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Report No: Sample

EXAMPLE
ENGINE/COMPONENT SUMMARY REPORT

Customer: Sample

Unit: PW530A

Serial No: DA0000

TSN: 3,995.0

TSO: Due

TSHSI: N/A

CSN: 2,542

CSO: Due

Reason for removal: Scheduled Overhaul

1.0 The following was noted during disassembly:

1.1 Current LCF information

1.2.1.1	Description	Part #	Serial #	Cycles	Cycles Remain
	Fan Hub	30J1541-01		2,542	12,458
	HPC 1st Stage	30J2081-01		2,542	10,958
	HPC 2nd Stage	30J2122-01		2,542	10,958
	Impeller	30J1450-01		2,542	10,958
	HPT Disk	30J1401		2,542	9,458
	LPT 2 Disk	30H1322		2,542	10,958
	LPT 3 Disk	30H1323		2,542	10,958

1.2 IC Case noted as normal for time-x condition with minor corrosion on flanges

1.3 HPT Stator Vane Assy exhibited no obvious defects, the part will be processed through NDT for further review

1.4 HPT Blades exhibited heavier than normal tip rub and heat erosion

1.4.1 This is normally associated with blade growth and puts the blades at high risk of being out side of growth limits of 0.006”

1.5 HPT Shroud Segments exhibited blade rub with metal transfer

1.5.1 Usually noted from HPT Blade growth

- 1.6 Ignitor plug sleeves and Liner pin exhibited fretting wear
- 1.7 CC Liner exhibited “V” band cracking and heat erosion
 - 1.7.1 CC Liner will most likely require outside vendor review for repair
- 1.8 2nd and 3rd stage LPT Blades exhibited sulphidation corrosion
 - 1.8.1 2nd stage LPT Blades at high risk for the entire set
 - 1.8.2 3rd stage LPT Blades will most likely have some blades fall out due to the sulphidation in the shroud buckets
- 1.9 Fuel Manifold will be replaced with a new style manifold that is rigid under a CSPN program.
 - 1.9.1 The Fuel Nozzles from this system will be re-used in the new manifold
 - 1.9.1.1 Fuel Nozzles exhibited fretting wear on the outside shroud diameter
 - 1.9.2 The Bellows Tubes exhibited fretting wear on the seal faces
 - 1.9.3 Both #1 and #2 Ball Bearings exhibited frosting and skid marks
 - 1.9.4 The Compressor Rotor Assemblies exhibited normal leading-edge erosion
 - 1.9.5 The Impeller and Impeller Housing exhibited rub in the x-ducer
 - 1.9.5.1 The Impeller will require further repairs and shot pinning from an outside vendor

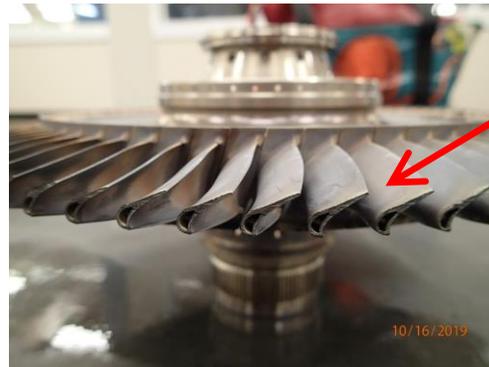
IC Case front face clean minor corrosion



HPT Stator no obvious defects noted



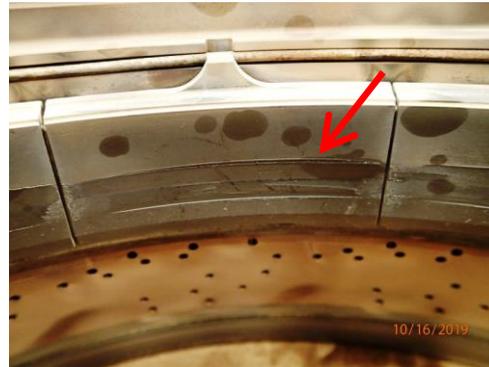
HPT Blades, tip erosion and rub



HPT Blades, tip burning due to rub (blades to be measured for growth)



