

Providing the **vibration isolation solutions**

BELL HELICOPTERS TURNS TO ITT ENIDINE TO ENSURE
A SMOOTH RIDE IN THE NEW 525 RELENTLESS
BY JAMES CARELESS | PHOTOS BY ITT ENIDINE

OEMs Need

By all measures, the new Bell 525 Relentless helicopter is a cutting-edge aircraft. Among the 525's commercial rotorcraft firsts are fly-by-wire flight controls; installation of the Garmin G5000H touchscreen avionics suite; and Bell's new LATD tail boom technology for improved hover performance.

To ensure a smooth, quiet ride in the 525 Relentless, Bell Helicopters turned to ITT Enidine, the shock absorption and vibration isolation brand division of ITT Corporation. At Bell's request, ITT Enidine was asked to design, manufacture and test critical vibration isolating mounts for use on the 525's airframe—and do it fast!

ITT Enidine came through. Its 525 Relentless isolation mounts delivered the noise and vibration reductions that Bell specified, not only improving

the pilot/passenger experience but also extending the lifespan of components on the 525 due to reduced vibrational stress over time.

Just as importantly for Bell, ITT Enidine provided these parts within the 525's tight production schedule—up to 60 percent sooner than would usually occur when a third-party firm was given such a task.

"ITT Enidine's engineers and technicians worked so closely with our OEM clients, that we serve as an extension of their in-house production team," said Dave Snowberger, ITT Enidine's business development manager for rotorcraft. "This meant that we were in contact with Bell on an ongoing basis."

It was this close collaboration that allowed ITT Enidine to deliver the 525's vibration isolation

mounts far sooner than would usually be the case.

"Daily communication with Bell Helicopter, suppliers and mold houses allowed us to cut production time to meet the tight deadline presented," explained Ryan Evans, ITT Enidine's aerospace product manager. "Our team's dedication to building strong relationships with helicopter OEMs (Original Equipment Manufacturers), plus our ability to develop, manufacture and test new products in-house, allowed us to cut production time by 60 percent and meet Bell Helicopter's deadline."

The payoff: thanks in part to ITT Enidine's speedy assistance, the Bell 525 Relentless flew its first flight on July 1, 2015. Production began on the first customer 525 in November last year.

"Solving problems for clients is at the heart of

ITT Enidine's work with helicopter OEMs. We are not a catalog supplier of standard elastomeric products," said Mark Ott, ITT Enidine's technology development manager. "Instead, we devise solutions in close concert with our customers, every step of the way."

"When we are working out ideas and testing prototypes with them, we do our best to be open and honest at all times," said Ott. "That is how we collaboratively come up with the best solutions, in the shortest periods of time."

Established in 1966, ITT Enidine has spent its first 50 years becoming a trusted source of differentiated products and services to the industrial, aerospace, defense, rail and transportation markets throughout the world. Drawing on the global resources of its parent

company ITT, now worth \$2.8 billion, ITT was founded as International Telephone and Telegraph in 1920.

ITT Enidine is able to provide complete end-to-end product design, manufacturing and testing for its many clients anywhere. The company's processes are guided by proven quality control regimens, such as Six-Sigma and Lean manufacturing.

"The great thing is that ITT Enidine is able to offer its clients the nimbleness and responsiveness of a small company, backed by the resources of a \$2.8 billion global corporation," said Snowberger. "For OEMs such as Bell Helicopter, this means they can count on our people putting Bell's needs first, and being able to translate innovative

product concepts into workable prototypes and final products fast.

"This is why Bell turned to ITT Enidine to develop and manufacture molded laminated isolation bearings for the new 505 Jet Ranger X. We were able to provide this product for Bell, from design to manufacturing, in just 12 weeks," said Evans.

There is another key reason helicopter OEMs turn to ITT Enidine: The company is willing to share some of the financial risks of developing components for its OEM clients.

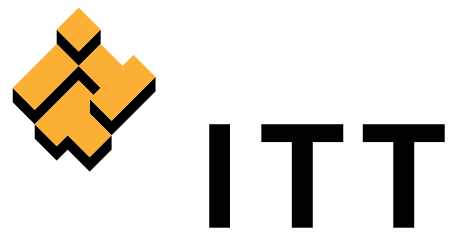
"We understand the pressures that OEMs, such as Bell, face in bringing clean-sheet rotorcraft like the 505 and 525 to market," said Snowberger. "We also appreciate the massive benefits such

innovative aircraft provide to the entire helicopter manufacturing and services industry, as well as to helicopter owner/operators and passengers worldwide.

"This is why ITT Enidine is willing to partner with OEMs in developing next generation machines. If we are going to benefit from the rewards, we are prepared to share the risks," he said.

With the helicopter industry now facing the twin challenges of constant product innovation and tight customer budgets, ITT Enidine is the kind of friend that OEMs dearly need.

"Now is the time for OEMs to get in touch with us, so that we can help them build the next great rotorcraft!" said Snowberger.



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