



## AIR START UNITS



*Air Start Unit*

In 1966, Stewart & Stevenson expanded its line of aircraft support equipment with the addition of Pneumatic Start Units for jet aircraft. These air start units are continuous flow which allows the operator to start all engines before departure without cross-bleeding from one engine to another. This also means a safer start and eliminates possible engine damage from "hot starts".

Over the years, the air start business has flourished as have the various models available. Stewart & Stevenson has continued to make improvements to the air start line with the "demand" air system, self-propelled units, specially sound attenuated units, and the very latest compact, quiet, and economical TMSS-120. Stewart & Stevenson has the capability of producing air start units from 120 PPM up to 400 PPM.

The advantages of continuous flow, Diesel engine-powered axial compressor air start units are economy, dependability, and performance. Not only is the initial cost considerably less than comparable turbine-powered units, but savings of up to 75% on fuel and repairs can be experienced. The Diesel engine will operate from 8 to 10 thousand hours between major overhauls and the compressor has an MTB of up to 25,000 to 30,000 operating hours. The positive displacement Diesel-powered units do not have to be de-rated as much for ambient temperature and are considerably more dependable than turbine units. The economy of operation allows the unit to be used as back-up for air conditioning by powering the air cycle equipment onboard the aircraft. Like all Stewart & Stevenson Diesel-powered products, the air start units can be operated on either No. 1 or No. 2 Diesel fuel or various grades of jet fuel.



*Designed to start all standard body aircraft (except the B-757 and re-engined DC-8), this 120 PPM machine is compact, dependable and competitively priced.*

## MODEL NO. TR/TMSS-120

ENGINE	GM/DETROIT DIESEL
AIR FLOW - PPM(Kg/Min.)	120(54)
PRESSURE - PSI(bar)	42(2.85)
WEIGHT - Lbs.(Kg)*	5000(2268) (less truck)
Length-In.(mm)	135(3429)
Width-In.(mm)	68(1727)
Height-In.(mm)	57(1447)

\*Skid-mounted.