



Rolls-Royce

M250 Engine Designations and Applications

M250 Engine

<u>Engine</u>	<u>Description</u>	<u>Applications</u>
<u>Series I Turboshaft Engines</u>		
T63-A-5A T63-A-700	Military engine, exhaust upward turboshaft. Honeywell (Bendix) fuel system, Takeoff-317shp at 1380°F	Bell OH-58A Kiowa MDHI (Hughes) OH-6 Cayuse
250-C18	M250-C18. Takeoff-317shp at 1380°F	Bell 206A JetRanger, Bell TH-57 SeaRanger, Fairchild-Hiller/FH1100, MDHI (Hughes) MD 500/500C
250-C18A	M250-C18 with modification for drainage as required for installation in the MD 500 commercial helicopter. Honeywell (Bendix) fuel system. Takeoff-317shp at 1380°F	MDHI (Hughes) MD 500/500C
250-C18B	M250-C18 with water-alcohol augmentation. Honeywell (Bendix) fuel system. Takeoff-317shp at 1380°F	Bell 206A JetRanger
250-C18C	M250-C18B with modification for drainage as required for inclined mounting as used in the MD500. Honeywell (Bendix) fuel system. Takeoff-317shp at 1380°F	MDHI (Hughes) MD 500/500C



Series II Turboshaft Engines

250-C20	M250-C20 is essentially an uprated 250-C18 incorporating higher air flow, larger power turbine, larger compressor, increased temperatures, and Triumph (CECO) fuel system Honeywell (Bendix) fuel system may be retrofitted. Offers significant increase in power output over the 250-C18 engines. Takeoff-400shp at 1460°F.	AgustaWestland A109/A109A, Bell 206B JetRanger, MDHI (Hughes) MD 500C, Eurocopter BO 105C
250-C20B	M250-C20B is similar to the 250-C20. Incorporates improved compressor and turbine air-flow with increased temperatures and Honeywell (Bendix) fuel control system. Also includes an increased life compressor and turbine. Takeoff- 420shp at 1490°F	Agusta Westland A109A/ A109A MKII, Bell 206B-3 JetRanger III, Bell 206L LongRanger I, Bell TH-57B SeaRanger, Bell (Soloy) 47/47G, Eurocopter BO 105CBS, Hiller(Soloy) UH-12, MDHI MD500D/500E, PZL Kania, RFB Fantrainer 400,Rogerson-Hiller RH1100
T63-A-720	Military engine that is similar to the 250-C20B Honeywell (Bendix) fuel system. Takeoff-420shp at 1490°F	Bell OH-58C Kiowa
250-C20F	M250 that is the same as the 250-C20B except gearbox housing modified to accommodate front mounting of the engine in the Eurocopter AS355. Honeywell (Bendix) fuel system. Takeoff-420shp at 1490°F.	Eurocopter AS355E/ 355F TwinStar/Twin Squirrel
250-C20J	M250 that is the same as 250-C20R except for the incorporation of 6000 HZ PTO and torque-meter gears to lessen the acoustical resonance response in the Bell 206. Bendix fuel system. Takeoff-420shp at 1490°.	Bell 206B-3 JetRanger III, Bell 206L TH-57B/C S SeaRanger, TH-67 Creek



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250-C20R M250 with new compressor and modification to make engine compatible with new compressor incorporates gearbox mount as used on 250-C20F and electric N2 over-speed system. Multi-engine configuration. Honeywell(Bendix) fuel system. Takeoff-450shp at 1423°F.

Eurocopter AS355E,
355F TwinStar/Twin Squirrel
Bell 206LT TwinRanger, Bell
(Tridair) 206L Gemini ST

250-C20R/1 M250 same as 250-C20R except that it incorporates 250-C20B type accessory gearbox housing and other miscellaneous changes. Multi-engine configuration. Honeywell(Bendix)fuel system. Takeoff-450shp at 1423°F.

AgustaWestland
MKII+/A109C/
A109C Max.

NOTE: Italian military A109 aircraft equipped with 250/C20R/1 engines incorporate a larger diameter scroll.

250/C20R/2 M250 same as 250-C20R/1 except deletes N2 overspeed electronic system & wiring harness. Single multiengine configuration. Honeywell (Bendix) fuel system. Takeoff-450shp at 1423° F.

Bell 206-B-3 Jet-
Ranger III, Bell 206L
LongRanger I,
Kamov Ka-226,
MDHI MD500D/
500E, MDHI
MD520N, PZL SW-4

NOTE: All MD520N and some 500E helicopters are equipped with a Jet Inducer suction fuel pump.

