



## Engine Compressor Washing Equipment (AJW-114C) SAFER, FASTER, COST EFFECTIVE

The trailer mounted system consists of three tanks. Two 50 Gallon tanks hold pure de-ionized water/detergent/alcohol, and one 55 Gallon tank holds waste water when collected by the Effluent Collection Suit.

Both pure water/detergent tanks can electrically heat their content through an on-demand heating system. The control panel on the trailer has illuminated gauges which allow the operator to read the fluid quantity and temperature in both tanks and turn switches to activate the pumps for water/fluid delivery.

The AJW-114C system has two filtration units. One allows regular tap water to become 100% pure, mineral-free de-ionized water which then acts like a solvent to remove accumulated contaminants and debris from the engine core. The other treats the effluent after being collected by the Effluent Collection Suit. This enables the effluent to be disposed of in an environmentally compliant manner.

The electrically driven pumps on the metal frame eliminate the need for carrying and servicing Nitrogen Bottles and can deliver up to 12 GPM of adjustable pressurized fluid into the delivery hose. The generator allows these units to be totally self-contained, independent of any other power source requirement.

The delivery hose is connected to our Universal Telescopic Injection Probes (J shaped probes) which are entered from the back of the bypass duct and then held tight against the core case. This ensures 100% water/detergent injection into the engine core. This method also eliminates the opening of the cowlings and thrust reversers and reduces the time spent for a complete engine wash.

The AJW-114C trailer has a sturdy tow bar and hitch which enables easy transportation in and around the airport or on an open road. Overall dimensions are: 7.5 feet long (with raised tow bar), 5.5 feet tall, 6 feet wide.

Our effluent collection suit is the only system that collects ALL the effluent coming out of the tail pipe and the engine while performing the engine compressor wash. The suit is extremely light, waterproof, and durable which allows for flexible and easy installation, thus reducing the overall wash times

### ***On Board Equipment***

- ✓ Water/Detergent Injection Delivery System (Standard)
- ✓ Two 50 Gallon Heated Tanks (Standard)
- ✓ Effluent Collection System (Standard)
- ✓ One 55 Gallon Effluent Tank (Standard)
- ✓ De-Ionizing System (Standard)
- ✓ Gasoline/Diesel Generator for Power Independence (Standard/Optional)
- ✓ Universal Telescopic Injection Probes (2X J Hooks) (Standard)

# AJW-114C

This equipment has either been patented and/or has a patent pending status

*Equipment Specs have been reviewed by Boeing and added to their Tooling Databases*

### Capabilities

- 1- Injection of up to 12 GPM utilizing Pure De-Ionized water
- 2- Heated Tanks
- 3- Multiple Engine Washing Capability
- 4- Effluent Collection System
- 5- Effluent Treatment System
- 6- Can be towed





Note: GitiTech Group Ltd is the exclusive manufacturer of all Aero Jet Wash LLC equipment.

## Engine Effluent Collection System (Included)

Our effluent collection suit is the only system that collects ALL the effluent coming out of the tail pipe and the engine while performing the engine compressor wash. The effluent collection suit wraps directly under the engine to capture the effluent from all the drains and the tailpipe. This enables engine washes inside a hanger or even a test cell.



This suit is extremely light, waterproof, and durable which allows for flexible and easy installation, thus reducing the overall wash times.

The effluent collection suit is environmentally friendly and facilitates complete EPA compliance for disposal of the effluent. The effluent collection suit comes with a bag for easy transportability.

## Universal Telescopic Injection Probes (UTIP) (Included)

Universal Telescopic Injection Probes are capable of being adjusted to any length to fit any specific turbine engine. Therefore you don't have to buy multiple injection probes for various aircraft or engines.

The UTIPs (J-Hooks) are entered from the back of the bypass duct and then held tight against the core case. This ensures 100% water/detergent injection into the engine core.

This method also eliminates the possibility for FOD from the front of the engine. There is no opening of the cowlings or thrust reverser which reduces the time spent for a complete engine wash.

