CF34BJ SERVICE BULLETIN - 72-0347 R00

Revised: 05/30/2025

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SB 72-0347 R00 ENGINE - GENERAL (72-00-00) - ONE-TIME COMPRESSOR INNER DIAMETER INSPECTION FOR CORROSION AND VARIABLE GEOMETRY SYSTEM FUNCTIONAL CHECK

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1. PLANNING INFORMATION

A. Effectivity

* * * CF34-1A/-3A/-3A1/-3A2/-3B

This Service Bulletin is applicable to these CF34 Business Jet (BJ) engines:

* CF34-1A/-3A/-3A2 engines, serial numbers 350103 through 350525.
* CF34-3A1 engines, serial numbers 807001 through 807661.
* CF34-3B engines, serial numbers 872001 through 873999, 950000 through 950999, and 801001 through 801714.

These serial numbers are the best available data.

* CF34 Business Jet engines are engines installed in a Challenger 601, 604, 605, or 650 or spare engines positioned to be installed on this aircraft.
* For impacted engines, if the lower case P/N 6040T84P01, upper case P/N 6040T84P02, lower case P/N 6052T48P01, upper case P/N 6052T48P02 and compressor case assemblies P/N 4922T71G01, P/N 5088T55G01, P/N 5088T55G02, P/N 5088T55G03, P/N 6078T70G01, P/N 6078T70G02, and P/N 6078T70G03 have been removed and repaired in accordance with SEI-582, 72-31-00, REPAIR, paragraph 14., Repair of Variable Vane Spindle Holes or SEI-782, 72-32-16, REPAIR 07 or 72-32-17, REPAIR 07 at an approved Maintenance Repair and Overhaul (MRO) within the past 48 months, then this Service Bulletin is not applicable.
* If CF34-BJ S/B 72-0345 has been complied with, do the following to determine the pressure check results from previously complied with CF34-BJ S/B 72-0345. If the result of the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 check is 50 psi (345 kPa) or less, to extend the actuator to the fully open position and to retract the actuator to the fully close position, then this Service Bulletin is not applicable.

B. Description

This Service Bulletin provides instructions for a flexible borescope inspection (BSI) on the compressor case inner diameter front side of stage 6 and accessible flow-path surface of stage 5. If the presence of small pits, spots of corrosion or signs of orange spots are detected in the inner surface of the compressor case diameter, a functional check of the variable geometry (VG) system per the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 must be performed to ensure the VG system is functioning correctly.

C. Compliance

Category 2

GE recommends that you do this Service Bulletin as soon as practical but following the priority timing based on

engine cases.

Perform an engine heat soak restart test on each engine mounted on an aircraft per paragraph 3.B., Engine Heat Soak Restart Test every 3 months after the issue date of this Service Bulletin until inspection from Case 1 or Case 2 below are completed. If hung start is detected, inspect engine per the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68.

If it cannot be determined which applicable case applies to your engine due to lack of available data, select Case 1 as the applicable condition for the engine.

Case 1: Inspect engines installed on an aircraft within 12 months from the issue date of this Service Bulletin per paragraph 3., ACCOMPLISHMENT INSTRUCTIONS if 12 months rolling average engine utilization is less than 250 hours/year.

Case 2: Inspect engines installed on an aircraft within 24 months from the issue date of this Service Bulletin per paragraph 3., ACCOMPLISHMENT INSTRUCTIONS if 12 months rolling average engine utilization is more than 250 hours/year.

Case 3: Inspect any spare engine or engine being swapped between two different aircraft tail numbers per paragraph 3., ACCOMPLISHMENT INSTRUCTIONS before installation on the aircraft.

Impact B

This recommendation is to address a condition that may result in an Increased Rate of In-Flight Shutdowns (IFSD), Take-Off Aborts (TOA), Air Turn Backs (ATB) or Diversions (DIV).

NOTE: This Service Bulletin can be accomplished on wing or in shop.

This Service Bulletin is offered to improve the reliability or performance of your GE product, or to help prevent the occurrence of the event or condition described in this Service Bulletin. If the operator elects not to participate in the bulletin, that decision will be taken into consideration by GE in evaluating future product performance issues that may arise in the operator's fleet.

