



C&L Aerospace



Engine Model: CT7-9B

Aircraft: SAAB 340B

Engine P/N: 6058T83G01

**C&L
AEROSPACE**

LSV Date for Refurbishment: March 23, 2021

TSN: 30,299.1 TSLR: 875.8 CSN: 32,667 CSLR: 656 LSV Date: March 23, 2021

CT7-9B Engine GE-E-785274

INTRODUCTION:

This engine was sent to H+S Aviation for conversion from -9B to -9C3. The conversion to -9C3 then back to -9B configuration was carried out then the engine was released on March 23, 2021.

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



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Test Performance Summary at Last Shop Visit:

Ohms Resistance = 1870 Ω

RATE POINT	T4.5 MARGIN DEG.C
TAKEOFF	35.8°C
MAX CONT	50.8°C

SUMMARY:

This engine was sent to H+S Aviation for conversion from -9B to -9C3. The conversion to -9C3 then back to -9B was carried out then the engine was released on March 23, 2021 with no outstanding AD's. The engine was previously inducted to H+S Aviation for repair due to Hot Section Distress where Major Hot Section, Cold Section, and PT Module work scopes were carried out. The engine was repaired and released on August 15, 2013 and has accrued 875.8 hours and 656 cycles since being repaired. The engine has been long term preserved and released with a fresh EASA Form 1 & CAA / FAA Dual Release. Please contact your Regional Sales Manager at C&L Aerospace for more information.

*Note:

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