



PW100 SERIES ENGINES

FUEL NOZZLE & FLOW DIVIDER SERVICING MATERIAL

The material available from EMTC for servicing of fuel nozzles is as follows:

FUEL NOZZLE ADAPTER SETS

Rigid Fuel Line Manifold

The Fuel Nozzle Set has part number: PW100FNS

This set comprises all 14 Fuel Nozzles required to service one engine.

Each set has a serial number, which is the same as that of the INLET Fuel Nozzle Adapter.

The set is applicable to all models of the PW100 engine family, except engines fitted with the flexible manifold system. We supply exchange sets, in overhauled condition or we manage the overhaul of the customers' own sets.

After receipt test of the removed / returned set, all nozzles will be tested "as received" with respect to both flow rate and spray pattern and a so called "FAR Report" (Flow As Received Report) will be emailed to the client. This report is the tool used by operators to dial in the optimum TBO for their fuel nozzles.

The nozzle sets are exchanged (or customer property overhauled) for a fixed price which covers the full overhaul per CMM of the 14 Nozzles. However, there will be additional charges for rework of e.g. cracked or eroded components.

Flexible Fuel Line Manifold

The Fuel Nozzle Set has part number: PW100FNS-FLM

This set comprises all 14 Fuel Nozzles required to service one engine.

Each set has a serial number, which is the same as that of the INLET Fuel Nozzle Adapter.

The set is applicable to all models of the PW100 engine family fitted with the flexible manifold system. We supply exchange sets, in overhauled condition or we manage the overhaul of the customers' own sets.

After receipt test of the removed / returned set, all nozzles will be tested "as received" with respect to both flow rate and spray pattern and a so called "FAR Report" (Flow As Received Report) will be emailed to the client. This report is the tool used by operators to dial in the optimum TBO for their fuel nozzles.



The nozzle sets are exchanged (or customer property overhauled) for a fixed price which covers the full overhaul per CMM of the 14 Nozzles. However, there will be additional charges for rework of e.g. cracked or eroded components.

PACKING & GASKET KITS.

These kits contain all packings and gaskets required to install a Fuel Nozzle Adapter Set.

For Rigid Fuel Line Manifolds

Kit Part Number	3044589-01E	3044590-01E
Content	14 ea 3101469-01	14 ea 3034248
	150 ea ST3367-009WE	150 ea ST3367-009WE
	4 ea ST3367-010WE	4 ea ST3367-010WE
	2 ea AS3209-020	2 ea AS3209-020

For Engine Models	118, 118A, 118B, 120A 121BS717, 123, 123AF, 123B, 123C, 123D, 123E, 125B, 126, 126A, 127B.	119B, 120, 121BS722, 121A, 124B, 127, 127E 127F, 127G, 127H, 127J.
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The kits are assembled by EMTC from approved components and fully certified and traceable to the respective manufacturer. They are sold outright and must be ordered separately from the Fuel Nozzle Set.

The "E" after the P&WC part number indicates that the kits are assembled by EMTC and are not original P&WC products.

For Flexible Fuel Line Manifolds

Kit part number:	3126129-01
For Engine Models:	Various



Flow Divider and Dump Valve

There is no fixed TBO for this unit. It is recommended, however, to overhaul or replace it at the same interval as the fuel nozzles. This will prevent getting incorrect fuel flow to the various nozzles, which can cause e.g. hung starts. It will also reduce premature fuel nozzle tip carbon build-up caused by fuel not being properly drained after engine shut-down.

We stock two models, P/N **25890** (3033960) for operators that have not incorporated SB21309 and P/N **26345-1** (3118512-01) for operators that have incorporated the SB21309. Both units are sold on exchange basis only against like part number. The exchange price is based on a flat rate for standard overhaul of the returned core unit. Any parts requiring replacement, over and above the standard materiel, will be billed separately. With p/n **25890**, the transfer valve and plunger assembly wears and causes excessive leakage which causes the unit to fail. Replacing valve and plunger assembly costs around \$2500 and renders the unit to become BER. Another issue is that valve tends to stick, which does not allow the fuel to drain properly at shutdown which in turn can cause hot starts.

2017 Prices

PW100FNS	\$1.750,00/set
additional billing for rework	\$ 800,00/nozzle
PW100FNS-FLM	\$3.200,00/set
additional billing for rework	\$ 800,00/nozzle
3044589-01E	\$ 350,00/kit
3044590-01E	\$ 500,00/kit
3126129-01	\$ 420,00/ea
26345-1	\$ 500,00/ea
25890	\$ 500,00/ea
additional billing for valve/plunger assy.	\$2.500,00/ea