



PNEUMATIC ENGINE STARTING



REFERENCE

- Germany
- Denmark
- Norway
- Sweden
- Poland
- Spain
- The Middle East
- Africa
- Greenland
- The Baltic Countries
- Finland



AIRPROCESS
AIR STARTING EQUIPMENT



DISTRIBUTOR

PNEUMATIC ENGINE STARTING



KEY BENEFITS

Utilising the Airprocess Air Starter provides a number of benefits. The most important ones are explained below. Generally the Air Starter is an effective, inexpensive, flexible and very low maintenance system capable of fulfilling very demanding start needs.

Performance

- The entire system (Air starter and compressor) is simple and inexpensive compared to other starting systems. This is due to the use of reliable and well proven quality technology in a simple construction, making the Air Starter very reliable in terms of performance and operation.
- The Air Starter is designed for and works with an air pressure of 40 bar.g, which delivers enough starting capacity to perform the most demanding starts.
- To perform efficient and well managed starts the Air Starter is delivered with fully protected instrumentation to monitor and precisely operate critical functions (especially the operation of air pressure to aircraft). It is fitted with a gear driven main valve regulating the air supply to the reduction valve, which provides precise and easy control of air supply to aircraft.

Operation and flexibility

- The design of the air starter ensures same performance regardless of change in atmospheric conditions such as altitude and humidity. Making it independent of the airport/aircraft location.
- From standard the Air Starter is fitted on a heavy duty 4 wheel construction making it mobile and flexible. As an alternative the unit can be stationary or mounted on a truck to suit specific needs and requirements.
- When not in use the hose delivering start air to the aircraft is unloaded for air pressure ensuring safe and easy operation of the coupling to the aircraft as well as easy handling of the hose when storing it.

Safety

- The Air Starter is designed with all relevant features to ensure proper personnel and mechanical safety
- The entire system is fitted with safety valves to fulfil relevant certification requirements
- The main reduction valve is a fail safe design and operated through an internal pilot valve system ensuring automatic regulation of outlet pressure (regulated to 42 PSIG). Furthermore the start air from the Air Starter is absolutely dry ensuring a safe and in no way harmful start to mechanical parts involved

Maintenance

- The entire system has very low maintenance requirements due to the low number of moving parts, use of well proven technology and a simple design, which makes it a very feasible economical starting system.



GENERAL

- A number of Air Process Air Starters have been in operation for many years in Europe, Africa, Greenland and the Middle East. Additionally, the Air Starters have been prime product supplier to Scandinavian Airline System. The Airprocess Air Starters will be custom designed for your specific requirements, allowing for future expansions as required, using field proven equipment capable of incorporating the latest improvements in the "state-of-art" for stored air systems.

START CAPABILITY, CIVIL AIRCRAFT

AIRCRAFT	ENGINE	SC2800 No. of starts	SC8040 No. of starts
MD 90	V2500-D5		2
Boeing B777	GE90		2
Boeing B777	Pratt & Whitney 4084		2
Boeing 737 600/800	CFM	1	4
Bac 1-11	RR 512 DW	4	6
Boeing 727 and 737-300	Pratt & Whitney JT 8D-7	3	6
McDonnell Douglas DC9	Pratt & Whitney JT 8D-9	3	7
Boeing 707 and 720	Pratt & Whitney JT 3D-3	2	5
McDonnell Douglas DC8	Pratt & Whitney JT 3D-7	2	5
Bac VC10	RR RDO 43	2	5
Lockheed L 10-11	RR RB 211-22 B		2
Boeing 747 · 101 · 200	Pratt & Whitney JT 9D-7		3
McDonnell Douglas DC10	CE CF 6-50 A		3
Airbus A300 · 600 A310 · 340 · 20 · 21	PW400 CF6 · 80 V2500 CFM56 CF6		3
Fokker VFW F28	RR RB 183-2	5	8

Numbers of start is with remarks to actual conditions.