

## Introduction

The 2 x 50 gallon multi-engine compressor wash rig (JMP/LUFT/D/4972/C500) comprises two 227 litre stainless steel pressure vessels mounted on a rigid steel chassis, supported by three heavy duty wheels with 16" super elastic tyres, one of which is mounted on a heavy duty steering castor unit. A drawbar, which can be locked in the upright position for storage and safety, is attached to the steering castor unit with a drawbar operated parking brake acting on the front wheel when locked in the upright position.

Each tank is fitted with a filler cap, gauze strainer, pressure gauge, sight glass, pressure relief valve, 3/4" BSP drain valve and a 9kW immersion heater.

A 3/4", 20 ft long, outlet delivery hose is stowed on the right side of the rig as viewed from the front, and a 1/2", 20 ft long, outlet delivery hose is stowed, together with a 1/4", 20 ft long blow-off hose on the left side of the rig for clearing the sensing tubes/hoses after a wash. Rubber protective collars are installed on the end of each hose to protect the couplings from damage.

## Operation

The fluid in the tanks is pressurised by four rechargeable onboard nitrogen cylinders (a MS28889-2 Schrader charging valve is fitted to the rig for in-situ recharging) controlled by a regulator and distributed to the top of each pressure vessel via a nitrogen inlet manifold. There is also an optional Air Inlet Kit available to enable the connection of offboard compressed air or nitrogen if required. Once pressurised, the fluid is forced up the outlet stack pipe to the appropriate fluid outlet isolation ball valve. From there it is directed through the filter, to the 3-way engine selection ball valve, which controls the output to the appropriate tooling via the outlet hose connection to the twin hose assembly.

The rig has two 9kW immersion heaters (one for each pressure vessel) requiring a 115V/200V, 3-phase, 400Hz electrical power supply to heat the tanks to a temperature of 70°C in one hour. The necessary power is supplied from a ground power unit (GPU) or hangar power supply. A 24V battery installed in the rig's electrical enclosure provides the power required for the interlock (necessary for the power to connect) to operate.

## Rig Variations

These specifications apply to rigs constructed from 2008 onwards. Specifications on earlier rigs may differ. All rigs now feature the 115V/200V, 3-phase, 400Hz electrical system unless otherwise requested. When ordering one of these rigs, every effort will be made to accommodate any modifications required, please contact us for details.

**Size:** (L) 3099mm x (W) 1182mm x (H) 1498mm **Weight:** (Dry) 612Kg

**Packing crate dimensions:** (L) 3277mm x (W) 1524mm x (H) 1626mm **Weight:** (Gross) 750Kg

**JMP/LUFT/D/4972/C100** ( First appeared - 2003)

Launch model for Lufthansa Technik, Frankfurt. Offboard nitrogen or compressed air required

**JMP/LUFT/D/4972/C200**

Offboard nitrogen or compressed air required. 380/440V, 3-phase electrical system

**JMP/LUFT/D/4972/C300**

Static rig for use in test cells. Offboard nitrogen or compressed air required

**JMP/LUFT/D/4972/C400**

Forklift channels fitted to chassis. Larger rear storage box. Offboard nitrogen or compressed air required. 460V/480V, 3-phase, 60Hz electrical system. Modified for Rolls Royce, USA

**JMP/LUFT/D/4972/C500**

The standard version of the rig. Specification as detailed above

**Accessories:** Contact us or refer to our website for a full list of wash probes, lances and spray rings

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H.M. Government Departments  
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## DESCRIPTION

# THE JUNIPER 2X50 GALLON COMPRESSOR WASHING RIG JMP/LUFT/D/4972/C500



## DETAILS





# *Juniper's 2x50 Gallon Compressor Washing Rig has the higher capacity to tackle larger, wide bodied aircraft*



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This higher capacity rig was specifically engineered to wash the larger engines in today's wide bodied aircraft and the latest version brings the specification up to that of our popular 2x25 gallon rig.



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**1**  
Forklift channels fitted to the underside of the chassis, a 460V/480V, 3-phase, 60Hz electrical system and the optional larger rear mounted tooling storage container feature on a specially commissioned rig for Rolls Royce for use in their test cells (JMP/LUFT/D/4927/C400)

**2**  
The C200 rig in the livery of All Nippon Airways also featuring the optional larger tooling storage box to the rear

**3**  
The rear of one of All Nippon Airways customised vehicles showing the installed 2 x 50 gallon tanks

**4**  
All Nippon Airways have housed the rig and accessories in these purpose built vehicles for use in their facilities throughout Japan

**5**  
Commissioning and training in the use of the C200 rig fitted with the 380V/440V, 3-phase, 50Hz electrical system for Atlas Air in Prestwick, Scotland

**6**  
A static 2x50 gallon rig supplied to KLM for use in their test cell (JMP/LUFT/D/4927/C300)

**7**  
Extra brackets were fitted to this C200 rig to accommodate a set of long engine probes

Four onboard nitrogen cylinders have now been fitted to pressurise the tanks as part of Juniper's ongoing programme of development and improvement, together with the introduction of our innovative electrical control system using 115/200v, 3 phase, 400Hz to power 9kW immersion heaters mounted at the base of each of the two tanks, fed directly from standard aircraft ground power.

Larger onboard storage containers are also available to accommodate Juniper's growing range of probes and accessories now available for this rig. In fact, whatever modifications you require, we will do our best to make it happen - just check out some of the photos on this page to see how versatile Juniper equipment can be.

For our full list of wash probes, lances and spray rings, please contact Juniper or refer to the company website.