

The universal rig (JMP/HER/D/1144/C600) will be capable of hot water washing the engines of the following aircraft types when fitted with the probes and spray rings as detailed. The re-designed configuration will also allow detergent washing to be performed should the necessity arise.

C130H

Equipped with the new T56 spray rings (JMP/HER/D/1851/C200) delivering 10 - 11 US gallons per minute. Modified to ensure improved spray pattern as requested following RAAF trials. The nozzles on this new spray ring can now be adjusted with a simple tool to provide the optimum spray direction.

P3C

Equipped with the T56 Spray ring (JMP/T56/D/1847/C200). The nozzles on this new spray ring can now be adjusted with a simple tool to provide the optimum spray direction.

C130J

Supplied with adapters and quick disconnect couplings for connection to the C130J built in spray ring and bleed system.

Boeing 737 BBJ and Boeing 737 Wedgetail

CFM 56-7 short engine probes (JMP/CFM56/D/4462) and twin hose assembly (JMP/CF6/A/4087).

Boeing P-8 Poseidon

CFM 56-7B long engine probes (JMP/CFM56/D/6645) or CFM 56-7 short engine probes (JMP/CFM56/D/4462) and twin hose assembly (JMP/CF6/A/4087).

Chinook

Quick disconnect delivery hose coupling (SM 338) and quick disconnect bleed hose coupling (SM 337).

F 111, Blackhawk, Seahawk, Sea King and other types

Adaptors for the various engine types can be supplied.

To combine both delivery hoses into a single delivery hose for detergent washing followed by water rinsing of various turboprop/turbofan engines, a 'T' piece connector complete with five metres of ½" bore delivery hose is supplied as standard.

This rig has been developed as a military variation of our popular 2x25 gallon compressor washing rig (JMP/CFM56/D/4777/C200) and is capable of washing all commercial engines - from the world's largest, the GE90-115B, down to the CF34-8C.

For the full list of tooling sets available for this rig, please refer to our website.

Size: (L) 2770mm x (W) 1270mm x (H) 1340mm **Weight:** (Dry) 720Kg

Maximum working pressure: 80 PSI (5.5 bar)

Packing crate dimensions: (L) 3010mm x (W) 1473mm x (H) 1626mm **Weight:** (Gross) 900Kg

Powered by four rechargeable nitrogen cylinders, maximum charge pressure 2500 PSI (172.4 bar). A MS28889-2 Schrader charging valve is fitted for in-situ recharging from larger cylinders. There is also an Inlet Kit fitted to enable the connection of offboard compressed air or nitrogen if required.

Two 25 gallon (115 ltr) stainless steel tanks are fitted to the rig. One can be used for a washing solution and the other for water, or both can be used for water.

6kW immersion heaters are fitted in each tank, and when connected to standard aircraft ground power (115/200v, 3 phase, 400Hz), they will heat the washing solution up to 70°C in 1 hour. Once the temperature is reached the electrical lead is disconnected from the supply and stowed on the rig, making the rig completely self-contained.

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Contractors to
H.M. Government Departments
Registered with ISO 9001:2015

AIRCRAFT CAPABILITY

THE JUNIPER UNIVERSAL 2X25 GALLON COMPRESSOR WASHING RIG FOR MILITARY APPLICATIONS JMP/HER/D/1144/C600



DETAILS

AIRCRAFT SERVICE EQUIPMENT



Juniper's 2x25 Gallon Compressor Washing Rig gives excellent service to over 120 airlines worldwide and this latest military version incorporates some important modifications and enhancements

*Main picture:
First water wash on an RAAF C130J using the universal rig at RAAF Richmond, Sydney in June 2007*

*Below:
The Juniper universal 2x25 gallon rig performing a hot water wash on a T56 engine mounted on a METS (Mobile Engine Test Stand) at RAAF Richmond using the C130 spray ring*



Our Innovative new electrical control system powers two immersion heaters using 115/200v, 3-phase, 400Hz fed from standard aircraft ground power units. This new control system comes complete with a built-in heavy duty battery for operating the interlock.

For added protection, we have also added a hinged guard over the nitrogen cylinders.

The advantages are obvious - With no more connection problems our rigs can now be used wherever there are aircraft, anywhere in the world; convenient and cost effective.

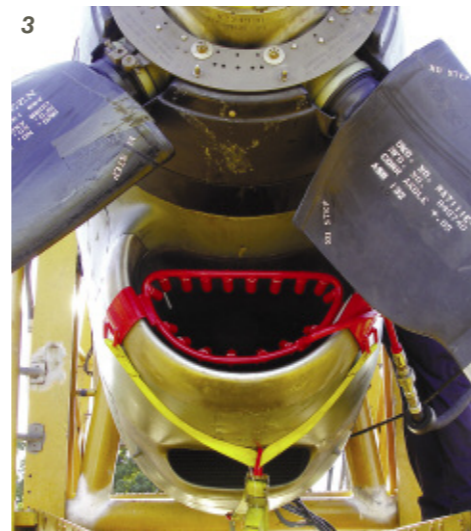


1
Commissioning of the new universal rig at RAAF Richmond

2
Connection to a standard GPU using the new electrical system

3
C130 spray ring (JMP/HER/D/1851/C200) fitted to a T56 engine mounted on a METS

4
Trial fit of a P3 Orion spray ring with adjustable nozzles (JMP/T56/D/1847/C200)



For health and safety reasons we are trying to move away from the use of detergents wherever possible, but where it is unavoidable our new T56 spray ring represents a big step in the right direction.

With it's fully adjustable nozzles and separate delivery connections for hot water and detergent, a more controllable and thorough rinse is possible after a detergent wash.

