



GE Aerospace

RADS-NG

Next Generation Rotor Track and Balance Solution

GE Aerospace's Rotor Analysis Diagnostic System/ Aviation Vibration Analyzer (RADS-AT/AVA) upgrade builds upon 30-years of field proven reliability, accuracy, and repeatability of Rotor Track and Balance (RT&B) measurements. Our RADS-AT/AVA product refresh is designed to provide supportable and sustainable operations for years to come.

What is RADS-NG?

RADS-NG replaces RADS-AT and AVA as GE's portable vibration diagnostics solution for vehicles where permanent installation is not practical or to supplement existing systems.

As the industry standard for RT&B and standard equipment for the U.S. Army and the U.K. Navy, approximately 5,000 RADS/AVA units have been supplied supporting civil and military rotorcraft worldwide.

The system is configurable with more than 200 vehicle types and variants supported, including: single and twin rotors, tandem, coaxial, inter-meshing and eVTOL.

In addition, the system's versatility offers engine diagnostics and fixed-wing propeller vibration balancing.



Compatible with all existing RADS-AT/AVA applications

The refreshed solution consists of a new compact Data Acquisition Unit (DAU) and a powerful new user-friendly experience with the Control and Display Unit (CADU) implemented as an app on a COTS rugged device.

The system utilizes the same sensor suite and interconnections as the original system and is compatible with all existing RADS-AT applications. In addition, we retained the system's configuration flexibility and adaptability so OEMs or trained customers can design vehicle configurations and procedures tailored to their own products and fleets.

Both complete system and DAU only options allow use of existing RADS kits and COTS laptops / tablets.

The system is configurable for many types of aircraft*:

Bell – OH-58, UH-1, AH-1, 205, 206, 212, 214, 222, 230, 407, 412, 427, 429, 430, 505

Sikorsky – CH/UH-60, CH-53, S-61, S-64, S-70, S-76, S-92

Boeing – CH/MH-47, BV234, CH-46, BV-107

MD – MD500, MH/OH-6

Agusta / Westland / Leonardo – AW/EH 101, Sea King, Wasp, Lynx/Super Lynx, AW139

Airbus (Eurocopter) – BK 117, H120, H125, EC 120/135/145, Bo 105, AS 350/355/365

Lockheed Martin – C-130

Specifications

DAU Interfaces

+28VDC (MIL-STD-704)
aircraft power
1 x 10/100 Ethernet for CADU
interface
14 x IEPE Accelerometer
Inputs
2 x Tachometer Inputs
2 x Analogue Blade Tracker
inputs

DAU Mechanical

Conduction cooled
11" x 4" x 10.4"
280 mm x 102mm x 264mm
12.2 lbs / 5.1kg

DAU Processing

+ ARM processor / Embedded
Linux

DAU Environmental

-40°C to 55°C
MIL-STD-810F, Method 514.5,
Cat. 14
MIL-STD-810F, Method 516.5

CADU Application

Windows application
optimized for touch screen
use

Delivered and updated via
RADS support website
Customer or GE furnished
COTS devices
Support for existing RADS
DPL configurations

Recommended COTS Hardware

Windows 10, 1920x1080
screen resolution, 1.6 Ghz,
8 Gb RAM, touchscreen,
Ethernet via RJ-45 connector

Demonstrations available

For more information on how your operation can benefit from Rotor Track & Balance solutions, or to schedule a demo contact us at RADS.sales@ge.com.

New Features

- Intuitive graphical user interface familiar to RADS-AT/AVA users. Windows-based application with logical workflows and easy to understand displays ensures the process is smooth and easily followed by operators, regardless of experience level.
- Faster measurements and instant diagnostic recommendations as adjustments are updated
- An enhanced diagnostic editor allows users to propose adjustments and evaluate predicted and actual effects with clear visuals on polar, bar, and line charts
- Improved dynamic measurement capability. Vibration is simultaneously measured and ensures a high degree of performance and measurement accuracy.



*Additional platforms supported, please contact us today to inquire about your platform needs.

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GE Aerospace

14200 Roosevelt Blvd, Clearwater
FL 33762, USA

RADS.sales@ge.com

www.geaerospace.com