

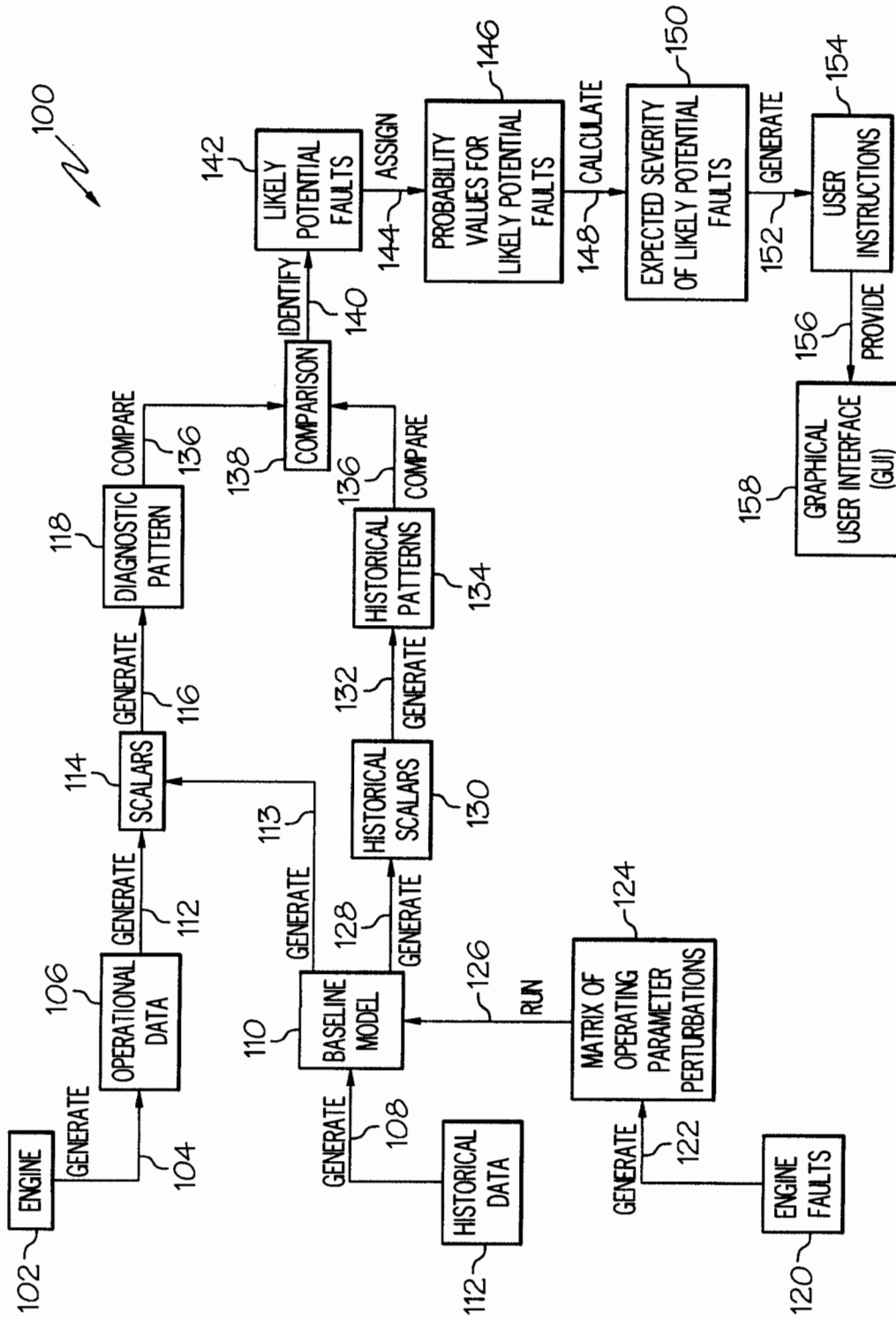


FIG. 1

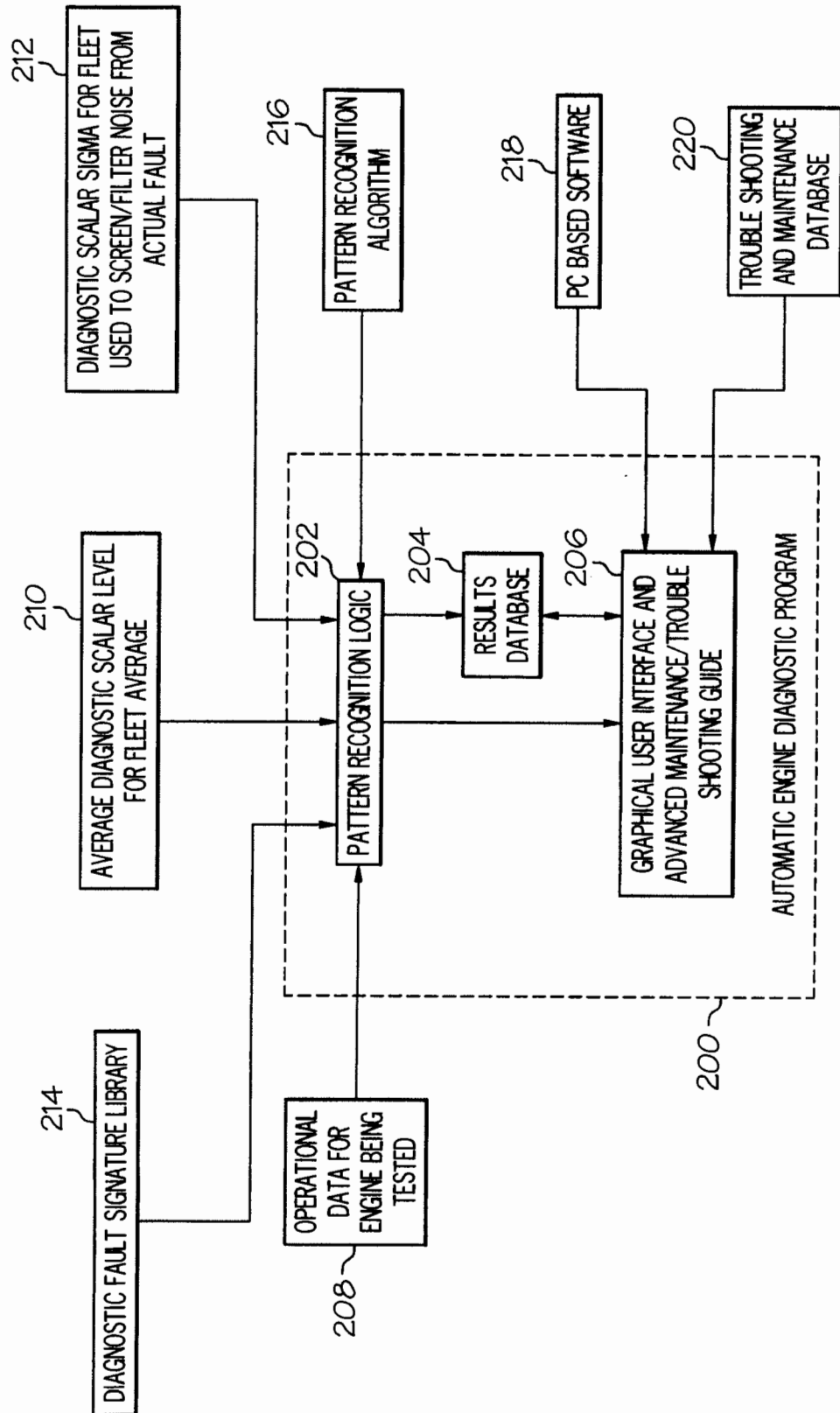


