

Introduction

The 2 x 25 gallon multi-engine compressor wash rig (JMP/CFM56/D/4777/C200) comprises two 115 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 6kW immersion heater.

A 3/4", 20ft. long, outlet delivery hose is stowed on the right side of the rig as viewed from the front, with a 1/2", 20ft. long, outlet delivery hose, together with a 1/4", 20ft. long blow-off hose in the rear storage box 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 two 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 (JMP/CFM56/D/6612) 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 6kW 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) 2515mm x (W) 1067mm x (H) 1296mm **Weight:** (Dry) 352Kg

Packing crate dimensions: (L) 2642mm x (W) 1093mm x (H) 1524mm **Weight:** (Gross) 601Kg

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

* **JMP/CFM56/D/4777** (First appeared - 2001)

Four wheeled chassis. 220V/240V, single phase, 50Hz electrical system

JMP/CFM56/D/4777/C200 (First appeared - 2004)

The standard version of the rig. Specification as detailed above

JMP/CFM56/D/4777/C300

Modified for Belgian Airforce to wash T56 engines on the C130 Hercules

JMP/CFM56/D/4777/C400

Modified for IHI Heavy Industries, Japan, for test cell application

JMP/CFM56/D/4777/C500

Modified for Nippon Cargo Airlines, Japan

JMP/CFM56/D/4777/C600

Modified for GE Engine Services, Malaysia. Solenoid valves replace outlet ball valves for remote test cell application

*Originally appeared in 1996 as JMP/CF6/D/4038 or JMP/GE90/D/4038. Heaters introduced 1999.

JMP/GE90/D/4038 is still current and is so classified because it is supplied as a package with the GE90 probes.

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

DESCRIPTION

THE JUNIPER 2X25 GALLON COMPRESSOR WASHING RIG

JMP/CFM56/D/4777/C200



DETAILS

AIRCRAFT SERVICE EQUIPMENT



Juniper's 2x25 Gallon Compressor Washing Rig partnered with our growing list of wash probes and spray rings can now clean most aircraft engine types



1



2



3



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1
The 2x25 gallon rig, showing the tooling storage box to the rear, washing a Trent 772 engine fitted to an Airbus A330 for Corsair at Orly Airport, Paris

2
Washing one of the new generation CFM56-7 engines fitted to a Boeing 737-800 at ATC Lasham

3
A successful demonstration wash on a CF6-80C2 engine fitted to a Boeing 747-400 for Virgin Atlantic Airlines

4
First 'live' trial of the new 400Hz electrical system for MyTravel at Manchester Airport.

The 2x25 gallon rig finished in the livery of All Nippon Airways at the customers request

The 2x25 gallon rig is the mainstay of the Juniper range. Versatile enough to tackle most engines when partnered with our growing list of wash probes, lances and spray rings; yet maneuverable enough for the remotest areas of an airfield.

As part of Juniper's ongoing programme of development and improvement, the standard rig's two onboard nitrogen cylinders can now be supplemented with an Accessory Inlet Kit (JMP/CFM56/D/6612) enabling the connection of offboard compressed air or nitrogen to pressurise the tanks.

Now also fitted as standard, is our innovative electrical control system using 115/200v, 3 phase, 400Hz to power immersion heaters mounted at the base of each of the two tanks, fed directly from standard aircraft ground power.

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



Main picture: Water washing of a CF6-6 engine fitted to a DC10-10 aircraft for FedEx at their headquarters in Memphis, Tennessee