D. Concurrent Requirements

None.

E. Reason

(1) Objective:

To identify engines exhibiting off schedule VG at or below engine idle speed due to corrosion in and around the high pressure compressor (HPC) case variable stator vane bores which could lead to hung start or potential operational disruptions.

(2) Condition:

The actuating linkage assembly has been found to exhibit higher torque due to corrosion leading to reduce range of motion due to additional friction. Reduced motion at or near engine idle speed may cause the VG stator vanes to remain more open at the closed stroke command. This condition could lead to hung starts.

(3) Cause:

Corrosion has been found on the compressor case bore diameter and in the VG stator vane bores. Corrosion between the compressor case bore and stator vane spindles could result in higher friction, which may lead to an increased fuel pressure to actuate the variable vanes, reducing range of motion and preventing travel to the fully closed position at or below engine idle speeds. More open vanes could reduce compressor surge margin at or below idle condition.

(4) Inspection:

The inspection of the compressor case bore diameter at stage 6 front side and accessible flow-path surface of stage 5 will aid operators in the early detection of corrosion build-up on the inside of the compressor case and around the compressor vane spindle bushing bores to prevent operational disruptions. Functional check results of VG system per applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 will quantify resistance to motion due to kinematic friction as well as potential reduced travel range of the VG system. This data will aid determine whether additional actions are necessary to be taken in the engine.

(5) Substantiation:

Substantiation is by analysis and fleet experience.

F. Approval

The data contained in this Service Bulletin has been reviewed by the FAA or authorized entity representing the FAA and the repair(s) and modification(s) herein comply with the applicable Aviation Regulations and are APPROVED for installation in the model(s) listed in this Service Bulletin.

G. Manpower

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You will need approximately 1 man-hour to perform the engine heat soak restart test and approximately 1 man-hour to perform the BSI portion of this Service Bulletin.

If functional check of VG is required, after you get access to the actuating linkage assembly you will need approximately 8 to 12 man-hours to perform the inspection portion of this Service Bulletin.

H. Weight and Balance

Weight and balance are not changed.

I. References (Use the latest version of these documents)

GEK 9250, Commercial Engine Standard Practices Manual (SPM)

SEI-580, CF34-BJ Maintenance Manual (MM)

SEI-581, CF34-BJ-1A_3A_3A2 Engine Illustrated Parts Catalog (IPC)

SEI-582, CF34-BJ Shop Manual (SM)

SEI-779, CF34-BJ Engine Illustrated Parts Catalog (IPC)

SEI-780, CF34-BJ Service Manual (SM)

SEI-782, CF34-BJ Heavy Maintenance Manual (HMM)

CF34-BJ S/B 72-0345, ENGINE - Compressor Stator (72-32-00) - One-Time Variable Geometry System Functional Check

NOTE: The reference documents listed below are for the engine manufacturer's internal use only:

BPP/EPEX No.: 111059

J. Publications Affected

None.

K. Interchangeability

Not applicable.

L. Software Accomplishment Summary

Not applicable.

2. MATERIAL INFORMATION

A. Material - Price and Availability

(1) Parts necessary to do this Service Bulletin:

None.

(2) Other Spare Parts:

None.

(3) Consumables:

WARNING: REFER TO THE PRODUCT LABEL AND THE MANUFACTURER'S (MATERIAL) SAFETY DATA SHEET (SDS) FOR INSTRUCTIONS ON THE HAZARDS, STORAGE, SAFE HANDLING AND PROPER USE OF CONSUMABLE PRODUCTS.

Code Number	Description
C02-018	Oil, Penetrating
C02-061	Anti-Seize Compound

B. Industry Support Information

None.

C. Configuration Chart

None.

D. Parts Disposition

None.

E. Tooling - Price and Availability

Tool Number	Description
--	Cart, Compressed Gas (Nitrogen or Air)
Local Purchase	Flexible Borescope 0.16 inch (4.0 mm)

3. ACCOMPLISHMENT INSTRUCTIONS

A. General

(1) Before you start these procedures, read the assembly and disassembly techniques section. Refer to GEK 9250,

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70-10-00, ASSEMBLY AND DISASSEMBLY TECHNIQUES.

