

THRUST REVERSER SYSTEM

The Thrust Reverser (T/R), when deployed after landing, redirects the flow of engine exhaust gases and fan air forward, providing additional dynamic braking. Each engine employs an identical, independent thrust reverser system.

The thrust reverser is a hydraulically actuated, electrically controlled, four-bar linkage, target-type reverser, mounted on the aft end of the engine outer fan duct.

THRUST REVERSE ARM pushbuttons located on forward pedestal, energizes (arms) or deenergizes T/R system.

The thrust reverser for each engine is controlled by a separate thrust levers on throttle quadrant. Two latches, one on each thrust lever, enables/disables shift of the thrust levers beyond IDLE position into TR IDLE.

Each thrust reverser system consists of two target doors oriented 10 degrees from vertical, a four-bar linkage system, main hydraulic and secondary latch actuators, a carriage and guide rod assembly, limit switches, stang fairings, an exhaust nozzle fairing and an exhaust nozzle. The pair of movable target doors are mounted to the exhaust nozzle through a support structure and four interconnecting links per door. Hydraulics actuators, also mounted to the support structure on each side of the thrust reverser, are connected to carriage mechanisms which operate the target doors by means of the four interconnecting links. When deployed, the target doors redirect the exhaust gases forward. When stowed they form the rearward extension of the nacelle. Aerodynamic stang fairings cover the main hydraulic actuators at all times and cover the linkage when the doors are in the stowed position.

The thrust reverser hydraulic system is supplied with hydraulic fluid at 3000 psi pressure from the aircraft hydraulic system.

Gulfstream G200 - Thrust Reverser System

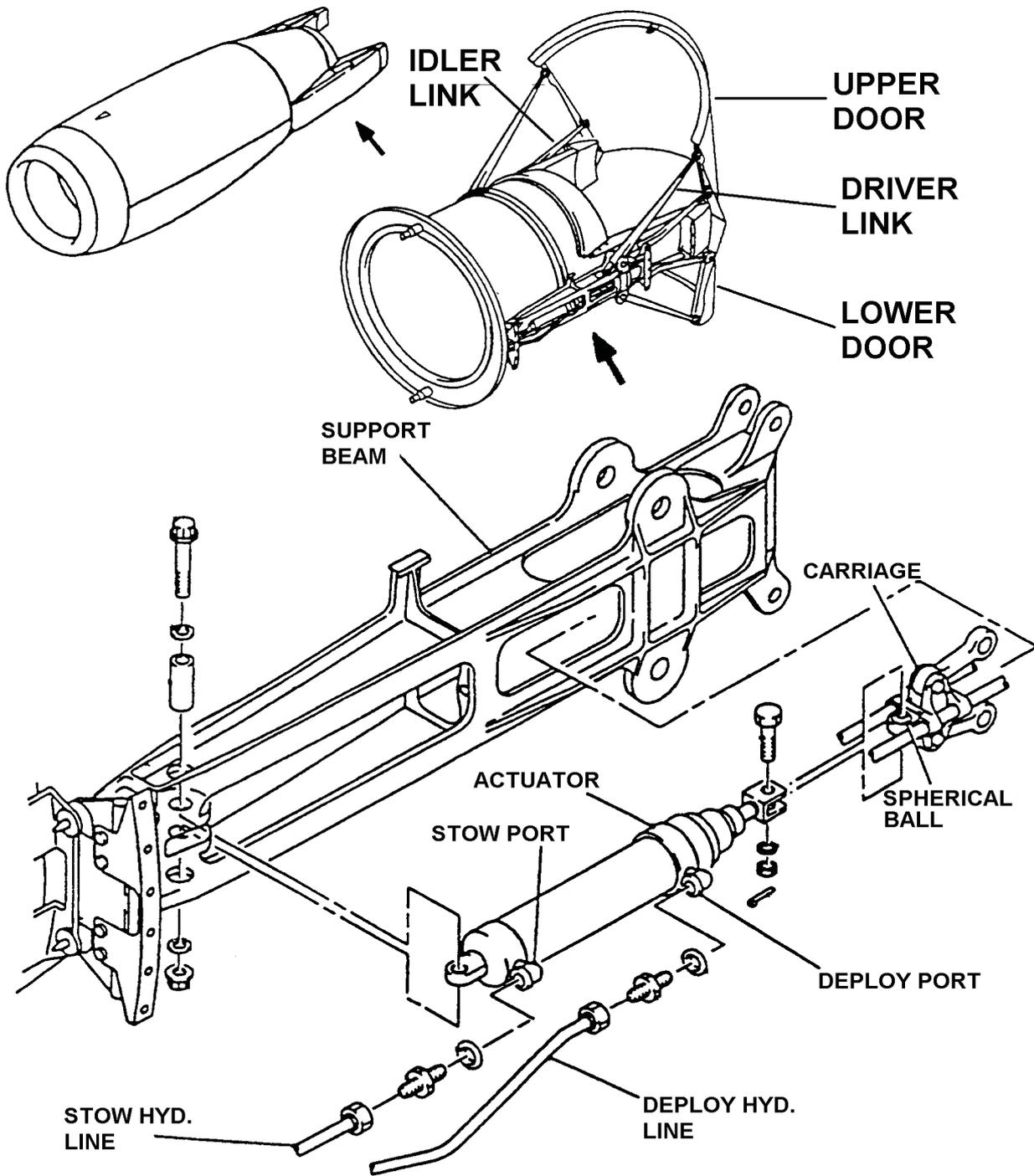


Figure 5-17. Thrust Reverser Assembly

THRUST REVERSER SYSTEM CONTROLS AND INDICATORS

T/R Latches (2) - Located on each thrust lever. Enables operation of thrust lever into idle reverse, to select deploy.