250-C20R/4 M250 same as 250-C20R/2 except for 6000 hz power train gears as used in 250-C20J engines. Single Engine configuration. Honeywell(Bendix) fuel system. Takeoff-450shp at 1423°F.

Bell 206B-3 Jet-
Ranger III, Bell 206L
LongRanger I

250-C28B Series II turboshaft utilizes a single stage centrifugal compressor with a water and snow air inlet separator as part of configuration. Single engine configuration. Honeywell(Bendix) fuel system. Takoff-500shp at 1370°F.

Bell 206L-1
LongRanger II



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250-C28C Similar to 250-C28B except air inlet separator is deleted. Electronic N2 overspeed system. Multi-engine configuration. Honeywell(Bendix) fuel system. Takeoff-500shp at 1350°F. Eurocopter BO 105LS

Series IV Turboshaft Engines

250-C30 Series IV turboshaft engines are a growth version of the 250-C28 with larger diameter and turbine. Honeywell(Bendix) fuel system and jet induced suction fuel pump. Multi-engine configuration incorporate an electronic N2 overspeed system, dual ignition, and oil cooler blower drive off front of gearbox. Takeoff-650shp at 1368°F. Cessna (Soloy) 337 Skymaster MDHI MD530F, Sikorsky S-76A, RFB FanTrainer 600

250-C30G M250 derivative of the 250-C30 with a power output speed of 9518RPM. Jet induced suction fuel pump, electronic N2 overspeed system, and Honeywell (Bendix) fuel system. It provides the same power and fuel consumption ratings as the 250-C30S. Takeoff-650shp at 1368°F. Bell 222 STC

250-C30G/2 M250 variant of the 250-C30S in response to features requested by Bell Helicopters. First 250 engine to incorporate output shaft flange with the engine. Output shaft speed is increased to 9545 rpm. Takeoff-650shp at 1414°F. Bell 230

250-C30M M250 same as the 250-C30 except mounting envelope for Eurocopter AS350. Jet induced suction fuel pump, single ignition, and Honeywell(Bendix)fuel system. Takeoff-650shp at 1337°F. Eurocopter AS350D AllStar STC

250-C30P M250 variant of the 259-C30 in response to features requested by Bell Helicopter. Standard fuel pump, single ignition and Honeywell(Bendix)fuel system. Takeoff-650shp at 1337°F. Bell 206L-3 LongRanger III, Bell 206-4 LongRanger IV Bell 206L-1 STC Calstar BO-105LS STC

T703-AD-700 Military variant of the 250-C30 installed with a digital Supervisory electronic control, jet induced suction Bell OH-58D Kiowa Warrior



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Fuel pump and single ignition.
Intermediate-650shp at 1337°F. (*No longer in service*)

250-C30R/3	M250 growth version of the 250-C30R with a larger compressor. A FEDEC system is installed consisting of a hydro mechanical fuel control and electronic control unit. Intermediate-650shp at 1475°F.	Bell OH-58D Kiowa Warrior
250-C30R/3M	M250 variant of the 250-C30R/3. Includes compressor bleed valve and accumulator. Intermediate-650shp at 1475°F.	MDHI AH/MH-6 Mission Enhanced Little Bird (MELB)
250-C30S	Same as the 250-C30 with an approximate +5% performance margin ratings for use in the Sikorsky S-76A. It has a single engine 2.5 minute OEI rating. Takeoff-650shp at 1368°F.	Sikorsky S-76A MKII
250-C30U	M250 variant of the 250-C30R(T703-AD-700) intended for use in the Bell 406 Combat Scout. Has 5 minute takeoff rating and a reduced turbine TBO and life limits. Takeoff-650shp at 1337°F.	Bell 406CS Combat Scout
250-C40B	M250 growth version of the 250-C30G/2 with a larger compressor FADEC system installed. Designed for multi-engine configurations. The output shaft speed is 9598 rpm. It has a single engine 2 minute and 30 second OEI rating. Takeoff-715shp at 1435°F.	Bell 430
250-C47B	M250 growth version of the 250-C30P with a larger compressor. A FADEC system is installed consisting of a hydromechanical fuel control and electronic control unit. A combined engine filter assembly is also installed. Take off - 650shp at 1435°F.	Bell 407
250-C47B/8	Model 250 growth version of the 250-C47B with enhanced performance VIP components installed. Take-off - 650shp at 1245°F.	Bell 407GX
250-C47M	M250 variant of the 250-C47B in response to features requested by MDHI. FADEC system installed. Take off - 65shp at 1435°F.	MDHI MD600N