FIG. 2

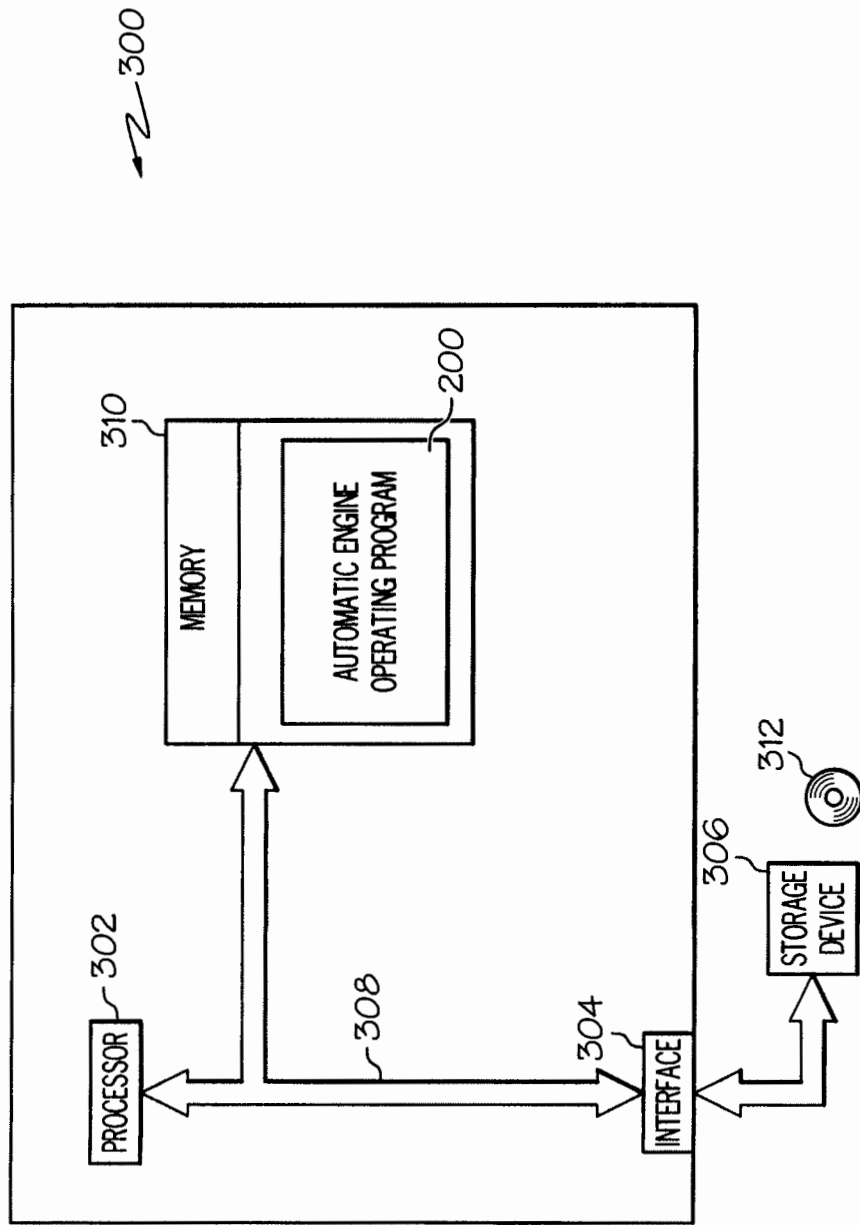


FIG. 3

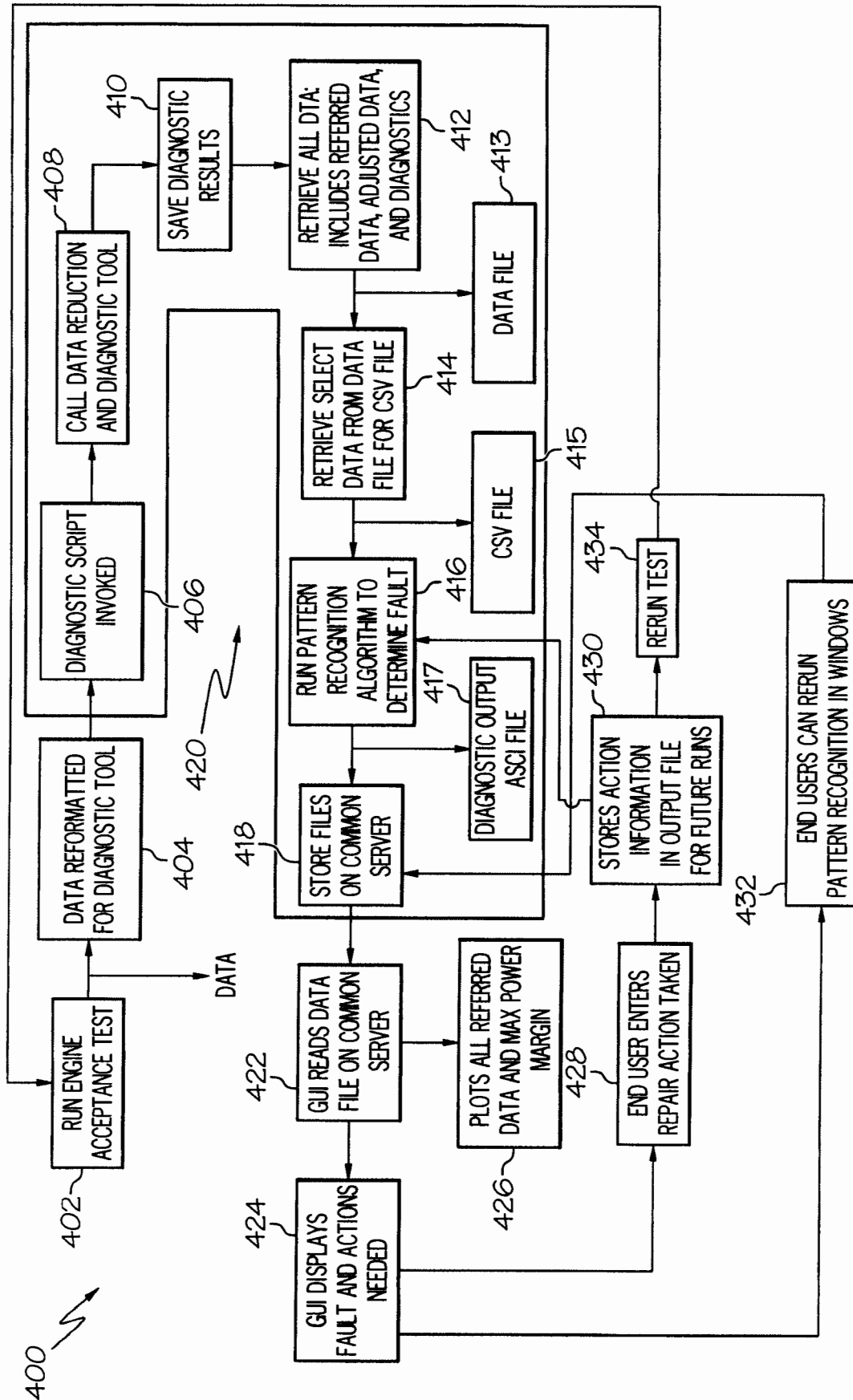


