

AeroForce™ V-Band Clamp

Patent-pending design for turbocharged piston exhaust systems

Key Issues with Traditional Clamps

- Spot weld cracks (primary FAA AD failure mode)
- Rivet fatigue and pull-through under stress
- Corrosion and heat fatigue in high-temp exhaust environments
- FAA AD 2023-09-09: 500-hour life limit + repetitive inspections

AeroForce Technical Advantages

- Weld-free, rivet-free construction — eliminates legacy weak points
- Braided wire cable + floating retainer — improved load distribution and durability

Testing status:

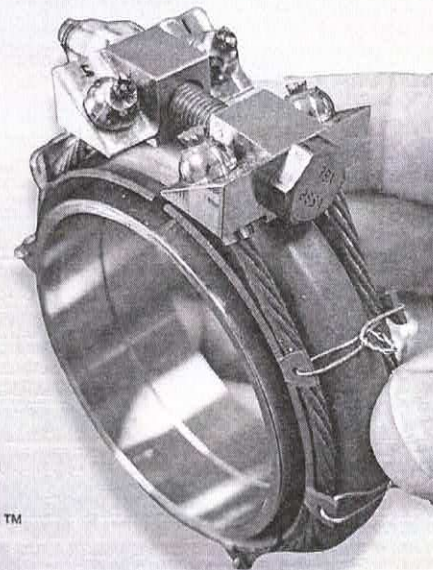
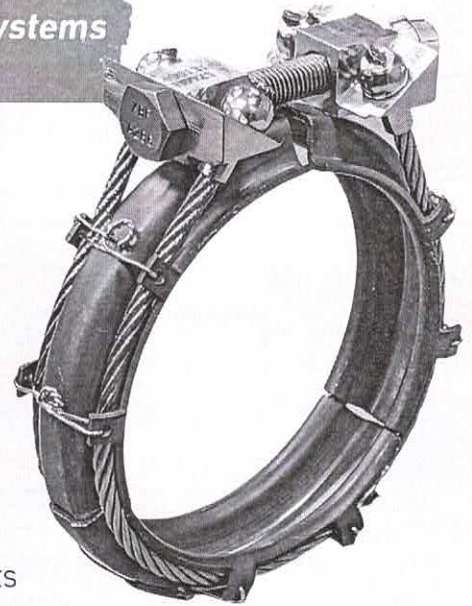
- 400+ hours engine test runs (in progress)
- Validated in multiple OEM engine test cells
- Samples currently in flight with a major OEM customer

Installation: Same as existing clamps.

Torque check at 50 hours, then inspections aligned with TBO (pending FAA approval)

Program Timeline

- Patent-pending status secured
- For-credit testing completed with a major OEM engine manufacturer
- FAA PMA approval anticipated before end of 2025
- Orders expected to open soon via distribution 2025



AEROFORCE™

AeroForce™ V-Band Clamp

Stronger. Safer. Smarter.

Why It Matters

Critical joint in turbocharged aircraft exhaust systems.

Traditional clamps often fail from weld cracks, rivet fatigue, and heat stress.

The AeroForce Difference

No welds. No rivets. Patent-pending design removes known weak points.

Durable, braided-wire cable with a floating retainer for improved load distribution.

Proven through 400+ hours of engine and OEM validation testing, plus in-flight trials.

Same installation process as current clamps; 50-hour torque check, then inspections aligned to engine TBO (pending FAA approval).

What's Next

Patent-pending status secured.

For-credit testing completed with a major OEM engine manufacturer.

FAA PMA approval targeted for October 2025.

Distribution orders expected to begin fall 2025.



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