Series I turboprop engines

250-B15A	M250 turboprop variant of the 250-C18. Incorporates propeller reduction gearbox and Honeywell (Bendix) turboprop fuel system. Take-off - 317shp at 1380°F	Agusta (Siai Marchetti) SM1019
250-B15G	M250 turboprop engine which is the same as the 250-B15A but incorporates Woodward prop governor, Beta prop control, and Honeywell (Bendix)turboprop fuel system. Takeoff - 317shp at 1380°F.	Agusta (Siai Marchetti) SM1019

Series II turboprop engines

250-B17	M250 turboprop variant of the 250-C20 engine equipped with a propeller reduction gearbox and fully coordinated turboprop controls. Incorporate Woodward prop governor, Beta prop control and Honeywell (Bendix) turboprop fuel system. Offers a significant increase in power output over the 250-B15A and 250-B15G engines. Takeoff - 400shp at 1460°F	Cessna (American Jet Industries) 402/414, Boeing (ASTA/GAF) GIPPS Air Nomad N-22
250-B17B	M250 turboprop variant of the 250-C20B. Incorporates Woodward prop governor, Beta prop control, and Honeywell (Bendix) turboprop fuel control. Takeoff -400shp (flat rated) at 1422°F.	Cessna (American Jet Industries) 402/414, Boeing (ASTA/GAF) GIPPS Air Nomad N22 Agusta (Siai Marchetti) SM1019
250-B17C	M250 turboprop which is the same as the 250-B17 except for higher rated takeoff and max. Continuous power. Takeoff -420shp at 1464°F (non-beta prop control used on the BN-2T application).	Cessna (American Jet Industries) 402/414, Boeing (ASTA/GAF) N22 N24 Nomad, Beech (Tradewind Turbines) A36, Spartacus, Vulcanair (Partenavia)P68TP,



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B-N Group BN-2T,
Maule M-7-420, FFA
AS-202/32TP Bravo,
Enaer T-35 Pillan
GIPPS Air

250-B17D	M250 turboprop which is the same as the B17C except for the incorporation of a strengthened prop shaft flange and bearing system to withstand greater propeller movement during aerobatics. Prop shaft is life limited. Takeoff - 420shp at 1464°F.	Fuji KM-2D/T-5, HAL HTT-34 Pacific Aerospace Corp. CT-4C, Thai Air Force RTAF-5 Aermacchi (Siai Marchetti) SF260TP, Aermacchi (Valmet) L90TP
250-B17E	M250 turboprop which has improved hot day performance over previous versions. Takeoff - 420shp at 1448°F.	Boeing (ASTA/GAF) N22/N24 Nomad GIPPS Air
250-B17F	M250 turboprop version of the 250-C20R/2 and uses the same propeller reduction gearbox as 250-B17D. Beta prop control and Honeywell (Bendix) turboprop fuel system. Takeoff - 450shp (flat rated) at 1490°F.	Aermacchi (Valmet) L90TP, Beech (Allison) AT-34 Extra Aircraft EA-500 Grob G120TP
250-B17F/1	M250 engine which is the turboprop version of the 250-C20R/1. It is based on the 250-B17C engine, using the same propeller reduction gearbox, and is intended for multi- engine, non-aerobatic applications. Electronic N2 overspeed control, Woodward prop governor, Beta prop control and Honeywell (Bendix)	B-N Group BN-2T, B-N Group Defender 4000



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turboprop fuel system.
Takeoff - 450shp (flat rated) at 1490°F.

250-B17F/2	M250 turboprop version of the 250-C20R/2 that is based on the 250-B17C, using the same propeller reduction gearbox. Intended for single-engine non-aerobatic applications. Woodward prop governor, Beta prop control, Honeywell(Bendix) turboprop fuel system. Takeoff - 450shp (flat rated) at 1490°F.	Cessna (O & N Aircraft) P210 Silver Eagle, Beech(Tradewind Turbines) A36, Composite Turbine Tech. - Glasair III, Schweizer RU-38B Soloy Conversions Cessna 20MKII
250-C20S	M250 similar to 250-B17C except without prop reduction gearbox. Exhaust is directed down. Can be combined with customer furnished propeller reduction gearbox and propeller-power turbine governors to form a turboprop package. Honeywell (Bendix) fuel system. Takeoff - 420shp at 1490°F.	Cessna (Soloy) 185/206/207



