



# C&L Aerospace



**Engine Model:** CT7-9B

**Aircraft:** SAAB 340B

**Engine P/N:** 6058T83G01

**C&L  
AEROSPACE**

**LSV Date for Refurbishment:** August 15, 2013

**TSN:** 30,299.1 **TSLR:** 875.8 **CSN:** 32,667 **CSLR:** 656 **LSV Date:** August 15, 2013

## CT7-9B Engine GE-E-785274

### INTRODUCTION:

This engine was inducted to H+S Aviation for repair due to Hot Section Distress with a Major Hot Section, Cold Section, and PT Module work scope carried out on August 15, 2013.

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

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 1 Blisk	6055T83G16	5365.1	3986	26900	22914
Stage 2 Blisk	6055T84P10	5365.1	3986	20800	16814
Stage 3/4 Blisk	6055T15P10	5365.1	3986	18000	14014
Stage 5 Blisk	6044T42P11	5365.1	3986	35100	31114
Impeller	5123T51P02	5365.1	3986	21600	17614
Tie Rod	5043T04P03	5365.1	3986	40000	36014
Rear Shaft	5086T74P03	16281.1	15584	31800	16216
GG Shaft	6068T44P02	5365.1	3986	28200	24214

ITEM	P/N	TSR	CSR	LIFE LIMIT	LIFE REMAINING
Midframe Case	5922T42G06	875.8	656	N/A	N/A
Midframe Assy	5922T43G06	875.8	656	N/A	N/A
Diffuser Case	5922T38G03	875.8	656	N/A	N/A

### HOT SECTION:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 2 Aft C/P	6068T36P04	875.8	656	10000	9344
Stage 2 Disk	6064T12P03	2764.2	1661	15000	13339
Stage 2 Fwd C/P	4106T80P01	5475.8	3706	13200	9494
Stage 1 Aft C/P	6064T09P01	875.8	656	15000	14344
Stage 1 Disk	6064T06P03	2764.2	16661	15000	13339
Stage 1 Fwd C/P	6064T08P04	2764.2	1661	10000	8339

### POWER TURBINE MODULE:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 3 Disk	6068T21P01	13835.2	12465	18600	6135
Stage 4 Disk	6068T32P01	13835.2	12465	18600	6135
PT Shaft	5121T01G02	9185.8	10831	30000	19169
Turb. Int. Seal	5060T86P05	5475.8	3706	16000	12294



## C&L Aerospace

Engine Model: CT7-9B

Aircraft: SAAB 340B

Engine P/N: 6058T83G01

LSV Date for Refurbishment: August 15, 2013



C&L

AEROSPACE

TSN: 30,299.1 TSLR: 875.8 CSN: 32,667 CSLR: 656 LSV Date: August 15, 2013

### CT7-9B Engine GE-E-785274

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

Ohms Resistance = 1630  $\Omega$

RATE POINT	T4.5 MARGIN DEG.C
TAKEOFF	51.7°C
MAX CONT	58.0°C

#### SUMMARY:

This engine was inducted to H+S Aviation for repair due to Hot Section Distress with a Major Hot Section, Cold Section, and PT Module work scope carried out on August 15, 2013 where all mandatory AD's were carried out. The engine has operated 875.8 hours and 656 cycles since the last shop visit and is currently being maintained on a storage program. The engine will be long term preserved and will be released with a fresh 8130 Dual Release. Please contact your Regional Sales Manager at C&L Aerospace for more information.

**\*Note:**

The information contained in this document has been provided by C&L Aerospace, LLC and is accurate to the best of their knowledge. C&L Aerospace, LLC is not liable for any errors which may be contained in this document. Parties interested in the products shown in this document are responsible for verifying the accuracy of all subject matter.

**Eric Kepple**  
Technical Support Manager  
Office: +1 207 217 6060  
Mobile: +1 207 951 6820  
[eric.k@cla.aero](mailto:eric.k@cla.aero)  
40 Wyoming Ave.  
Bangor, ME 04401