HPT Shroud Segment rub with metal transfer

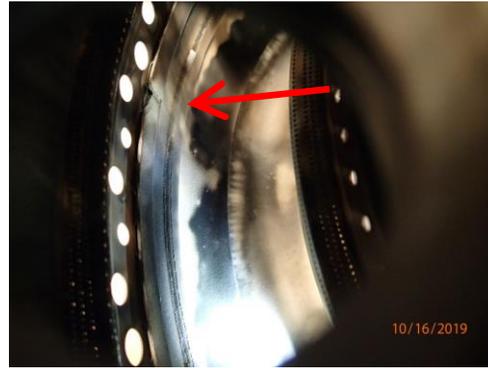
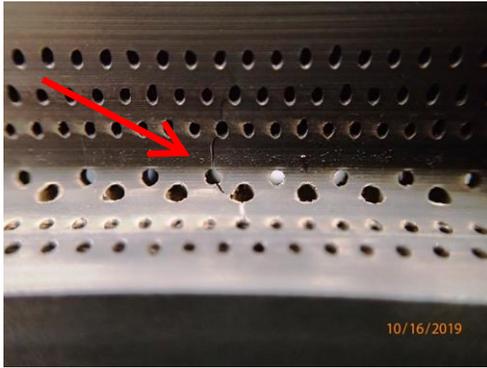


Fretting/Chaffing wear on CC Liner support igniter sleeves and pin

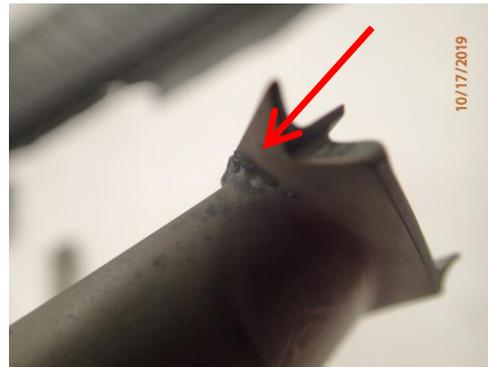
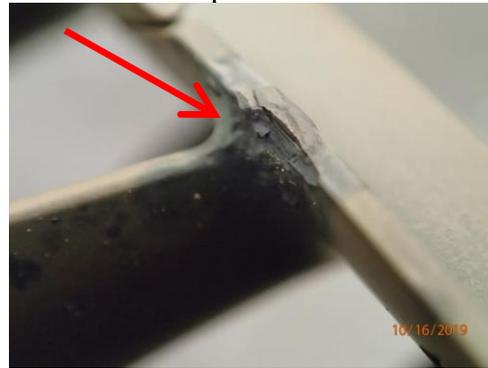


CC Liner Noted cooling hole cracking and heat erosion





2nd Stage Low Pressure Turbine Blade Sulphidation



3rd Stage Low Pressure Turbine Blades pockets of sulphidation





Fuel Tube Manifold will be upgraded to the rigid style



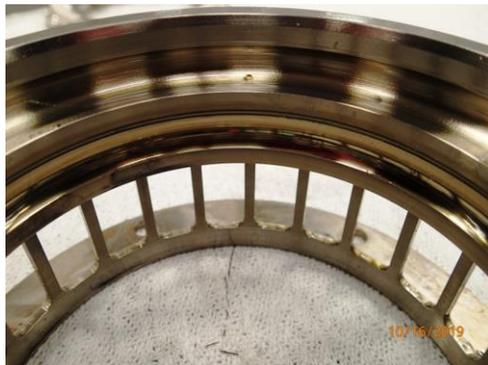
Fuel Nozzles noted fretting wear from CC Liner grommets



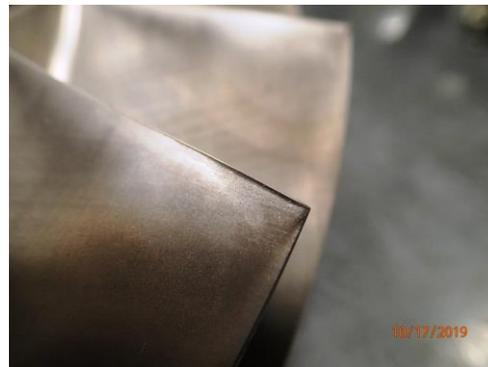
Bellows Tube with noted fretting wear on seal faces



Mainline Thrust Bearings exhibited ball bearing scoring



Compressor Rotors displayed normal erosion and light nicks



Impeller and Impeller Housing Note rub

