



# **Pratt & Whitney**

**A United Technologies Company**

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## **Pratt & Whitney's PW2000 engine family**

The PW2000 family, covering 37,000 to 43,000 pounds of thrust, meets the rugged demands of airlines for both short flights and long hauls.

The PW2000's technical innovation provides unparalleled performance, environmental advantages, high reliability and low maintenance costs. The engine was the first to offer Full-Authority Digital Electronic Control (FADEC), an electronic engine control. Like the PW4000 family, the PW2000 is certified to operate 180-minute ETOPS flights, giving 757 operators the ability to cross oceans and continents. The engine entered service in 1984 on the 757, accumulating more than 26 million hours of service.

Today's PW2000 engines feature a number of durability enhancements to provide longer time on wing and lower maintenance costs. The improved model is known as the PW2000 RTC, for Reduced Temperature Configuration. The PW2043, with 43,000 pounds of thrust, is the latest offering in the series to power the 757 and its stretched version, the 757-300. PW2000 offers high thrust and outstanding fuel efficiency, resulting in superior payload capability and the ability to operate in high altitudes and hot climates.

### **Engine Characteristics**

Fan tip diameter: 78.5 inches

Length, flange to flange: 141.4 inches

Takeoff thrust: 38,400 - 43,734 pounds

Flat rated temperature: 96 degrees F

Bypass ratio: 6-to-1

Overall pressure ratio: 27.6 -31.2

Fan pressure ratio: 1.63

### **Program Milestones**

December 1979 - Program launch

October 1984 - Service entry on 757

September 1991 - C-17 first flight

April 1992 - 180-minute ETOPS approval

April 1993 - IL-96 first flight

September 1993 - RTC certification  
March 1994 - Revenue service  
March 1995 - PW2043 engine certification  
July 2002 - EIS on the 757-300

**Engine Models**

PW2037  
PW2040  
PW2043

**Airplanes Powered**

Boeing 757  
Ilyushin IL-96  
C-17