



Gas Turbine Engine (GTE) Preservation Aero-bag

Developed for General Electric LM2500 Series Gas Turbine Engines (GTE)

The Aerotest Preservation Aero-bag provides a new generation of reusable preservation systems for the General Electric LM2500 Series Gas turbine Engine (GTE).

The Aero-bag is designed for installation into the universal shipping container **Pt NO 106C7156P02/ P03/ P04/ P05/ P06**, to provide protection for the GTE Engine during periods of storage and transportation.

The Aero-bag provides significantly increased engine protection because Universal Storage containers if not maintained, are generally in poor condition, are not weather tight and often showing evidence of water ingress, providing the perfect environment to create a corrosive atmosphere.

The durable Aero-Bag is designed as one assembly forming an upper and lower bag section, both sections are closed together with an air-tight integrally welded continuous zip seal. A one-time removal of the shipping container support cradle allows for the lower section of the Aero-bag to be installed and sandwiched between the anti-vibration rubber mount pads to form a gasket seal once the support cradle is re-installed and bolt connections re-made.

Each Aero-bag is unique in size and shape to the installation, minimising excess material and reducing the total internal volume requiring conditioning, each Aero-bag is produced in a standard colour Light Blue.

The Aero-Bag has been designed and developed using the same technology for military applications which has been rigorously tested and approved by global companies such as Lockheed Martin, Rolls Royce & Pratt and Whitney.

Following manufacture, each Aero-bag is pressure tested with air to test all welds and closure zip seals to prove design integrity and thus maintaining high quality standards for the operator.

The Aerotest Aero-bag has become a very effective and

essential cost-effective tool as part of the storage and servicing regime for the end user / operator as well as service providers worldwide.

Aero-bag Identification



Each Aero-bag is individually identified with the following information:

- Aero-bag Part Number
- Description
- Individual Serial number

Each Aero-bag is supplied in lightweight fabric transport bag, this simplifies transportation and ensures that all elements of the Aero-bag system remain together as a complete working unit.

Special Features and Specification

- The Aero-bag is manufactured from an EVA-PVC alloy fabric, which has excellent durability and chemical resistance.
- The fabric has been tested in house with total fluid immersion in Kerosene and MIL-PRF-5606H Mineral Oil. Contact with Ester based hydraulic fluids such as Skydrol should be minimised where possible.
- The Aero-bag material has a rated temperature envelope of -40 to +70°C (-40 to 158°F).
- An Environmental digital indicator simplifies traditional test paper methods enabling easy monitoring of internal conditions, measuring internal dew point, temperature and relative humidity.
- Users benefit from immediate and precise readings, with guaranteed accuracy.
- Welded anti-tamper tags for all zip and portholes closure points to attach tags for locking the zips seals during storage and transportation.
- External attachment straps along the length of the zip seal assist with closure of the upper and lower bag sections.



- Once the Aero-bag is opened and the upper section rolled back, full access to the underside of the LM2500 can still be achieved.
- Lifting handles for installing and rolling back the upper section of the Aero-bag.
- Port and starboard clear windows to view shock mount connection charts.
- The Aero-bag includes an integral pressure relief valve, ensuring it is not over pressurised when leak testing after manufacture, nitrogen purging or when subjected to variation in atmospheric pressure or temperature, enabling safe transport transfers between cold to hot climates.

Special Features and Specification

- A sacrificial / replaceable material panel is clipped into and positioned along the length of the base of the Aerobag for oil spills.
- An integrally welded air-tight zip seal is welded in a horizontal direction around the circumference of the Aero-bag, the start and finish of the zip are separate to form a hinge allowing for the upper and lower bag section to be partially separated.
- The design of the zip requires no special tooling for closure or opening.



- A porthole is installed into the front of the Aero-bag for Nitrogen (N2) purging using a purge valve adapter. A single Porthole is located at the rear of the Aero-bag to be opened when nitrogen purging.
- A netted bag, additionally supported by the internal container shelf, secures desiccant in place. A separate zip provides easy access without needing to break the Aero-bag primary zip seal.



- Laminated installation / operating instructions, safety data sheets, repair kit and repair procedures are supplied with each Aero-bag.



- The design concept can be transferred to other LM2500 and LM6000 GTE applications to interface with transport stands shipping / storage containers, please enquire if

Ordering Information

LM2500 Series GTE - ATL1482-001-B (Blue)
NCAGE Number: KE 160



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Aerotest Limited is an ISO BS EN 9001: 2015 registered company with a quality approval certificate, number FM6664.



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