(2) Only qualified inspection personnel are permitted to do the BSI procedures. An incorrect inspection can cause the removal of an engine that is not necessary.

(3) The BSI equipment that is referenced in paragraph 3.C., Inspection of Compressor Case Stage 6 Front Side and Stage 5 Rear Side Flow-Path is minimum requirement. Equivalent BSI equipment or advanced technological enhancements that give the appropriate views of the compressor flow-path are considered permitted for use to complete this BSI inspection. Note that the S35 BSI port measures 0.250 inch (6.35 mm).

(4) Paragraph 3.B., Engine Heat Soak Restart Test is necessary to defer inspection specified in this Service Bulletin for engines installed on an aircraft in accordance with Case 1 or Case 2. This Service Bulletin is accomplished when paragraph 3.C., Inspection of Compressor Case Stage 6 Front Side and Stage 5 Rear Side Flow-Path is concluded, and if paragraph 3.D., VG System - Functional Check is necessary, its accomplishment instructions are ended.

B. Engine Heat Soak Restart Test

(1) Do an engine heat soak restart test in accordance with the applicable SEI-580, 72-00-00, FAULT ISOLATION, Table 103A, paragraph iii or SEI-780, 72-00-00, FAULT ISOLATION 07, paragraph 4.D. If hung start issue is detected, then perform the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68.

(2) If a hung start issue is detected, then exhaust troubleshooting in accordance with applicable SEI-580, 72-00-00, FAULT ISOLATION, Table 103A. Hung/Slow Starts or SEI-780, 72-00-00, FAULT ISOLATION 07 before the next flight and do as follows:

(a) If the engine passes the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 with equal or less than 50 psi (345 kPa), follow the additional steps listed in the applicable SEI-580, 72-00-00, FAULT ISOLATION, Table 103A. Hung/Slow Starts or SEI-780, 72-00-00, FAULT ISOLATION 07.

(b) If the engine passes the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 with a pressure higher than 50 psi (345 kPa) but lower than 65 psi (448 kPa), water-wash the engine in accordance with the applicable SEI-580, 72-00-00, CLEANING or SEI-780, 72-00-00, CLEANING. Make sure to lubricate the bushings with penetrating oil (C02-018) to each of the HPC variable vanes between the lever arm and the HPC case, and do the engine heat soak restart test again.

(c) If the pressure necessary to fully extend or fully retract the actuator is more than 65 psi (448 kPa), do as follows:

1 Do a force gage test on the feedback cable as specified in the applicable SEI-580, 73-00-00, REMOVAL AND INSTALLATION, paragraph 7.B.(5) or SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, paragraph 7.A.(8). Do a visual inspection to make sure that there is no mechanical obstruction in the VG system and do as follows:

a If you find a tight feedback cable or an obstruction in the VG system that possibly contributed to the high Maintenance Practice 68 readings, repair the issue as specified in the applicable SEI-580, 73-00-00, REMOVAL AND INSTALLATION or SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, and do the inspection again in accordance with the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68.

b If pressure continues to be higher than 65 psi (448 kPa), remove the engine from service and send it to an approved service center for inspection and repair of compressor case assembly in accordance with the applicable SEI-582, 72-31-00, REPAIR, paragraph 14., Repair of Variable Vane Spindle Holes or SEI-782, 72-32-16, REPAIR 07 or 72-32-17, REPAIR 07.

c At this point, it is not necessary to continue with additional actions. Document the results as specified in the Inspection Results Report (Figure 3), send the Inspection Results Report (Figure 3) in accordance with paragraph 3.F., Inspection Report, and then this Service Bulletin can be considered as accomplished.

