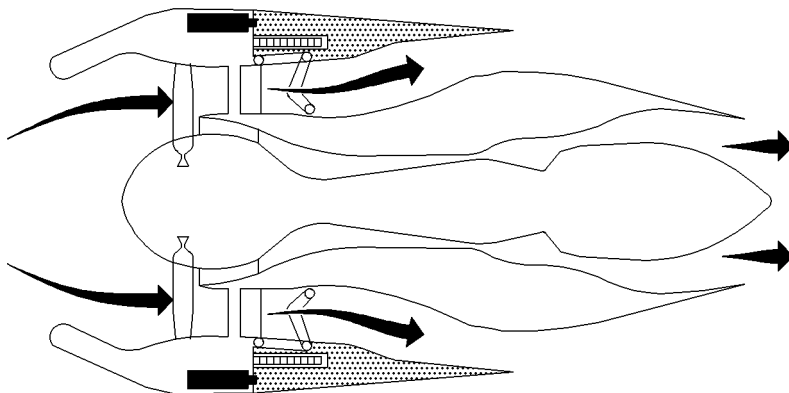
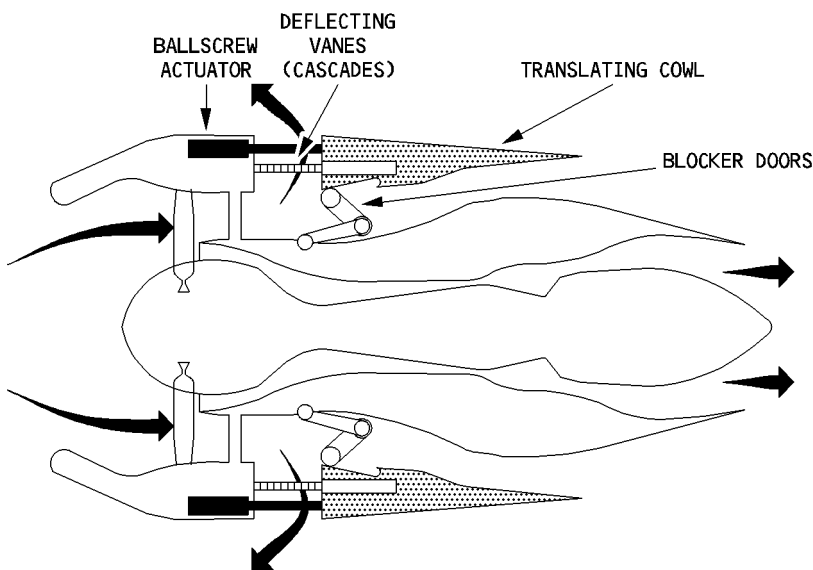


GENERAL

Reverse thrust is obtained by deflecting the fan airstream. This is done when the translating cowl are fully deployed backward, thus enabling the pivoting blocker doors to divert the fan flow forward through the cascades. Engine Reversers 1 and 4 are powered by the green hydraulic circuit, engine reverser 2 by the blue circuit and engine reverser 3 by the yellow circuit.



STOWED THRUST REVERSER



DEPLOYED THRUST REVERSER

FFC5-01-7070-001-A150AA

	POWER PLANT		1.70.70	P 2
	THRUST REVERSER SYSTEM		SEQ 150	REV 15

The thrust reverser system is independently controlled for each engine by the associated FADEC. It is controlled and monitored by each FADEC channel.

The translating cowls are hydraulically actuated.

The thrust reverser system on each engine includes :

- 2 translating cowls each activated by three hydraulic actuators ;
- An hydraulic isolation valve controlled by the FADEC ;
- A directional control valve which directs hydraulic pressure either to the deploy or stow line ;
- 4 stow/lock proximity switches (two per cowl) to monitor whether the translating cowls are deployed or stowed ;
- A translating cowl lock system, which locks the translating cowl to prevent thrust reverser deployment in flight.

