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US Navy Selects Vibro-Meter's Fuzz Burn Chip Detection System for Application on P-3, E-2, and C-2 Aircraft

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The US Navy has awarded Vibro-Meter a contract to add a Fuzz-Burn System onto their fleet of Lockheed P-3 and Grumman E-2/C-2 aircraft. Vibro-Meter's Fluid Monitoring Division (FMD) system was designed and subsequently qualified to monitor the critical bearings and gears on the T-56 engine that powers the P-3/E-2/C-2 aircraft. The current electric chip detectors are subject to numerous false alarms, which is a leading cause of mission aborts for the Navy. A false chip light on a P-3 sub hunting or E-2 AWACS mission would be cause for the aircraft to dump fuel and the mission to be abandoned. Many of the false alarms are associated with nuisance related debris not indicative of a component failure. The Vibro-Meter system was designed to eliminate these false alarms while alerting the crew of potential serious problems in the T-56 engine and gearbox.

The Vibro-Meter Fuzz-Burn System consists of:

- New Electric Chip Detectors that directly replace the existing detectors.
- Interconnect wiring harness and brackets.
- Power module that is engine mounted. The power module uses stored energy, which discharges automatically to the chip detectors when debris has been captured on the chip detector. Small nuisance related particles are burned-off while larger more significant debris cannot be removed and the applicable chip light is illuminated.

The Vibro-Meter system can be installed as a permanent equipment or be used as support equipment that is installed on engines that have been having nuisance indications. In any of the scenarios the Vibro-Meter Fuzz-Burn kit will increase the P-3/E-2/C-2 reliability and aircraft readiness by eliminating false chip detector indications while reliably indicating the presence of failure related debris.

PRESS RELEASE