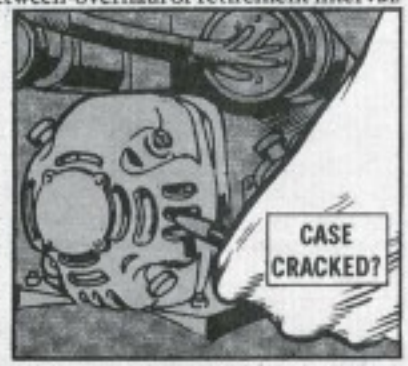
Inverters Failing?

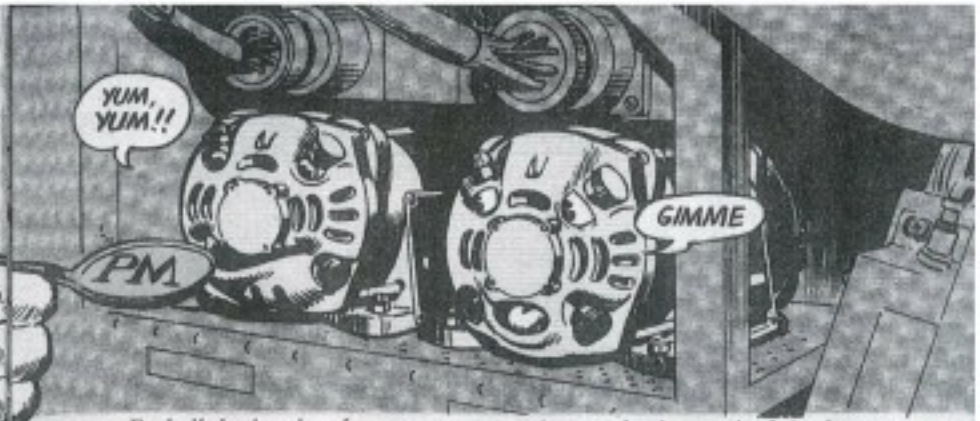
GIVE 'EM PM!

The motor generators (inverters) in your aircraft will deliver the current to keep your baby belting thru the blue—but only if you mechs give 'em the attention they deserve.

All rotary inverters are now a condition item. So, look for a change to TB 55-1500-307-24 removing them from the historical info requirement list. Data won't be collected so there is no time-between-overhaul or retirement interval. The idea is to keep the inverters humming until they no longer pass inspection.

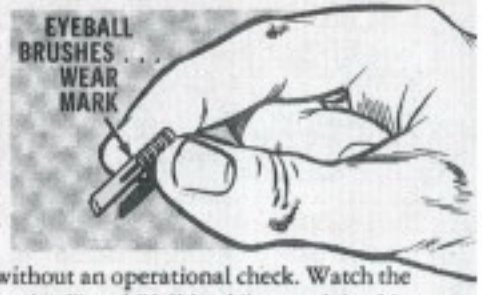
About every 200 flight hours (when your bird is down for maintenance) give the inverter the Big Look. Individual bird pubs are being updated. Clean and inspect the inverter for cracked or damaged cases, proper bonding, security of mounting, and broken connector pins or cracked connector inserts.





Eyeball the brushes for wear, one at a time so they're put back in the same place.

To indicate maximum wear, the brushes have a $^{1}/_{32}$-in wide wear mark (groove) at about half the original brush length. In some brushes the mark is a diagonal groove in the bottom width of the brush. In others, the mark is a parallel groove in the top edge of the brush. Wear to the end of the mark will give you at least 500 operational hours at full load. But when the brushes are worn down to any part of the wear mark, take the inverter out of the bird and turn it in to support for new brushes.



Focus-in on the brush contact area of the commutator and slip rings and look for serious grooving or pitting. Also, check for excessive vibration, noise and overheating.

Inspection is not complete, mechs, without an operational check. Watch the output voltage and frequency under "no load" and "full load," as explained in your aircraft's pub.

If the inverter won't put out, turn it in to your support for repair.

You make the decision to turn in that inverter for repair. It's your judgement call.