FIG. 4

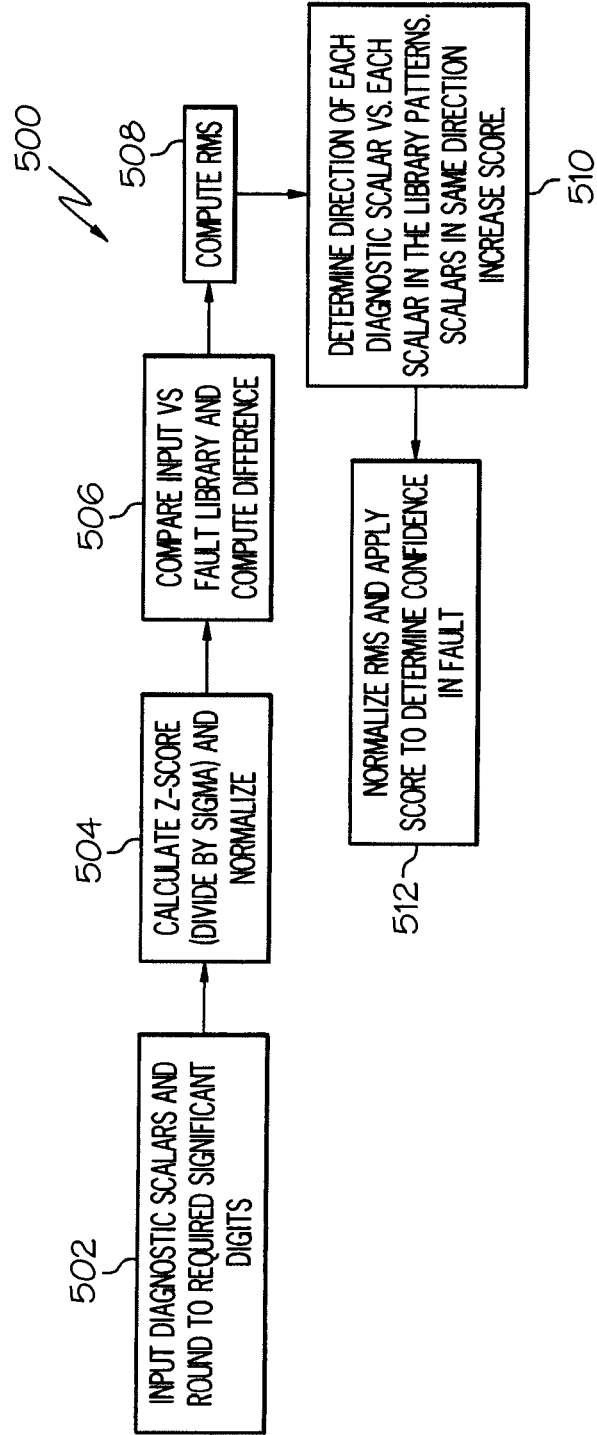
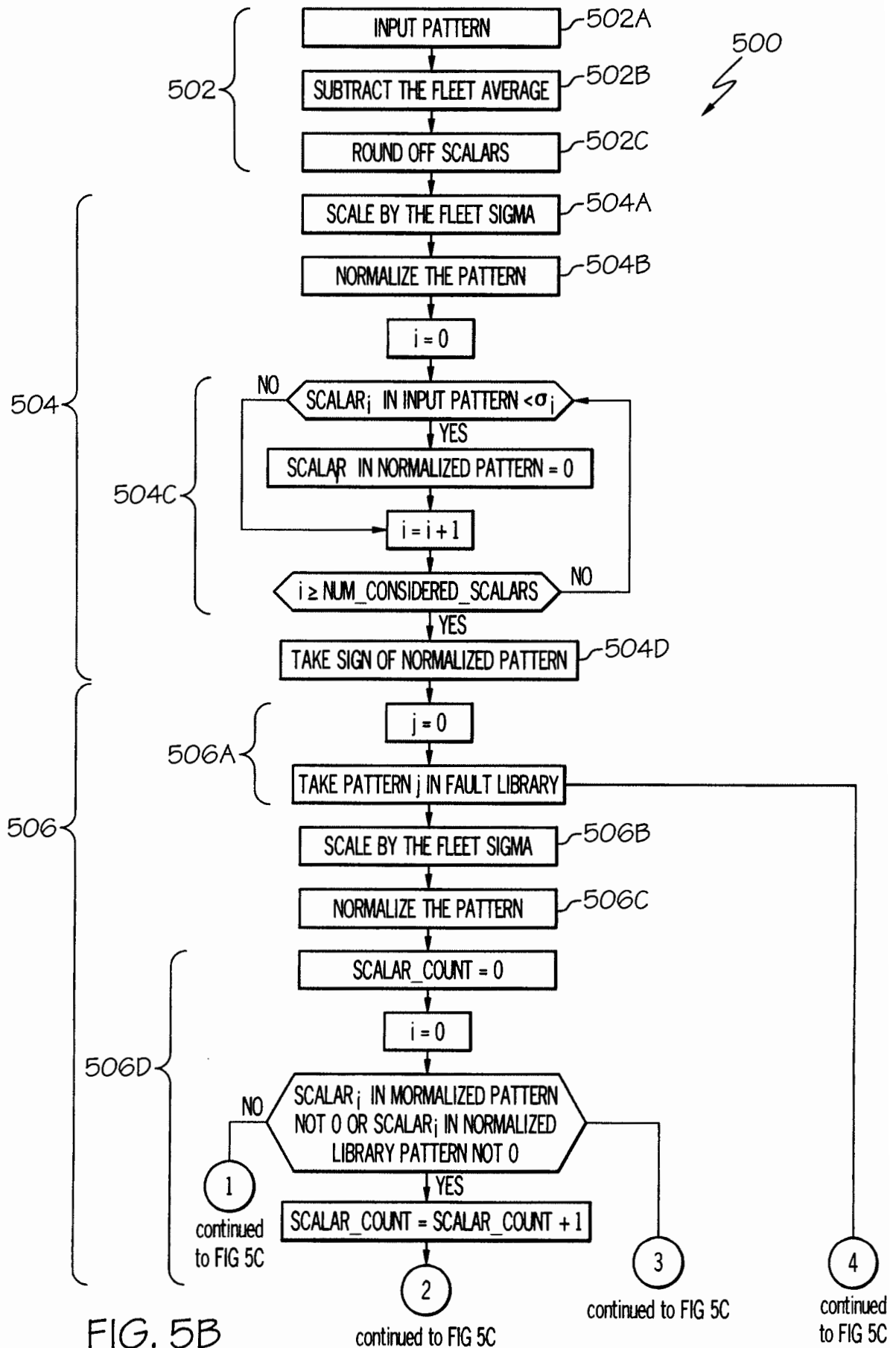


