



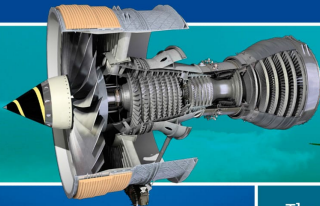
Rolls-Royce

Trent

800

The classic choice

The Trent 800 delivers the lowest operating cost and the greatest revenue potential on the Boeing 777. It is the most popular engine on the Boeing 777 for good reason, built on the sound fundamentals of the three-shaft architecture and tailored for the Boeing 777.



> Boeing 777



The most successful engine on the Boeing 777 with 39% market share

The engine has a maximum thrust of 95,000 lbf, over twice the original high bypass RB211-22B

95,000 lbf thrust <



The Trent 800 has achieved more than 25 million flying hours and 5 million flying cycles

– this is equivalent to

37 return trips to the sun

carrying 12 times the UK population <

pioneer

The Trent 800 introduced high pressure turbine blades and thermal barrier coating to the Trent family



The second member of the highly successful Trent family

lightest engine

on the Boeing 777

this weight saving is equivalent to three family cars

continuous improvement



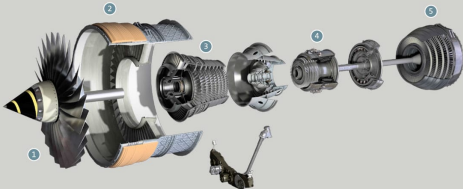
1. Hollow titanium wide-chord fan are light and strong with over 125 million Trent flying hours experience.

2. Fan case mounted accessories provide easy access to LRUs and minimise change times.

3. 8 stage IP compressor and 6 Stage HP compressor, with short, stiff and well supported rotors that have a high surge margin.

4. Long life combustor with a simple, cost effective annular combustor that provides the lowest emissions in its class.

5. Long life turbines with single stage HP/IP shrouded turbines and 5 stage shrouded LPT and using materials/coatings that allow for thrust growth.



Trent 800 Technical Data
Configuration: Three-shaft turbofan
Thrust: 74,500–95,000 lbf
Bypass Ratio: 6.2
Overall Pressure Ratio: 40.7
Fan: 26 blades, 110" diameter

Intermediate Pressure Compression: 8 stages
High Pressure Compression: 6 stages
Noise: QC 2 departures / QC 1 arrivals
High Pressure Turbine: Single stage
Intermediate Pressure Turbine: Single stage
Low Pressure Turbine: 5 stages

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