C. Inspection of Compressor Case Stage 6 Front Side and Stage 5 Rear Side Flow-Path

(1) Insert a 4.0 mm diameter flexible borescope with a right angle viewing head into the S35 BSI port. Make sure that the field of view faces aft on the engine and do as follows:

(a) Do an inspection of the compressor case inner diameter (inner flow-path) directly behind the S35 BSI port and look for any signs of corrosion (pitting, discolored spots, or orange spots). Refer to Figure 1 for

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examples of corrosion, and do as follows:

1 If you find corrosion, stop BSI, reinstall the BSI plug in accordance with steps 3.C.(3) through 3.C.(5) and then continue with paragraph 3.D., VG System - Functional Check.

2 If you do not find corrosion, continue with step 3.C.(2).

(2) Insert a 4.0 mm diameter flexible borescope with a forward angle viewing head into the S35 BSI port. Make sure that the field of view faces forward in the engine and do as follows:

(a) Route the flexible borescope forward in the engine into the space between the stage 5 vane and the stage 5 blade. While you work the flexible borescope counter-clockwise (CCW) aft looking forward, route the flexible borescope circumferentially around the inner diameter of the compressor case and look for corrosion (pitting, discolored spots, or orange spots) on the case flow-path or around the stage 5 vane where it interfaces with the compressor case. The inspection must include as a minimum a 90-degree inspection of the top as well as the bottom compressor cases to complete this step. Refer to Figure 1 for examples of corrosion and do as follows:

1 If you find corrosion, stop BSI, reinstall the BSI plug in accordance with steps 3.C.(3) through 3.C.(5) and then continue with paragraph 3.D., VG System - Functional Check.

2 If you do not find corrosion, continue with step 3.C.(3).

(3) Carefully remove the flexible borescope probe from the borescope port.

(4) Lubricate the external threads of the removed borescope port plug with anti-seize compound (C02-061). Let the anti-seize compound (C02-061) dry before installation. Install the borescope port plug as follows:

CAUTION: DO NOT USE EXCESSIVE FORCE WHEN YOU INSTALL THE BORESCOPE PLUG. DAMAGE TO THE BORESCOPE PLUG AND THE CASING CAN OCCUR.

(a) For the right side of the compressor, thread the borescope plug S35 into the casing boss. Torque the borescope plug to 90 to 100 lb in. (10.1 to 11.2 Nm).

(5) If you completed steps 3.C.(1) and 3.C.(2) without corrosion identified in the engine as shown in Figure 1 of this Service Bulletin, the engine is cleared and it is not necessary to do paragraphs 3.D., VG System - Functional Check and 3.E., Disposition of Results.

D. VG System - Functional Check

(1) Do a functional check of the VG system (Figure 2) in accordance with the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14, Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68.

NOTE: The above check is to evaluate the pressure necessary to fully open and fully close the variable stator vanes (VSVs). It is very important to record the pressure measured at the end of the actuator stroke to the fully open or to the fully closed position and not the pressure to get system movement or to continue the system movement.

(2) After completion of the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 and reconnection of the fuel lines to the actuators, do the functional checks and adjustments of the fuel system after maintenance. Use the applicable SEI-580, 72-00-00, TESTING, Table 503 or SEI-780, 72-00-00, TESTING, Figure 510 to estimate the testing necessary as it relates to hardware removed in accomplishment of this Service Bulletin.

(3) Do an engine heat soak restart test. Refer to the applicable SEI-580, 72-00-00, FAULT ISOLATION, Table 103A, paragraph iii or SEI-780, 72-00-00, FAULT ISOLATION 07, paragraph 4.D.

E. Disposition of Results

(1) If the pressure necessary to fully extend or fully retract the actuator is more than 65 psi (448 kPa), do as follows:

(a) Do a force gage test on the feedback cable as specified in SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, section 7.A.(8) or SEI-580, 73-00-00, FUEL SYSTEM - REMOVAL AND INSTALLATION, section 7.B.(5), do a visual inspection to make sure that there is no mechanical obstruction in the VG system, and do as follows:

1 If you find a tight feedback cable or an obstruction in the VG system that possibly contributed to the high applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 readings, repair the issue as specified in the applicable SEI-580, 73-00-00, FUEL SYSTEM - REMOVAL AND INSTALLATION or SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, and do the inspection again in accordance with paragraph 3.D., VG System - Functional Check.