FIG. 5A



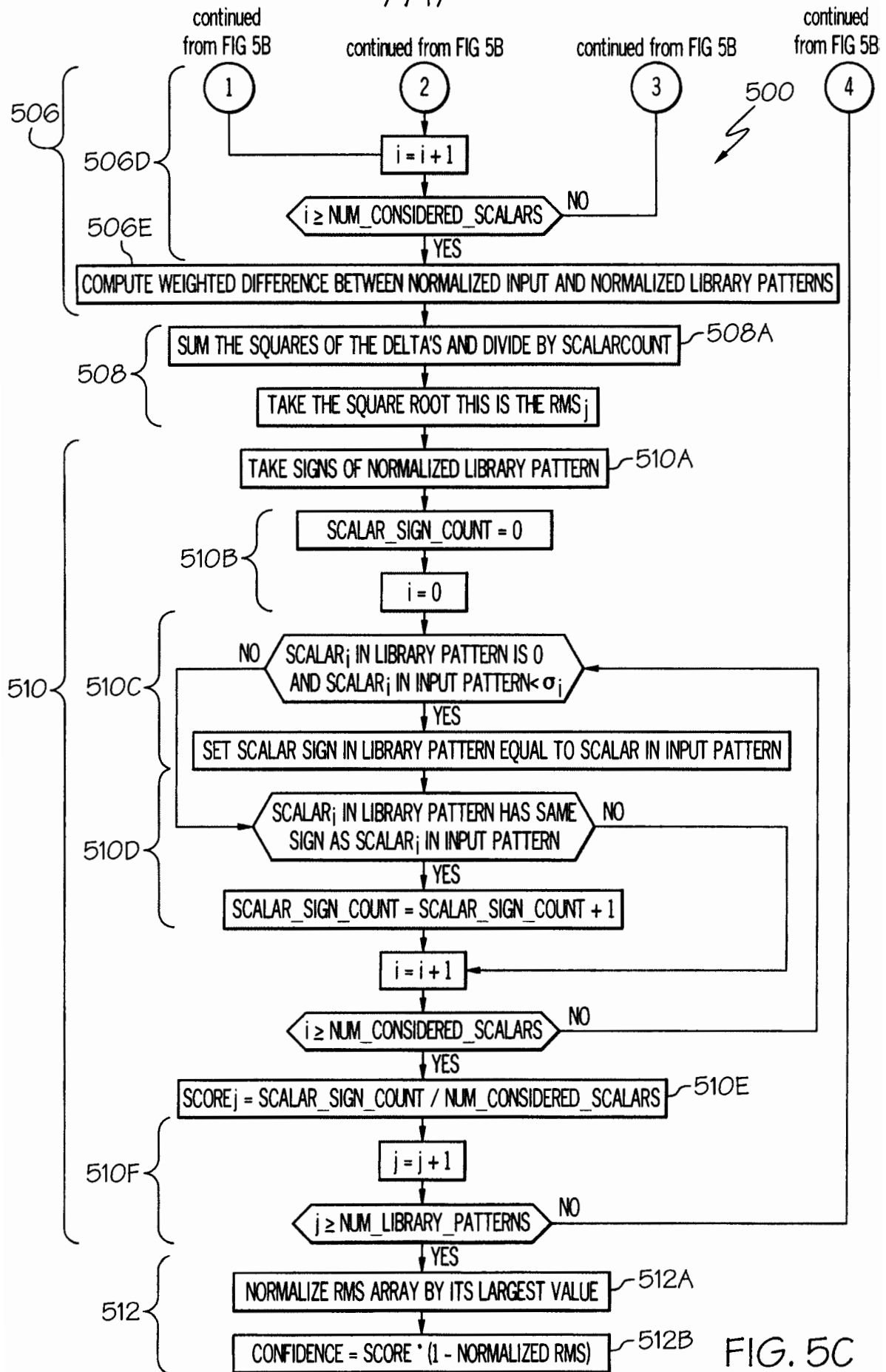


FIG. 5C