M250 Series II

Models C20F, C20J, C20R, C20S, C20W and T63-A-720						
Model designation	C20F	C20J	C20S	T63-A-720	C20W	C20R
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 100% Speed	50,970	50,970	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 100% Speed	33,290	33,290	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	38.8 19.0 23.2	38.8 19.0 23.2	40.8 19.0 22.6	40.8 19.0 22.2	40.8 19.0 22.6	38.8 20.8 23.2
N2 Overspeed Electronic Control	No	No	No	No	No	Yes
Bleed Valve Vented to Exhaust Collector	No	No	No	No	No	No
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One	One	Two
Gearbox Assy Up or Down	Down	Down	Up	Down	Up	Down
Output Drive Mount Config	"Kidney" Pad	"Non-Kidney" Pad	"Kidney" Pad	"Non-Kidney" Pad	"Kidney" Pad	"Kidney" Pad
IDM	10W5F	10W5J	10W5S	N/A	10W5W	GTP5232-5
OMM	10W2	10W2	10W2S	TM 55-1 530-23510	10W2	GTP5232-2
IPC	10W4	10W4	10W4S	TM 552840241 23P	10W4	GTP5232-4
Engine Installation Drawing	6899270	23004510	23008091	N/A	23052350	23032251
Electrical Connection Drawing	6899276	23004520	23008098	N/A	23053253	23051868

M250 Series I and II

Models C18, C18A, C18B, C18C, C20 and C20B								
Model designation	C18A	C18	C18B	C18C	C20	C20B	C20B	C20B
Power Output Shaft RPM @ 100% Speed	6,000	6,000	6,000	6,000	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 100% Speed	51,600	51,600	51,600	51,600	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 100% Speed	35,000	35,000	35,000	35,000	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	40.400 19.000 22.500	40.400 19.000 22.500	40.400 19.000 22.500	44.400 19.000 22.500	40.100 19.000 23.200	38.8 19.0 23.2	38.8 19.0 23.2	38.8 19.0 23.2
N2 Overspeed Electronic Control	No	No	No	No	No	No	No	No
Bleed Valve Vented to Exhaust Collector	No	No	No	Yes	No	No	No	No
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One	One	Two	Two	One	Two
Gearbox Assy Up or Down	Down	Down	Down	Down	Down	Down	Down	Down
Output Drive Mount Configuration	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad
IDM	5W5	5W5	5W5	5W5	10W5	10W5	10W5	10W5
OMM	5W2	5W2	5W2	5W2	10W2	10W2	10W2	10W2
IPC	5W4	5W4	5W4	5W4	10W4	10W4	10W4	10W4
Engine Installation Drawing	6855320	6855320	6855320	6857300	6853340	23004550	6886440	6893660
Electrical Conn Dwg.	6853841	6851952	6851952	6859458	6875980	6889081	6875980	6889081



M250 Series II

Models C20R/1, C20R/2 and C20R/4				
Model designation	C20R / 1	C20R / 2	C20R / 2	C20R / 4
Engine Part Number	23038200	23035212	23053265	23053301
Model Specification	C945	C948	C968	C968
Shaft Horsepower (T.O.)	450	450	450	450
Certification Date	12Sep1986	5 Mar 1987	5 Mar 1987	5 Dec 1989
Application	A109MkII+, A109C	B206B, B206L, MD500D / 500E, Ka-226, SW-4	MD520N	B206B
Weight (lbs)	173	169	169	169
T.O./Cruise sfc/MGT/sfc/MGT *F	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385	0.608 / 0.631 1490 / 1385
Exhaust Configuration	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single
Spare Accessory Drives	None	None	None	None
N1/N2 Speed Sense	Electronic	Mechanical	Mechanical	Mechanical
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)
Pg Accumulator	1.6 In ³	1.6 In ³	1.3 In ³ & 1.6 In ³	1.6 In ³
Fuel Pump Type	Single Gear	Single Gear	Inducer&Gear	Single Gear
Fuel Pressure Filter	Low	Low	High	Low
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	Yes	Yes
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 Series II