2 If pressure continues to be higher than 65 psi (448 kPa), remove the engine from service and send it to an approved service center for inspection and repair of compressor case assembly in accordance

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with the applicable SEI-582, 72-31-00, REPAIR, paragraph 14., Repair of Variable Vane Spindle Holes or SEI-782, 72-32-16, REPAIR 07 or 72-32-17, REPAIR 07.

3 At this point this Service Bulletin can be considered as accomplished.

(2) If the pressure necessary to fully extend or fully retract the actuator is equal or more than 50 psi (345 kPa) and equal or less than 65 psi (448 kPa), do as follows:

(a) Do a force gage test on the feedback cable as specified in SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, section 7.A.(8) or SEI-580, 73-00-00, FUEL SYSTEM - REMOVAL AND INSTALLATION, section 7.B.(5), do a visual inspection to make sure that there is no mechanical obstruction in the VG system, and do as follows:

1 If you find a tight feedback cable or an obstruction in the VG system that possibly contributed to the applicable SEI-580, 72-00-00, SPECIAL MAINTENANCE PRACTICES, paragraph 14., Variable Geometry System - Maintenance Practice 68 or SEI-780, 72-00-00, MAINTENANCE PRACTICE 68 high readings, repair the issue as specified in the applicable SEI-580, 73-00-00, FUEL SYSTEM - REMOVAL AND INSTALLATION or SEI-780, 72-00-00, MAINTENANCE PRACTICE 19, and do the inspection again in accordance with paragraph 3.D., VG System - Functional Check.

2 Water-wash the engine in accordance with the applicable SEI-780, 72-00-00, ENGINE CLEANING or SEI-580, 72-00-00, ENGINE CLEANING. Make sure to lubricate the bushings with penetrating oil (C02-018) to each of the HPC variable vanes between the lever arm and the HPC case, and do the inspection again in accordance with paragraph 3.D., VG System - Functional Check, within 6 months.

3 After you do the inspection again, follow paragraph 3.E., Disposition of Results for disposition of results.

(3) If the pressure necessary to fully extend or fully retract the actuator is less than 50 psi (345 kPa), do as follows:

(a) Make sure that there is no corrosion reported during BSI near compressor case spindle bores. If you do not find corrosion near compressor case spindle bore, then no additional actions are necessary in accordance with this Service Bulletin and this Service Bulletin can be considered as complied with.

(b) If the pressure necessary to fully extend or fully retract the actuator is less than 50 psi (345 kPa), but you found corrosion during BSI near compressor case spindle bores, do again the procedure specified in 3.D., VG System - Functional Check within 12 months. After second inspection if pressure values are still less than 50 psi (345 kPa), no additional actions are necessary in accordance with this Service Bulletin and this Service Bulletin can be considered as complied with.

(c) If you found that pressure is more than 50 psi (345 kPa) or equal or less than 65 psi (448 kPa) during second inspection, do again step 3.E.(2) and refer to paragraph 3.E., Disposition of Results for disposition of results.

F. Inspection Report

(1) Send the Inspection Results Report (Figure 3) for each engine inspected to GE for tracking purposes to the e-mail addresses that follow:

E-mail (USA): aviation.fleetsupport@ge.com
E-mail (China and Asia): aviation.fleetsupport.cn@ge.com

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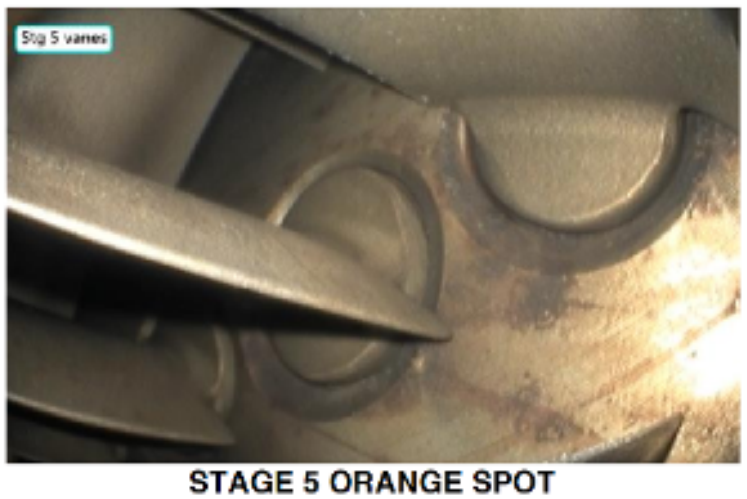
STAGE 5 CORROSION/PITTING
INDICATION EXAMPLE