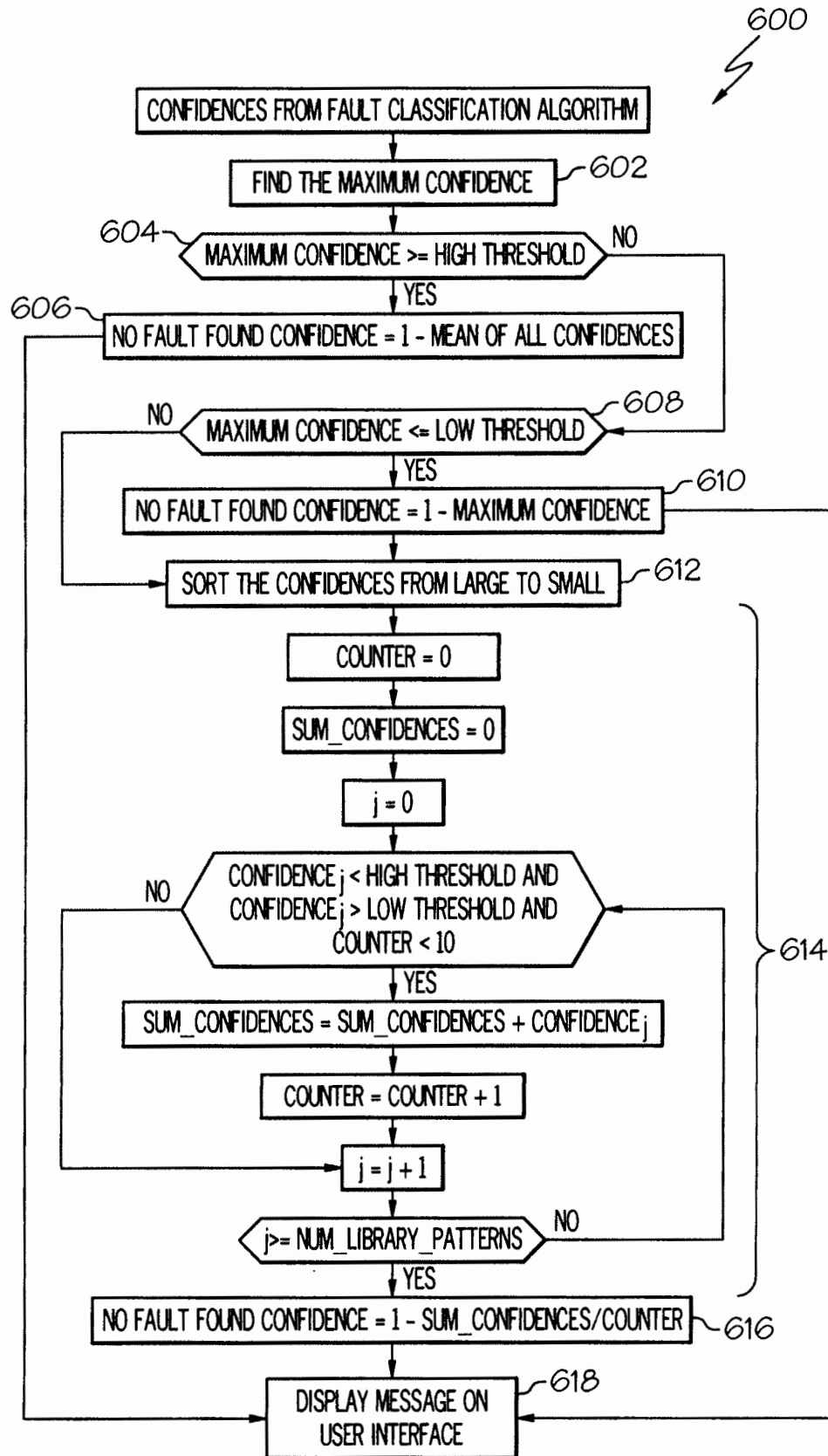


FIG. 6

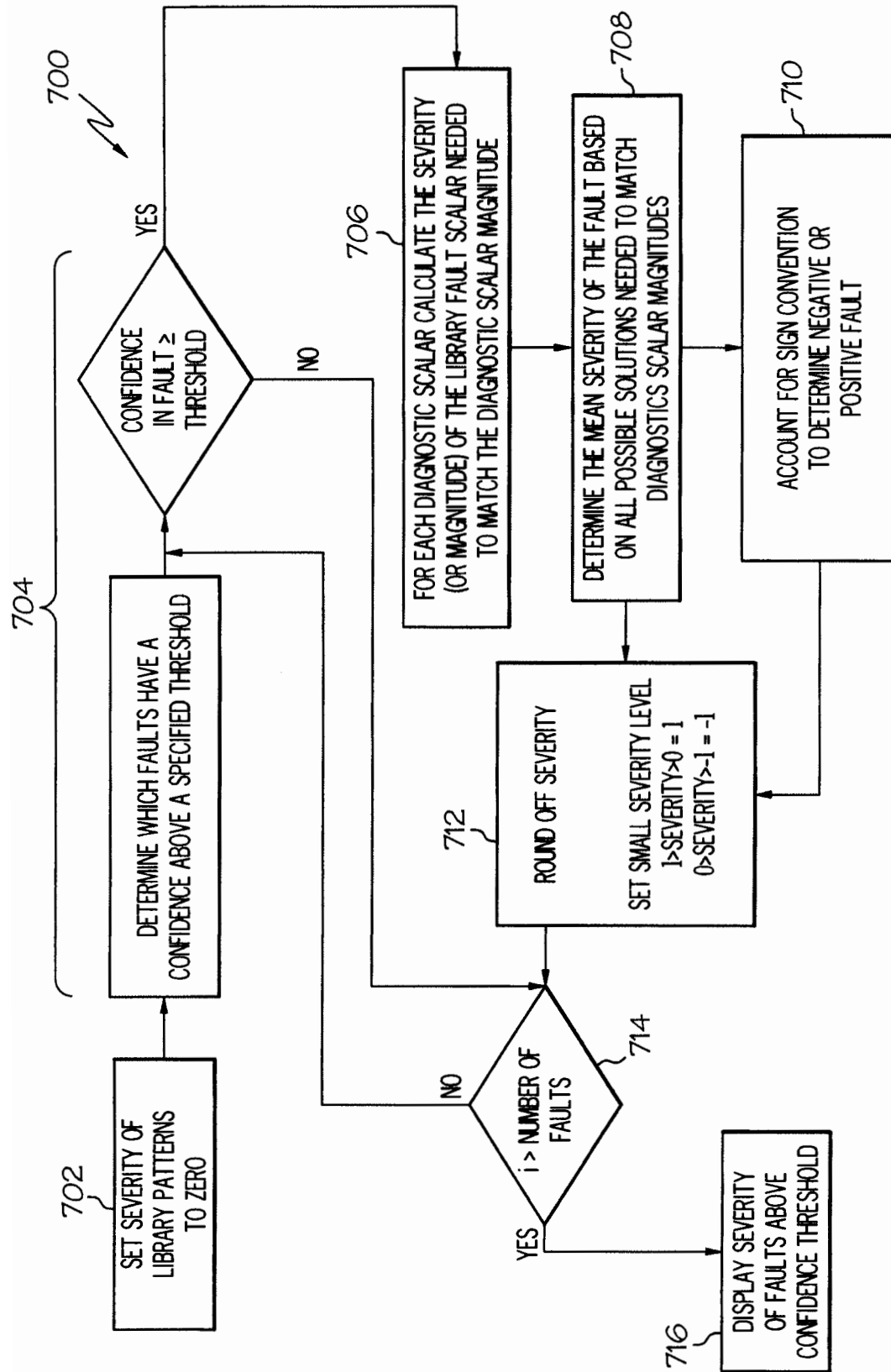
