

PW127F 127006



An LKQ Company

|        |           |
|--------|-----------|
| TSN:   | 35,409.50 |
| CSN:   | 37,762    |
| TSO:   | 2,919.40  |
| CSO:   | 3,369     |
| TSHSI: | 0.00      |

### LIFE LIMITED PARTS

| Description      | Part Number | Cycles Since New | Cycle Limit | Cycles Remaining | Cycles Remaining W/<br>Life Cycle Factor |
|------------------|-------------|------------------|-------------|------------------|--|
| LP Impeller      | 3072764-01  | 3,369            | 15,000      | 11,631           | 11,631                                   |
| HP Impeller      | 3072766-01  | 0                | 15,000      | 15,000           | 15,000                                   |
| LP Disk          | 3039412     | 0                | 15,000      | 15,000           | 15,000                                   |
| Front Cover      | 3039640     | 3,369            | 15,000      | 11,631           | 9,858                                    |
| Rear Cover       | 3039639     | 3,369            | 15,000      | 11,631           | 11,631                                   |
| Inter Stage Seal | 3039172     | 0                | 15,000      | 15,000           | 12,000                                   |
| HP Disk          | 3041511     | 3,369            | 15,000      | 11,631           | 11,631                                   |
| PT1 Disk         | 3038513     | 18,348           | 30,000      | 11,652           | 11,652                                   |
| PT2 Disk         | 3033914     | 14,172           | 30,000      | 15,828           | 15,828                                   |
| HP Blades        | 3115601-01  | 0                | 15,000      | 15,000           | 15,000                                   |

LEGEND : TSN - Time Since New; CSN - Cycles Since New; TSLSV - Time Since Last Shop Visit; CSLSV - Cycles Since Last Shop Visit

NOTE: ALL DATA COMPILED IN THE CREATION OF THIS STATUS REPORT ARE FOR REFERENCE ONLY AND IS NOT TO BE USED AS THE SOLE CRITERIA FOR MAINTAINING THE CONTINUED AIRWORTHINESS OF MAINTAINING THE CONTINUED AIRWORTHINESS OF THIS ENGINE. THE ENGINE LOGBOOK MUST BE USED FOR FINAL DETERMINATION.

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