STAGE 5 CORROSION/PITTING
INDICATION EXAMPLE

STAGE 5 ORANGE SPOT
INDICATION EXAMPLE



STAGE 5 ORANGE SPOT
INDICATION EXAMPLE

STAGE 5 CORROSION/PITTING
INDICATION EXAMPLE

STAGE 5 CORROSION/PITTING
INDICATION EXAMPLE

6054935-00

Compressor Case Stage 5 Inner Diameter - Examples of Corrosion Found in the Surface of the Compressor Case
Figure 1 (Sheet 1)

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DISASSEMBLY CONDITIONS SHOWING CORROSION/PITTING OXIDATION FINDINGS (STAGE 5 AND STAGE 6)

DISASSEMBLY CONDITION CORROSION PITS IN THE SURFACE OF INNER COMPRESSOR + EXAMPLE OF CORROSION IN VANE BORES

DISASSEMBLY CONDITIONS SHOWING CORROSION/PITTING OXIDATION FINDINGS (STAGE 5 AND STAGE 6)

DISASSEMBLY CONDITIONS SHOWING CORROSION/PITTING OXIDATION FINDINGS (STAGE 5 AND STAGE 6)

DISASSEMBLY CONDITIONS SHOWING CORROSION/PITTING OXIDATION FINDINGS (STAGE 5 AND STAGE 6)

DISASSEMBLY CONDITION CORROSION PITS IN THE SURFACE OF INNER COMPRESSOR + EXAMPLE OF CORROSION IN VANE BORES

6054667-00

Compressor Case Stage 5 Inner Diameter - Examples of Corrosion Found in the Surface of the Compressor Case
Figure 1 (Sheet 2)