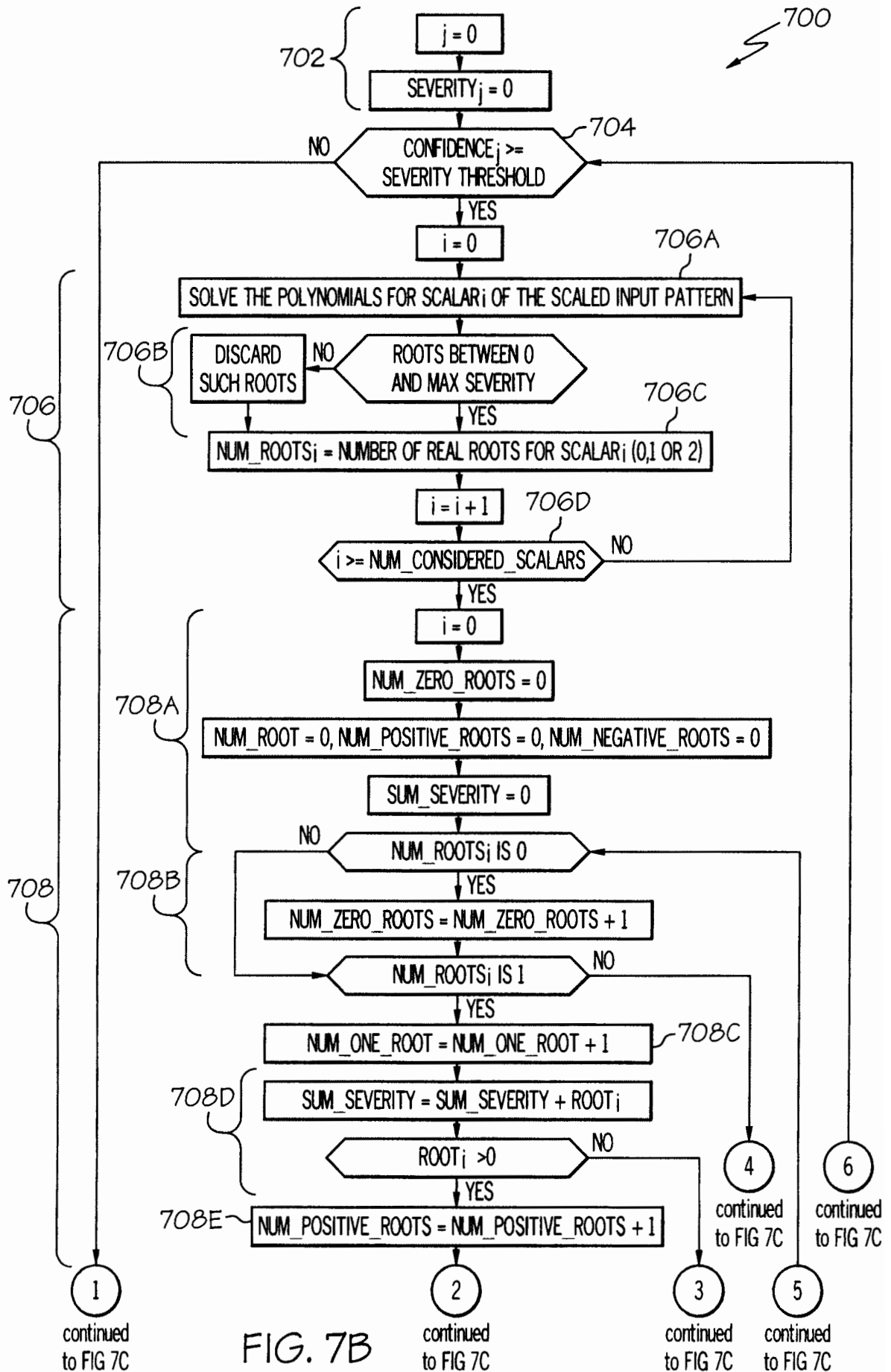
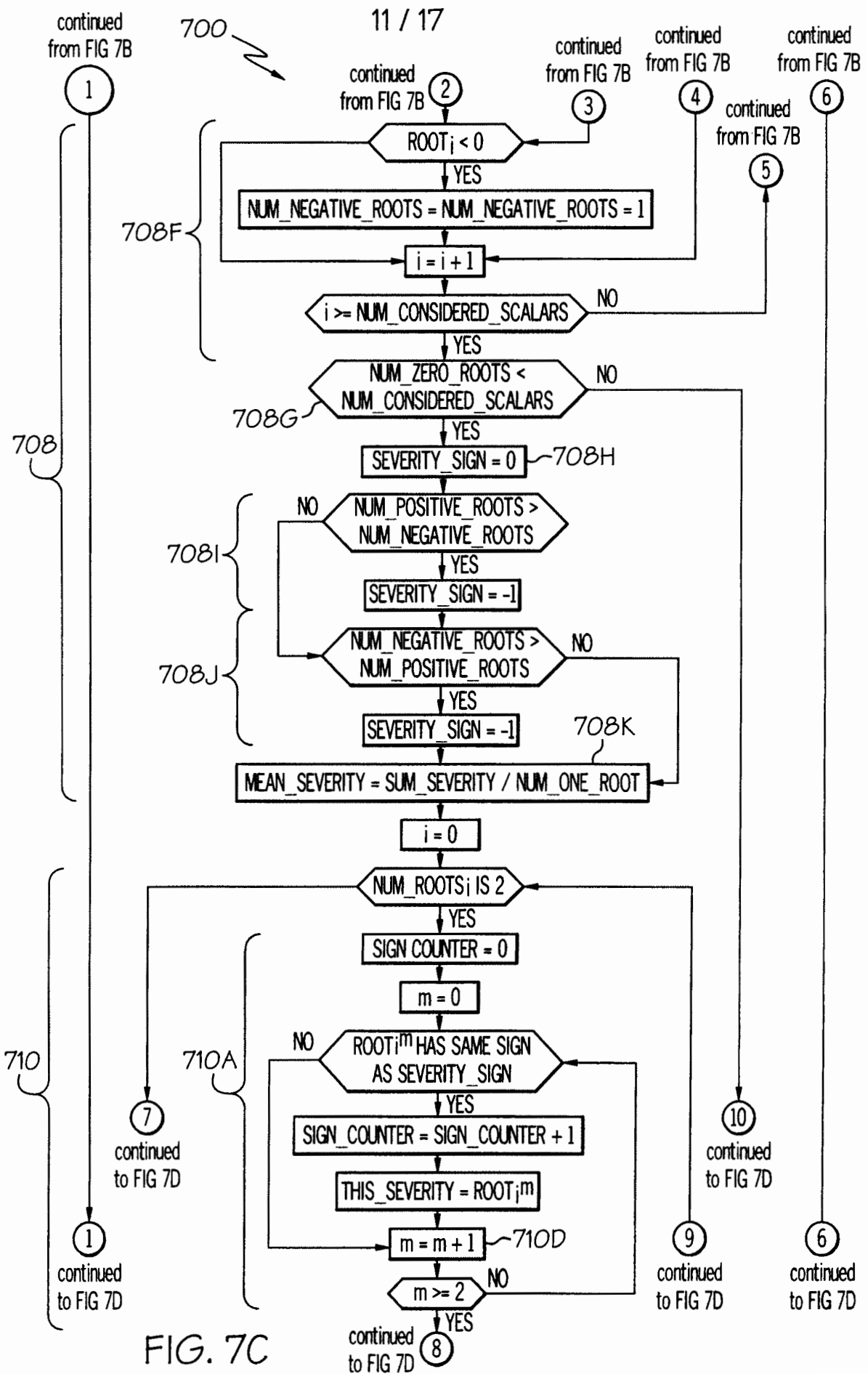


