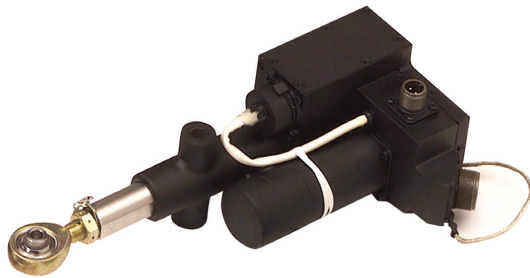


# C-130 Oil Cooler Door Actuator



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 PART # | LOCKHEED MARTIN PART # |
|------------|------------------------|
| 8656M2     | 695807-7               |

## MTBR Comparison Chart

|                                 |                     |
|---------------------------------|---------------------|
| LEGACY OIL COOLER DOOR ACTUATOR | - 1904 HOURS        |
| CEF'S OIL COOLER DOOR ACTUATOR  | <b>+ 3309 HOURS</b> |

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

## Problematic Parts

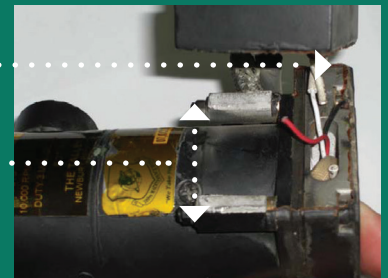
|        |                         |
|--------|-------------------------|
| LEGACY | 1105123/1105123-1       |
| LEGACY | 880T100/880T100-3       |
| LEGACY | L16-8-1/L16-8-3/L16-8-5 |

## 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.



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