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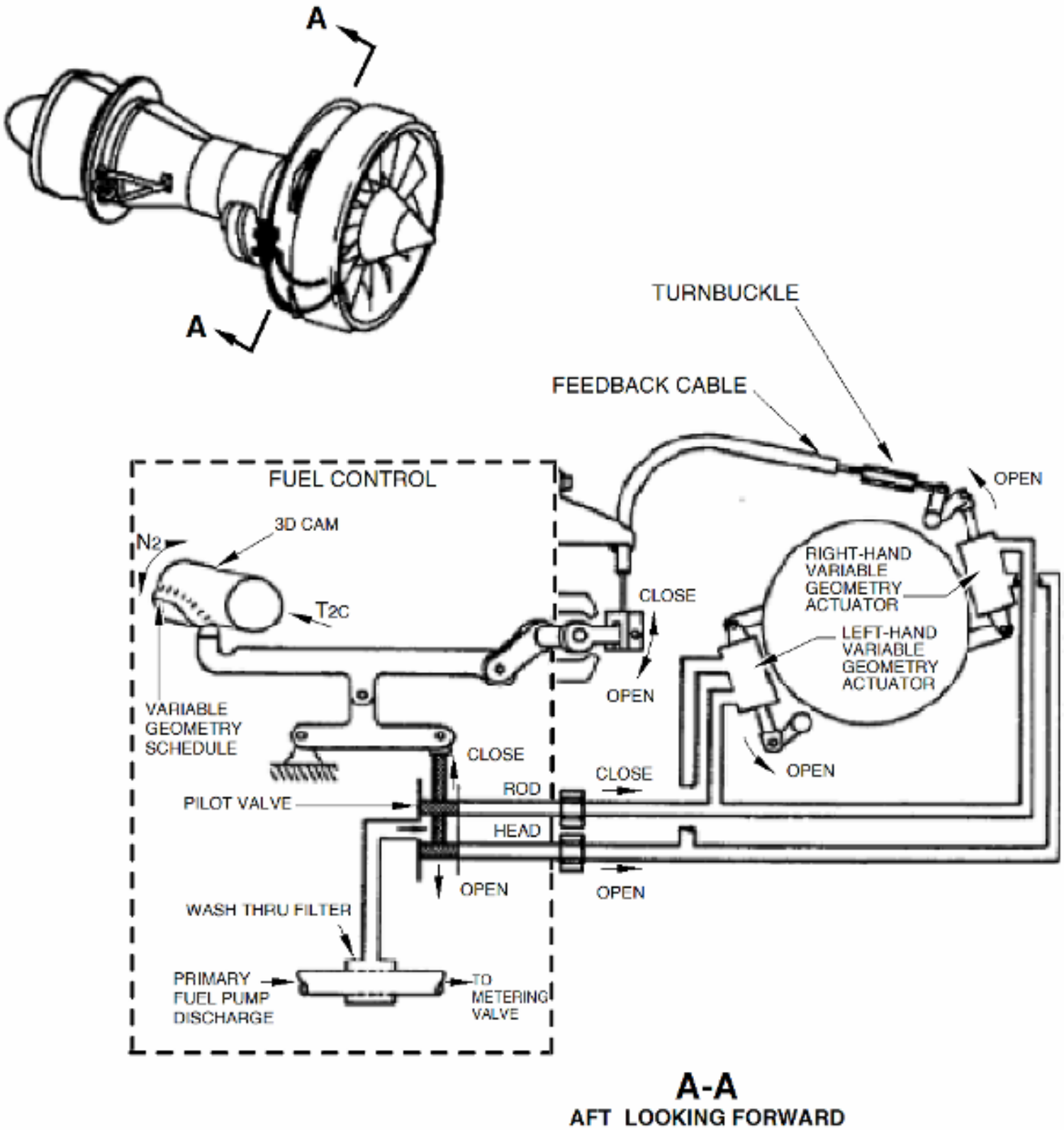

VG System
Figure 2

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INSPECTION REPORT FOR CF34 NOTE: REPORT RESULTS PER ACCOMPLISMENT INSTRUCTION SECTION E-mail (USA): aviation.fleetsupport@ge.com E-mail (China and Asia): aviation.fleetsupport.cn@ge.com	
AIRCRAFT SERIAL NUMBER	
ENGINE POSITION	
ENGINE SERIAL NUMBER (ESN)	
ENGINE TIME SINCE NEW (ETSN)	
ENGINE TIME SINCE OVERHAUL (ETSO)	
ENGINE ACCOMPLISHMENT RESULTS	
SEND THE INFORMATION THAT FOLLOWS:	OBSERVATIONS
1) THE VG FUNCTIONAL CHECK WAS CONDUCTED DUE TO HUNG START IDENTIFIED WHILE PERFORMING THE HEAT SOAK RESTART TEST. IF YES, GO TO PARAGRAPH 3.D., VG SYSTEM - FUNCTIONAL CHECK.	YES NO
2) WHAT CASE PER PARAGRAPH 1.C., COMPLIANCE APPLIED TO YOUR ENGINE?	
3) ARE CORROSION DEPOSITS FOUND PER PARAGRAPH 3.C., INSPECTION OF COMPRESSOR CASE STAGE 6 FRONT SIDE AND STAGE 5 REAR SIDE FLOW-PATH?	YES NO
4) WHAT IS THE REQUIRED PRESSURE TO EXTEND THE VG ACTUATOR TO THE FULLY OPEN POSITION?	
5) WHAT IS THE REQUIRED PRESSURE TO RETRACT THE VG ACTUATOR TO THE FULLY CLOSED POSITION?	
6) ARE THERE ADDITIONAL FINDINGS DURING THE APPLICATION OF THIS SERVICE BULLETIN (EXAMPLES: HARDWARE DAMAGE, MISASSEMBLY, MISING PARTS, ETC.)?	

6054919-00

Inspection Results Report
Figure 3

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