

# C&L Aerospace

**Engine Model:** CT7-9B

**Aircraft:** SAAB 340B

**Engine P/N:** 6058T83G01

**LSV Date for Refurbishment:** August 4, 2016



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**TSN:** 10,554.0    **TSLR:** 1,797.3    **CSN:** 9,899    **CSLR:** 1,496    **LSV Date:** August 4, 2016

## CT7-9B Engine GE-E-309730A

### INTRODUCTION

This engine was inducted to Standard Aero for a return to service workscope. A borescope inspection and lower nine fuel injector replacement will be carried out then the engine will be tested and released in May 2025.

### LIFE LIMITED COMPONENT DETAILS (COLD SECTION)

\*Denotes SB 72-A0550 Limits

| ITEM            | P/N        | TSN      | CSN   | LIFE LIMIT | LIFE REMAINING |
|-----------------|------------|----------|-------|------------|----------------|
| Stage 1 Blisk   | 6055T83G15 | 10,554.0 | 9,899 | 26,900     | 17,001         |
| Stage 2 Blisk   | 6055T84P09 | 10,554.0 | 9,899 | 20,800     | 10,901         |
| Stage 3/4 Blisk | 6055T15P09 | 10,554.0 | 9,899 | 18,000     | 8,101          |
| Stage 5 Blisk   | 6044T42P10 | 10,554.0 | 9,899 | 35,100     | 25,201         |
| Impeller        | 6071T86P03 | 10,554.0 | 9,899 | 18,600     | 8,701          |
| Tie Rod         | 5043T04P03 | 10,554.0 | 9,899 | 40,000     | 30,101         |
| Rear Shaft      | 5086T74P01 | 10,554.0 | 9,899 | 31,800     | 21,901         |
| GG Shaft        | 6068T44P01 | 10,554.0 | 9,899 | 28,200     | *8,401         |

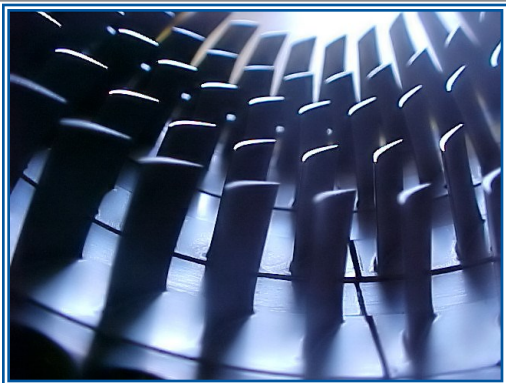
| ITEM          | P/N        | TSR      | CSR   | LIFE LIMIT | LIFE REMAINING |
|---------------|------------|----------|-------|------------|----------------|
| Midframe Case | 6055T47G08 | 10,554.0 | 9,899 | N/A        | N/A            |
| Midframe Assy | 6071T77G13 | 10,554.0 | 9,899 | N/A        | N/A            |
| Diffuser Case | 6071T54G01 | 10,554.0 | 9,899 | N/A        | N/A            |

### HOT SECTION

| ITEM            | P/N        | TSN      | CSN    | LIFE LIMIT | LIFE REMAINING |
|-----------------|------------|----------|--------|------------|----------------|
| Stage 2 Aft C/P | 6068T36P01 | 10,554.0 | 9,899  | 15000      | 5,101          |
| Stage 2 Disk    | 6064T12P01 | 10,554.0 | 9,899  | 15000      | *3,600         |
| Stage 2 Fwd C/P | 4106T80P01 | 11,848.9 | 11,100 | 13200      | 2,100          |
| Stage 1 Aft C/P | 6064T09P01 | 10,521.2 | 11,260 | 15000      | *3,600         |
| Stage 1 Disk    | 6064T06P01 | 8,190.9  | 7,701  | 15000      | *4,800         |
| Stage 1 Fwd C/P | 6064T08P01 | 10,554.0 | 9,899  | 15000      | 5,101          |

### POWER TURBINE MODULE

| ITEM            | P/N        | TSN      | CSN    | LIFE LIMIT | LIFE REMAINING |
|-----------------|------------|----------|--------|------------|----------------|
| Stage 3 Disk    | 6068T21P01 | 10,554.0 | 9,899  | 18600      | 8,701          |
| Stage 4 Disk    | 6068T32P01 | 10,554.0 | 9,899  | 18600      | 8,701          |
| PT Shaft        | 5121T01G02 | 12,525.9 | 12,806 | 30000      | 17,194         |
| Turb. Int. Seal | 5060T86P05 | 5,223.9  | 4,458  | 16000      | 11,542         |



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### CT7-9B Engine GE-E-309730A

#### Test Performance Summary at Last Shop Visit

Ohms Resistance = TBV  $\Omega$

| RATE POINT | T4.5 MARGIN DEG.C |
|------------|-------------------|
| TAKEOFF    | +/- 25°C          |
| MAX CONT   | TBD               |

#### SUMMARY

This engine was inducted to Standard Aero for a return to service workscope. The engine will be borescoped, lower nine fuel injectors replaced, tested, long term preserved and issued a fresh dual release by Standard Aero. The engine is expected to be available late May 2025 and has operated 1,797.3 hours and 1,496 cycles since it's 2016 shop visit at H+S Aviation. Contact your Regional Sales Manager at C&L Aerospace for more information.

**\*Note:**

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**Eric Kepple**  
Technical Support  
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