

Christchurch Engine Centre



V2500 & JT8D

FIELD SERVICE

REPAIR



FIELD SERVICE V2500 & JT8D REPAIR

BORESCOPE INSPECTION OF V2500, JT8D AND CFM56, AND JT8D ON-WING BLADE BLENDING - PW OEM APPROVED

Our CHCEC Field Service Team has capability to perform on-wing borescope inspections of your JT8D engine, and often at short notice. Our team can also perform borescope blending of repairable blade damage with the engine still on-wing.

CHCEC has built a reputation for supporting customers worldwide.

CO-ORDINATE MEASURING Christchurch Engine Centre (CHCEC) has extensive co-ordinate measuring machine (CMM) capability from two on-site machines both fully approved and monitored for accuracy and offering a range of bed sizes.

Supporting our V2500 MRO facility is a:

Global DEA 20.33.15 – Global Image machine
using Hexagon Metrology PC DMIS Version 3.7 CAD++ which can read CAD drawings.
Bed size is 2m x 3.3m x 1.5m with a maximum load capacity of 500kg.

Supporting our JT8D MRO facility is a:

Brown & Sharpe 7.10.7
using Hexagon Metrology PC DMIS Version 3.5.
Bed size is 0.7m x 1.0m x 0.7m suitable for smaller items.

The Renishaw TP200 Probing System is used for both installations. The rooms are temperature controlled to a constant 20deg C with relative humidity maintained between 50% and 60%.

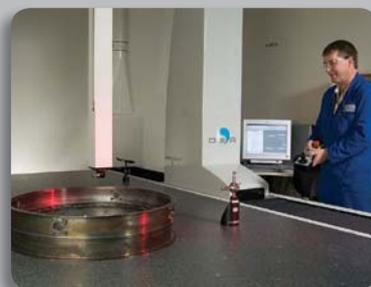
Consult CHCEC for a quote on your CMM requirements

JT8D Support

Vibration Survey	-200 Vibration Survey
BoreScope Inspection	-200 Fan Blade Change
-7-9 CC B-Scope (SB5639)	Inlet Case Change
-11-17 CC B-Scope (SB5639)	QEC B727
-200 CC B-Scope (SB5741)	QEC B737
Fuel Nozzle Frt Insp. (SB A6153)	QEC DC-9
Fuel Nozzle Rear Insp. (SB A6310)	QEC MD80
T3-T4 Cross-Notch Insp. (SB5913)	Blade Blend
Hot Section Inspection	Review Engine Issues / Techniques w/Pilots
-200 T3-T4 Cross-Notch Insp. (SB6224)	Test Cell Correlation
C1 or C2 Fan Change	Test Cell Troubleshooting
GB Change	Engine Troubleshooting
RIGV Stg III Inst	Engine Trim Balance
Mixer Install	Engineering Support
Fan Exit Change	Lease Return Inspections
	Fan Blade Up & Balance
	EcoPower™ On-wing Engine Wash



BoreScope Inspection with
JT8D On-wing Blade Blending



Co-ordinate Measuring



Co-ordinate Measuring



Pratt & Whitney EcoPower(TM).

With compressor washes your engines can achieve significant fuel savings.
Contact our Sales Manager for referral or check www.pratt-whitney.com

Contact CHCEC for full V2500 and JT8D Repair and Field Support.
The OEM and airline connection makes the difference for you.

REPAIR CAPABILITY

Christchurch Engine Centre in-house repair capability is growing.

Our JV airline connection with Air New Zealand Engineering Services (ANZES) that maintains the Air New Zealand V2500 powered A320 fleet also brings joint capability and experience of Field Support to reduce your V2500 or JT8D down-time and cost.



Tip grinding



V2500 inlet cones



V2500 fan case repair



Finished V2500 fan inlet case

TIP GRINDING Christchurch Engine Centre (CHCEC) has an established V2500 maintenance, repair and overhaul (MRO) facility adjacent to Christchurch International Airport in New Zealand. Since opening in 2005, it has steadily grown in throughput and is now a significant V2500 MRO centre.

A DANOBAT R3 tip grinder is installed and with our trained and experienced operators is capable of handling blade tip grinding for the following spool types:

IAE V2500

General Electric CF6-80C2 HPC

General Electric LM2500 HPC

General Electric LM5000 HPC

Rolls-Royce RB211-524D4 and RB211-524G-T HPC and IPC

Each set of grinding wheels, chucks, crash bar and software is held to service the above, and with prior agreement and preparation, suitable chucks and equipment may be obtained to handle other engine type modules (e.g. CFM56 or F404). Our Schenk balancer provides balancing subject to tooling availability. CHCEC is experienced at performing contract tip grinding and rotor balancing for customers with precision and reliability.

Ask for a CHCEC quotation and be pleasantly surprised.

V2500 Service Bulletins

V2500 On-Wing SIL Package II plus Pb Sense Line Hybrid Modification Under SB 73-0198. (SIL 190 Package II (SB79-0088) possible without a shop visit and in conjunction with other necessary SB's) CHCEC is fully experienced.

V2500 On-Wing or In-Shop Pb Sense Line Modification Under SB 73-0198 (SIL 190 Package II (SB79-0088) must be incorporated prior)

V2500 On-Wing De-Oiler Bearing Replacement.
Post IAE SB V2500-ENG-72-0414

V2500 INLET CONES CHCEC is experienced at performing complete inspection and repair on V2500 Inlet Cones in accordance with OEM requirements for a number of customers.

V2500 FAN CASE REPAIR During October and November 2007 CHCEC supplied an on-site field team to carry out repairs to V2500 fan case segments suffering from delamination. The work was for PW Line Maintenance Services and carried out mainly in Denver, Colorado using customer facilities. It covered V2500 acoustic panels, fan attrition liners and anti-ice impact panels.

Environmental protection standards were significant and always maintained.

The IAE approved method required experienced and qualified staff and included some processes such as Hydrofluoric acid etch which was handled in accordance with the strict safety requirements of both IAE and local environmental and health authorities.

These programmes are designed to cover all necessary aspects such as:

- Regulatory approval
- Trained personnel
- Scheduling customer aircraft and engines to provide engine availability
- Verification of work site and facility for the job
- Tooling and material supply
- Process approval for the site
- SB and AD check for impact on programme

These fan case repair programmes can be arranged for a variety of engine/cowl types. Contact CHCEC with your case repair requirements and we will be pleased to assess your needs and wherever possible respond with an economical and workable field repair programme.

CHCEC for all your V2500, JT8D and Dart repair needs.

Choose Christchurch Engine Centre for your V2500 and JT8D REPAIR and FIELD SERVICE needs.



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