T/R IDLE - Buckets are locked in fully open position. This position can be selected only when thrust lever is in IDLE.

MAX T/R - Increases reverse thrust engine speed to maximum

THRUST REVERSE ARM / READY pushbuttons (L and R) - Located on forward pedestal. Energizes (arms) or deenergizes T/R system. READY indicates firm contact with ground

Caution Messages

T/R FAIL (L/R) - 1. Thrust reverser system failure.

NOTE

Following single-engine take-off practice, both **T/R FAIL** messages are on at lift-off. the messages are deleted by advancing the thrust lever of the “failed” engine to MAX CRUISE position and back to IDLE, to continue the practice.

Green **T/R** within N_1 display - Comes on when thrust reverser is deployed on ground

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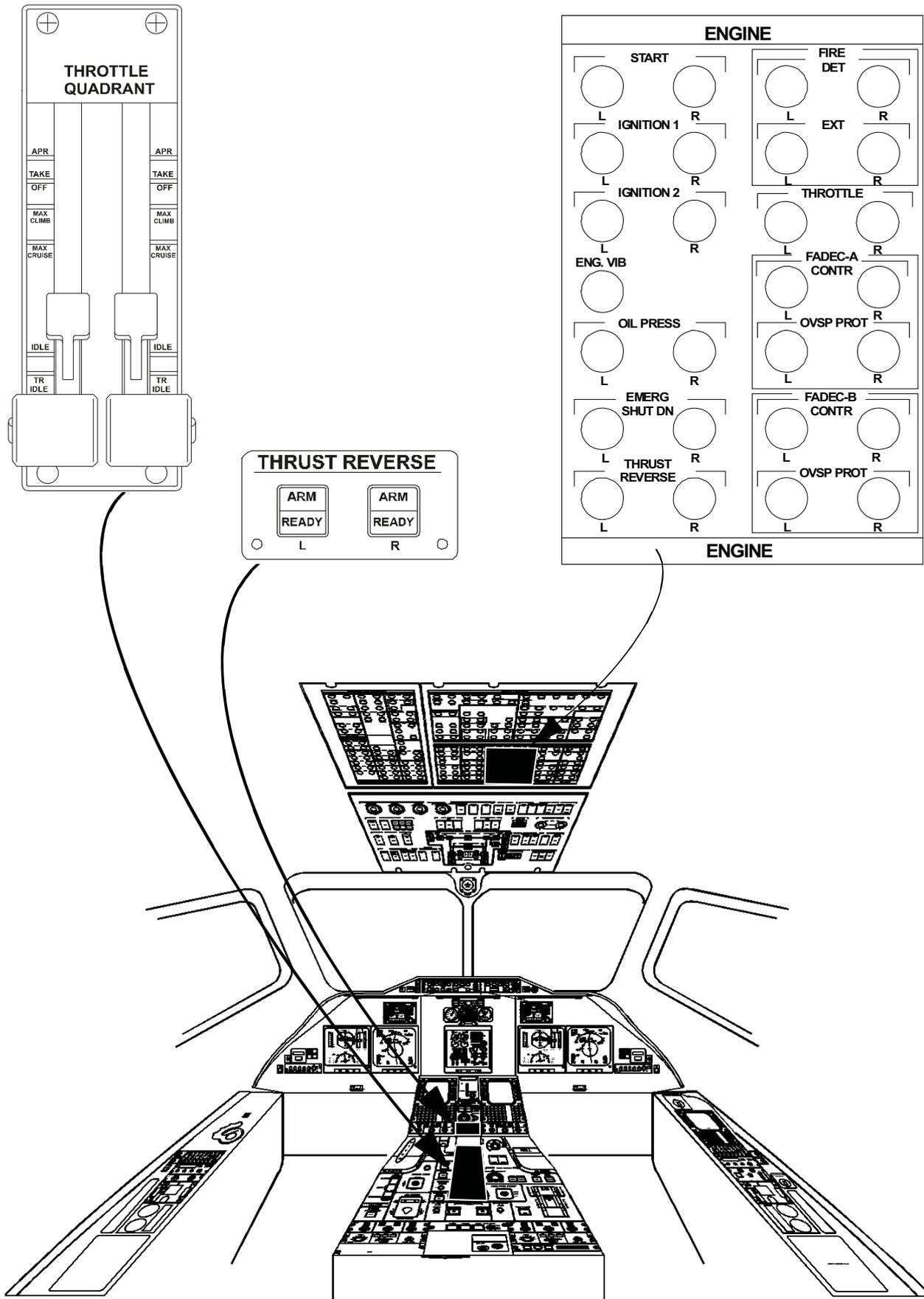


Figure 5-18. Thrust Reverser System Controls and Indicators