

## Cfm56 Engine Maintenance Manual

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Technical Manual Index - CFM International Jet Engines CFM ...

Page 45 CFM56-ALL TRAINING MANUAL ACCESSORY DRIVE SYSTEM (-2) : (ALL) : For maintenance tasks, the core can be turned manually At engine start, the accessory drive system transmits through a handcranking pad on left side of the TGB. external power from the engine air starter to drive the core engine.

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In total, over 8,000 CFM56-7B engines are in service on 737 aircraft, making it the most popular engine-aircraft combination in commercial aviation. The engine' s broad-based market acceptance has been because of its simple, rugged architecture, which gives it the highest reliability, durability and reparability in its class. APPLICATIONS. Boeing 737. 24,500 – 32,900 pounds thrust. Boeing ...

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The CFM56-5A operates through a system known as FADEC (Full Authority Digital Engine Control). It takes complete control of engine systems in response to command inputs from the aircraft. It also provides information to the aircraft for flight deck indications, engine condition monitoring, maintenance reporting and troubleshooting.

ENGINE SYSTEMS

Refer to the applicable engine \*Specific Operating Instructions \_ document. 8.2 Oil: Refer to the latest revision of CFM Service Bulletin CFM56-5 S/B 79-001. 9. Aircraft Accessory Drives Drive Rotation Gear ratio / HP rotor Max. Power or Torque Shear Torque (m.daN) Overhung Moment (m.daN) Aircraft Electrical Generator CCW 0.595 135 kW 107 11.3

TYPE-CERTIFICATE DATA SHEET - EASA

The first engines entered service in 1982. Several fan blade failure incidents were experienced during the CFM56's early service, including one failure that was a cause of the Kegworth air disaster, and some engine variants experienced problems caused by flight through rain and hail. Both these issues were resolved with engine modifications. History Origins. Research into the next generation ...

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