FIG. 7A





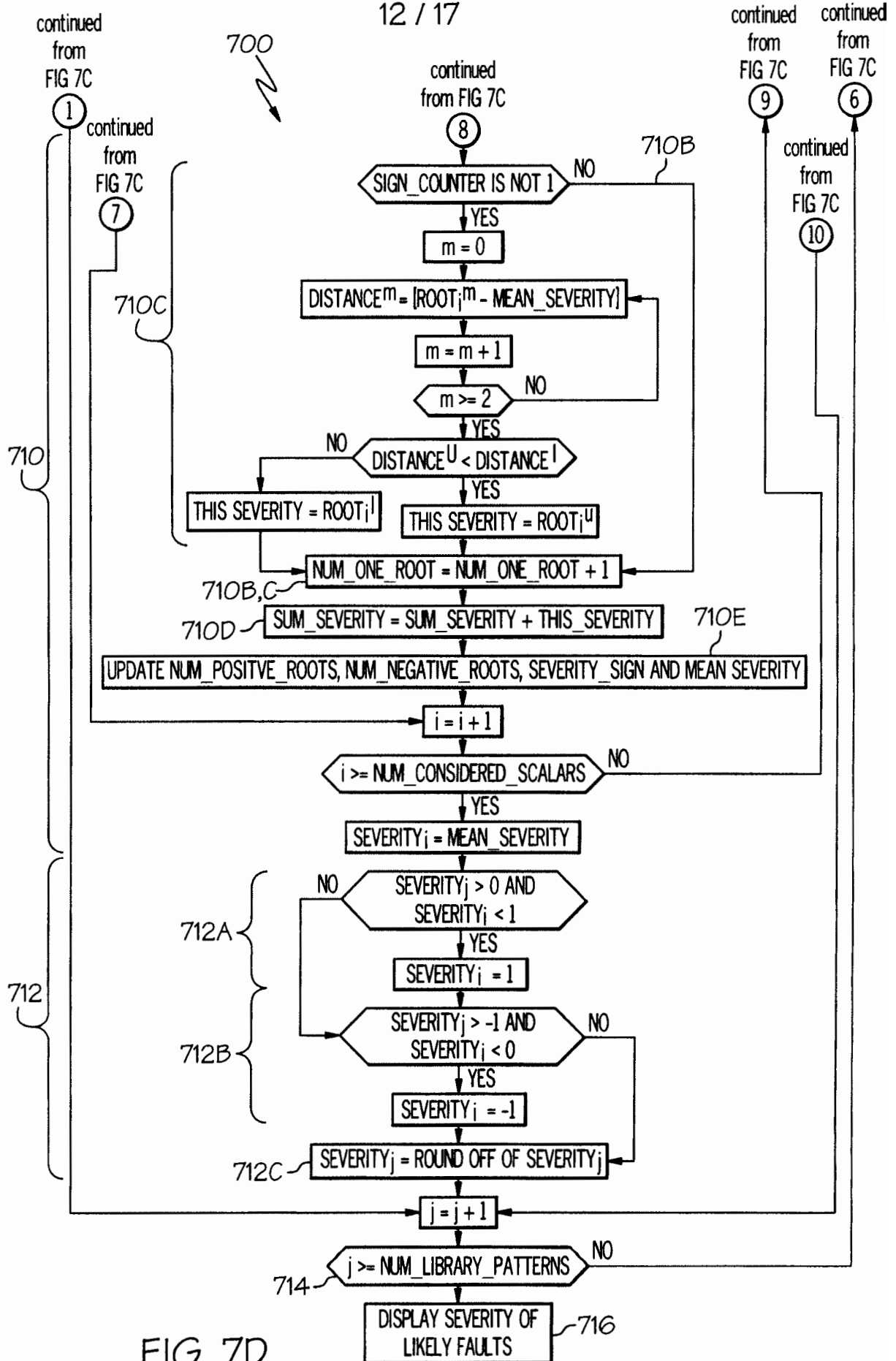


FIG. 7D

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FILE TOOLS

CELL NAME: XXXX
MODEL NUMBER: XXXX
SERIAL NUMBER: XXXX

TEST DATE	TEST TIME
XXXX	XXXX
XXXX	XXXX

DELETE

FIG. 8

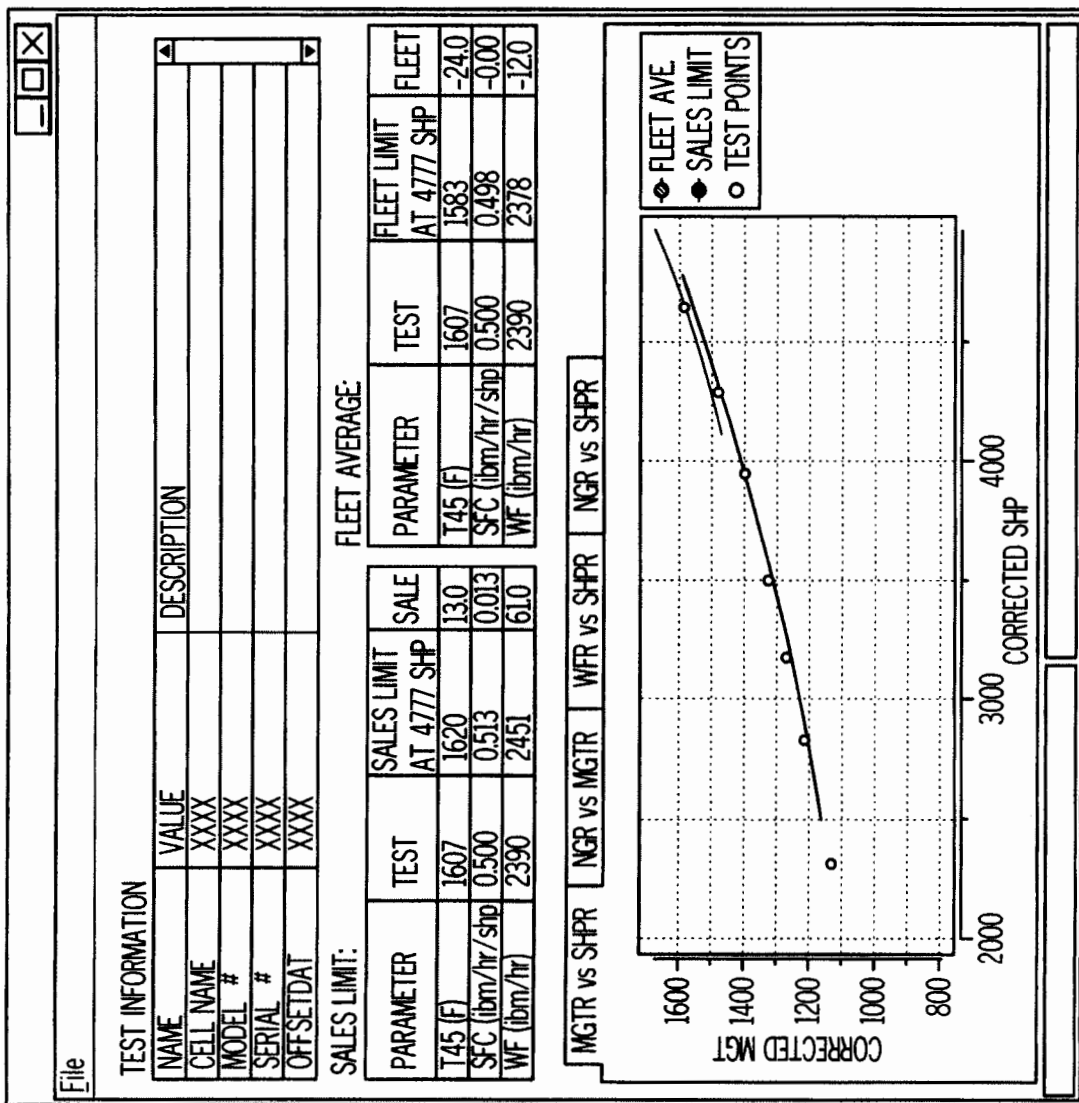


FIG. 9

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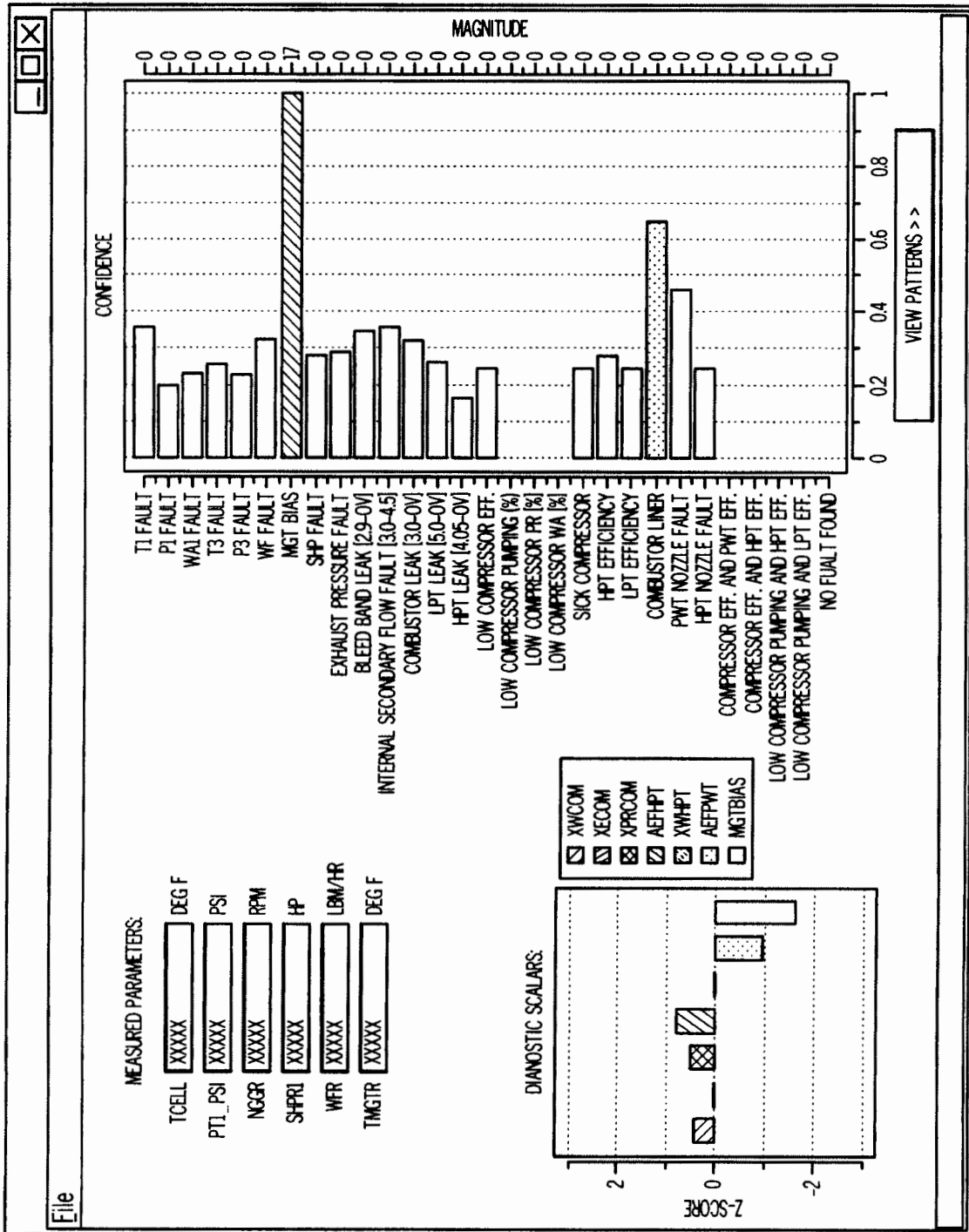


FIG. 10

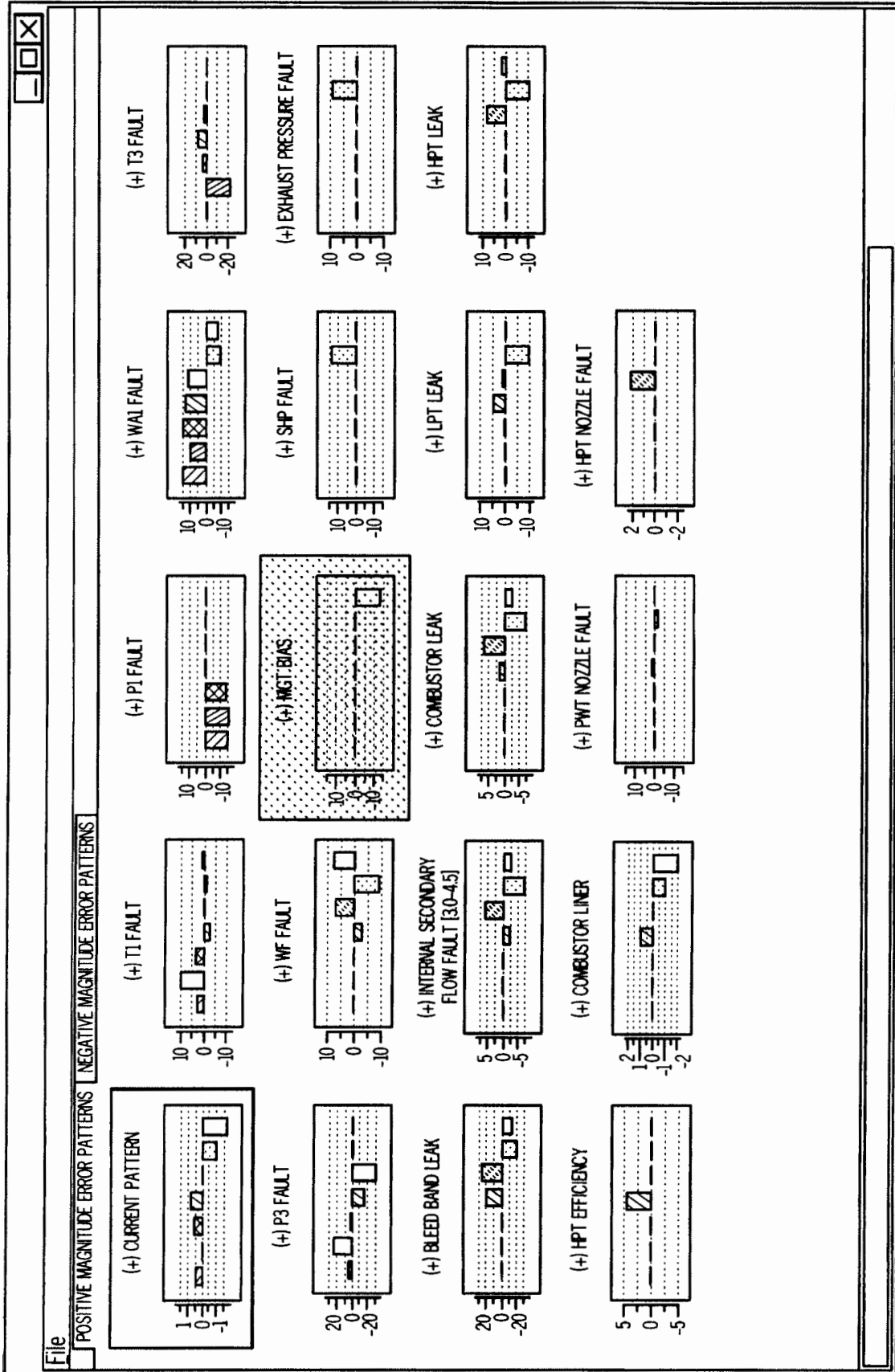


FIG. 11

File Options

☐ ☐ ☐

MGT BIAS (+): 1 COMBUSTOR LINER (+): 0.647642

FAULT MGT BIAS (+)

CHECK / DETECTION

- ☒ 1. INSPECT MGT HARNESS FOR DAMAGE OR COLD JUNC (L1)
- ☒ 2. CHECK PWT NOZZLE AREA IN DATA (L1)
- ☐ 3. CHECK FUEL NOZZLES FOR CLOGGING (L1)
- ☐ 4. CHECK WA MEASUREMENT (L1)
- ☐ 5. CHECK PROFILE (L1)
- ☐ 6. WAS MGT HIGH ENOUGH TO REJECT ENGINE (L2)

CONFIDENCE LEVEL: 1

REPAIR/ MAINTENANCE ACTION IF TRUE

- 1. REPAIR/REPLACE AS NEEDED
- 2. INSERT CORRECT NOZZLE AREA
- 3. REPLACE BAD FUEL NOZZLES
- 4. FIX PROBLEM IN BELLMOUTH
- 5. INSTALL BREAKOUT HARNESS
- 6. CONTACT ENGINEERING. DETERMINE IF COMBUSTOR LINER NEEDS TO BE CHANGED.

REPAIR COMMENTS:

FIG. 12