



# C&L Aerospace



**Engine Model:** CT7-9B

**Aircraft:** SAAB 340B

**Engine P/N:** 6058T83G01

**C&L  
AEROSPACE**

**LSV Date for Refurbishment:** August 26, 2008

**TSN:** 24297.1    **TSLR:** 4178.7    **CSN:** 27139    **CSLR:** 4950    **LSV Date:** August 26, 2008

## CT7-9B Engine GE-E-785750

### INTRODUCTION:

This engine was inducted to GE Strother for repair due to hot section distress and received major work scopes to the Hot Section and Power Turbine Module, and minor work scopes to the Cold Section on August 26, 2008.

### LIFE LIMITED COMPONENT DETAILS (COLD SECTION):

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 1 Blisk	6055T83G16	15660.1	17487	26900	9413
Stage 2 Blisk	6055T84P10	7095.1	8332	20800	12468
Stage 3/4 Blisk	6055T15P10	7095.1	8332	18000	9668
Stage 5 Blisk	6044T42P11	7095.1	8332	35100	26768
Impeller	5123T51P02	7095.1	8332	21600	13268
Tie Rod	5043T04P03	15660.1	17487	40000	22513
Rear Shaft	5086T74P03	15660.1	17487	31800	14313
GG Shaft	6068T44P02	7095.1	8332	28200	19868

ITEM	P/N	TSR	CSR	LIFE LIMIT	LIFE REMAINING
Midframe Case	6055T47G08	4178.7	4950	N/A	N/A
Midframe Assy	6071T77G11	4178.7	4950	N/A	N/A
Diffuser Case	6071T54G05	4178.7	4950	N/A	N/A

### HOT SECTION:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 2 Aft C/P	6068T36P01	4178.7	4950	15000	10050
Stage 2 Disk	6064T12P03	4178.7	4950	15000	10050
Stage 2 Fwd C/P	4106T80P01	4178.7	4950	13200	8250
Stage 1 Aft C/P	6064T09P01	9170.7	10408	15000	4592
Stage 1 Disk	6064T06P03	9170.7	10408	15000	4592
Stage 1 Fwd C/P	6064T08P01	4178.7	4950	15000	10050

### POWER TURBINE MODULE:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 3 Disk	6068T21P01	12063.7	13946	18600	4654
Stage 4 Disk	6068T32P01	12063.7	13946	18600	4654
PT Shaft	5121T01G02	7087.7	9153	30000	20847
Turb. Int. Seal	5060T86P05	4178.7	4950	16000	11050



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### CT7-9B Engine GE-E-785750

#### Test Performance Summary at Last Shop Visit:

Ohms Resistance = 2330  $\Omega$

RATE POINT	T4.5 MARGIN DEG.C
*TAKEOFF	34°C
MAX CONT	-

\*Note: Capped GPA dated 9-17-2015

#### SUMMARY:

This engine was inducted to GE Strother for repair due to hot section distress and received major work scopes to the Hot Section and Power Turbine Module, and minor work scopes to the Cold Section on August 26, 2008. The engine has operated 4178.7 hours and 4950 cycles since the last shop visit where all mandatory AD's were accomplished. The engine is ECMP qualified and will be delivered with a Fresh 8130 Dual Release. Contact your Regional Sales Manager at C&L Aerospace for more information.

\*Note:

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