ACTUATION LOGIC

Deployment requires :

- One FADEC channel operating with its associated throttle reverse signal
- Aircraft on ground signal from at least one LGCIU
- TLA reverse signals from PRIM 1 (FLT CTL PRIMARY COMPUTER 1) or associated PRIM
- Switch reverse signal from associated EIU

During deployment, engine reverse thrust is limited to idle until the reversers are deployed by more than 95%.

ENG 1 AND 4 THRUST REVERSER LEVER INTERLOCK

Thrust reverser lever interlock prevents the application of asymmetrical reverse thrust on the outboard engines.

For this purpose, the thrust lever is limited at reverse idle until both EIU 1 and 4 have released the interlock, confirming that both thrust reversers are fully deployed.

PROTECTION

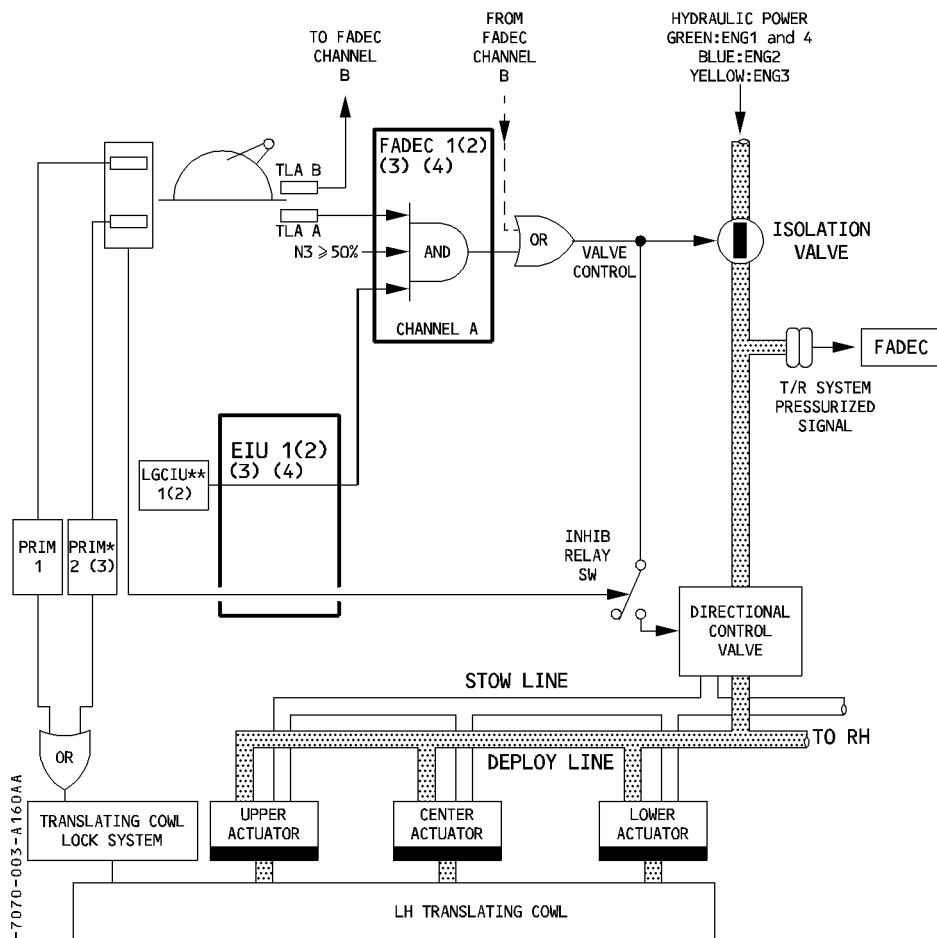
- AUTO RESTOW FUNCTION AND IDLE PROTECTION

The FADEC will automatically command the reverser to stow, if at least one cowl is unstowed by more than 10% and reverse thrust is not selected while engine is running.

The FADEC will automatically reduce thrust, if the reverser continues to deploy beyond 10% and will command the engine to idle, if the reverser cowl is deployed by more than 15%.

SCHEMATIC

FOR INFO



* Eng. 1 and 4 are associated with PRIM 2.

Eng. 2 and 3 are associated with PRIM 3.

** LGCIU 1 is preferred, if valid.

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