

Door Actuator:

CE	CEF Part #	Laakhaad Mertin Pert #	
86	8956W2	6966907-7	
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MTBR comparison chart

M.	Lagacy Of Cooler Door Achiator	- 1904 hours
	GEP's Oli Cooler Door Achaelor	+ 3300 haura

- LE The CEF 8658M2 Oil Cooler Door Actuator is Lockheed Martin/USAF preferred on the CE production C-130J and ell C-130's.
- Please contact us for pricing and availability Ma sales@aeroprecision.com C-1

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



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

Problematic Parts

	Lugacy	1106128/1106128-1
	Legacy	880T100/880T100-3
	Lagacy	L18-8-1AL18-8-8AL18-8-6

	Legecy	1106128/1106128-1
	Legacy	880T100/880T100-3
	Lightey	L18-8-1A_18-8-8A_18-8-6

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



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nges in overhaul. liability of legacy