LORD engine integration systems can be found on the following aircraft:

- Boeing 737-300/400
- Boeing 757
- Boeing MD80/DC9
- Boeing MD90
- Bombardier Dash 8
- Bombardier Learjet 31A
- Bombardier Learjet 40
- Bombardier Learjet 45/45XR
- Bombardier Learjet 60
- Bombardier Learjet 85
- Bombardier CL-415 WB
- CASA/EADS CN235
- Cessna Citation Bravo
- Cessna Citation Encore
- Cessna Citation Excel
- Cessna Citation II, III, VI, VII
- Cessna Citation Jet CJ1
- Cessna Citation Jet CJ2
- Cessna Citation Jet CJ3
- Cessna Citation Ultra
- Cessna Citation X
- Cessna Citation Mustang
- Cessna Sovereign
- Cessna Caravan
- Dassault Falcon 50
- Dassault Falcon 50EX
- Dassault Falcon 8X
- Dassault Falcon 900/900EX
- Dassault Falcon 2000EX
- Dassault Falcon 7X
- Embraer 120
- Embraer ERJ 135
- Embraer ERJ 140
- Embraer ERJ 145
- Embraer Legacy 450
- Embraer Legacy 500
- Embraer Phenom 100
- Embraer Phenom 300
- General Atomics Predator
- Gulfstream G100
- Gulfstream G200
- LET 610 G
- Lockheed Martin C130J
- Lockheed Martin C130H
- Northrop Grumman E2C
- Northrop Grumman E2D
- Raytheon Hawker 1000
- Saab 2000
- Sikorsky CH53K

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ENGINEERING YOUR SUCCESS.

LORD Engine Mount Solutions for Aircraft

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ENGINEERING YOUR SUCCESS.

For more than 90 years, LORD has been creating solutions to your most demanding challenges, including designing and developing engine mounts to help control vibration to enable smooth, quiet rides. From our first rubber-to-metal engine mount in the 1930s to today's engine attach systems, we have provided real-world solutions for the aerospace industry's toughest problems.

As a pioneer and industry leader, we have used our innovative technologies to design the best solutions for your aircraft including elastomeric and non-elastomeric mounts, full structures, yokes and attachments.

LORD mounts and attachments provide the best solutions for your aircraft without compromise, resulting in lower risk and total cost for our customers. With our solutions we are able to:

- Balance solution weight and size – we design within the envelope size and weight requirements
- Increase damage tolerance for fan blade-out
- Strengthen load control – our systems are designed to take thrust and G-loads so the engine core doesn't have to
- Eliminate noise and vibration
- Reduce installation needs / part counts
- Minimize maintenance
- Allow flexibility for multiple engines and configurations

PROVEN EXPERIENCE AND SOLUTIONS FOR:

- Commercial / Military Turbofan Aircraft
- Business Aircraft
- Commercial / Military / General Aviation TurboProps
- Helicopters
- Full product lifecycle management for operators with FAA-approved repair station

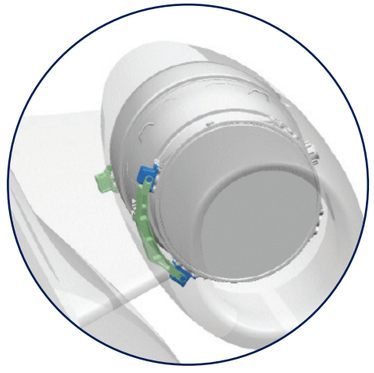
LORD Innovations

LORD FLUIDLASTIC ISOLATOR TECHNOLOGY

Our Fluidlastic technology combines elastomerics with a sealed fluid, which allows for a wide band of noise and vibration isolation. This is especially critical in business aircraft and other applications where comfort is of utmost importance. By minimizing noise and vibration near the source, less sound damping material is needed in the cabin, resulting in lower weight and greater range and efficiency. The LORD Fluidlastic Isolator is also completely sealed and requires no maintenance or refilling.

LORD FLUID TORQUE RESTRAINT

Turboprops and helicopters present unique design challenges when it comes to minimizing noise and vibration. Typical systems rely on torque tubes to minimize vibration, but our Fluid Torque Restraint builds on our Fluidlastic technology to improve isolation significantly while reducing weight by 30 percent when compared to a torque tube system. The LORD Fluid Torque Restraint is also completely sealed and requires no maintenance or refilling.



LORD TANGENTIAL ENGINE ATTACH SYSTEM

LORD has developed an innovative engine attach geometry that reduces complexity and part count. Unlike traditional clevisyoke mounting systems, our tangential system is 10-20 percent lighter, takes up less space and allows engines to be attached or removed in less than 10 minutes without load-leveling equipment or special tools.