



Aerospace



MRO

PRICING LIST

PALL AEROSPACE

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10540 Ridge Road,
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USA

KAMAN K-MAX K-1200

FEBRUARY 2018

INTRODUCTION

Repair Pricing Options presented for the Kaman K-1200 Engine Inlet Protection System and Liquid Filtration Assemblies



TRUSTED PROVIDER

As the designer and Original Equipment Manufacturer (OEM) of the Engine Inlet Protection System and Liquid Filtration Assemblies for the K-1200, Pall is uniquely qualified to provide OEM-quality repair at our FAA Part 145 Repair Station in New Port Richey, Florida.



PRICING NOTES

- Prices listed reflect shipset prices which include both left and right-hand vortex panels.
- Price options are based on the level of work that needs to be carried out.
- The aircraft kit is Pall P/N CE00981111 (Kaman P/N K976109005) which includes Pall P/N CE009811L and CE009811R.
- The Bell Mouth Assembly, Pall P/N CE00981112 (Kaman P/N K976109-003) and the Center Body Seal Assembly, Pall P/N CE00981113 (Kaman P/N K976109-007) are priced per unit.

Liquid Filter Assembly repair pricing is per assembly for the following parts:

Pall P/N	ALT Pall P/N	KAMAN P/N	APPLICATION
ADB24512Y5	AD-B245-12Y5	K974280-001	Oil Filter Assembly
ADB47412Y6	AD-B474-12Y6	K979121-001	Fuel Filter Assembly
ADB32558Y67	AD-B3255-8Y67	-	Lube Filter Assembly



MRO SERVICE PRICES

COMPLETE REBUILD: **\$82,207**

For panels that are badly damaged and are at or near Beyond Economic Repair (BER), Pall can salvage some part(s) from the component and install it on a newly manufactured panel. This option includes the stand-offs at no additional charge.

OUTER PANEL RESKIN: **\$37,658**

For panels that exceed 10% of the available tubes with field repair tubes, or have other damage to the main outer panel(s), the reskin option includes complete replacement of the outer panels (both left and right side) and all of their associated vortex tubes. This option also includes replacement of all wear items, like seals and gaskets. This option includes the stand-offs at no additional charge.

BOX REPLACEMENT: **\$8,491**

In the unlikely event the small box at the rear of the panels is damaged, this option would repair any damage and return the box to serviceable condition. This option does not include the stand-offs, unless accomplished in conjunction with an outer panel reskin.

STAND-OFF INSTALLATION: **\$14,665**

Installation of stand-offs requires drilling through the outer panel, with the potential for metal shavings to fall into the vortex tubes. Pall takes necessary precautions to eliminate these shavings, including shaking, rotating, and blowing compressed air through the tubes. However, there is the potential for shavings to remain with the possibility of becoming Foreign Object Debris (FOD) when the panels are reinstalled on the aircraft. For this reason, Pall does not recommend field installation, where those precautions are not possible.

BELL MOUTH ASSEMBLY: **\$8,600**

CENTER BODY SEAL ASSEMBLY: **\$5,800**

With prolonged use, the bell mouth assembly and center body seal assemblies will show signs of wear and damage, which if not repaired, will allow contaminant into the engine. Standard repair prices include normal wear. Any units that require full overhaul due to out-of-scope work will be quoted accordingly.

OIL FILTER ASSEMBLY - Pall P/N ADB24512Y5: **\$5,100**

FUEL FILTER ASSEMBLY - Pall P/N ADB47412Y6: **\$5,100**

LUBE FILTER ASSEMBLY - Pall P/N ADB32558Y67: **\$3,175**

Liquid filter assemblies are designed to be rugged and last the life of the aircraft, but damage can occur. Standard repair for these components includes anything necessary to return to the unit to serviceable condition, except for the manifold head, which will be quoted separately, if necessary.

*Pall does not offer a warranty for the stand-off installation, and full indemnification of Pall for any and all claims for damages, liability, injury, consequential damages, etc., for the scope of work performed.

All options included will be accompanied by an FAA repair 8130 serviceable tag.

Pall recommends coordination prior to returning the panels to ensure the right level of pre-build materials are available and reduce aircraft downtime to no more than two weeks.

For further details please contact your Pall Regional Sales Manager or:

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