Models C20R/1, C20R/2 and C20R/4				
Model designation	C20R/1	C20R/2	C20R/2	C20R/4
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 100% Speed	50,970	50,970	50,970	50,970
Power Turbine Rotor RPM @ 1.00% Speed	33,290	33,290	33,290	33,290
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E4CE	E4CE	E4CE	E4CE
Engine Envelope Dimensions L/W/H Inches	38.8 20.8 23.2	38.8 20.8 23.2	38.8 20.8 23.2	38.8 20.8 23.2
N2 Overspeed Electronic Control	Yes	Yes	Yes	Yes
Bleed Valve Vented to Exhaust Collector	No	No	No	No
Directional Rotation, (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One
Gearbox Assy Up or Down	Down	Down	Down	Down
Output Drive Mount Config	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad	"Non-Kidney" Pad
[DM	GTP5232-5	GTP5232-5	GTP5232-5	GTP5232-5
OMM	GTP5232-2	GTP5232-2	GTP5232-2	GTP5232-2
I PC	GTP5232-4	GTP5232-4	GTP5232-4	GTP5232-4
Engine Installation Drawing	23035210	23053220	23053267	23053300
Electrical Connection Drawing	23034138	23031836	23031836	23031836



M250 Series III & IV

Models C28B, C28C, C30 and C30G						
Model designation	C28B	C28C	C28C	C30	C30	C30G
Engine Part Number	6895000	6896000	23001830	6890000	23062052	23039781
Model Specification	C880	C881	C881-B	C868	C868	C960
Shaft Horsepower (T.O.)	500	500	500	650	650	650
Certification Date	May 1976	May 1976	May 1976	28 Mar 1978	28 Mar 1978	2 Mar 1989
Application	B206L	B0105L	N / A	S-76A	MD530F, Fan Trainer 600	B222 ST
Weight (lbs)	235	230	232	249	249	253
T.O./Cruise sfc/MGT/sfc/MGT °F	0.606 / 0.604 1455 / 1365	0.602 / 0.603 1455 / 1365	0.602 / 0.603 1455 / 1365	0.592 / 0.607 1414 / 1282	0.592 / 0.607 1414 / 1282	0.592 / 0.607 1414 / 1282
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	Yes	Yes	Yes
Ignition Type	Single	Single	Dual	Dual	Dual	Dual
Spare Accessory Drives	15HP N ²	15HP N ²	15HP N ²	6 HP N ² Driven	6 HP N ² Driven	6 HP N ² Driven
N1/N2 Speed Sense	Mechanical	Mechanical	Mechanical	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)
Pg Accumulator	12 In ³	6 In ³	6 In ³	13 In ³	13 In ³	26 In ³ & 13 In ³
Fuel Pump Type	Single Gear	Single Gear	Single Gear	Inducer&Gear	Inducer&Gear	Inducer&Gear
Fuel Pressure Filter	Low	Low	Low	High	High	High
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	No	Yes	Yes	Yes	Yes	Yes
Oil Filter Bypass Indicator (Scavenge)	N / A	N / A	N / A	N / A	N / A	N / A
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)

M250 Series III & IV

Models C28B, C28C, C30 and C30G						
Model designation	C28B	C28C	C28C	C30	C30	C30G
Power Output Shaft RPM @ 100% Speed	6,016	6,016	6,016	6,016	6,016	9,518
Gas Producer Rotor RPM @ 100% Speed	50,940	50,940	50,940	51,000	51,000	51,000
Power Turbine Rotor RPM @ 100% Speed	33,420	33,420	33,420	30,650	30,650	30,650
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E1GL	E1GL	E1GL	E1GL	E1GL	E1GL
Engine Envelope Dimensions L/W/H Inches	48.782 25.746 25.480	43.351 25.480 21.996	43.351 25.480 21.996	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.480
N2 Overspeed Electronic Control	Disconnected	Disconnected	Disconnected	Yes	Disconnected	Yes
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	Two	Two	Two	One	Two
IDM	16W5	16W5	16W5	14W5	14W5	14W5G
OMM	16W2	16W2	16W2	14W2	14W2	14W2G
IPC	16W4	16W4	16W4	14W4	14W4	14W4G
Engine Installation Drawing	6896029	6896400	6896400	6891630	6891630	23039799
Electrical Connection Drawing	6898543	23033933	6899013	6896817	6896817	6896817



M250 Series IV

Models C30G2, C30M, C30P, C30S, C30U and T703-AD-700						
Model designation	C30G2	C30M	C30P	T703-AD-700	C30S	C30U
Engine Part Number	23053999	23005219	23004545	23055439	23005290	23051054
Model Specification	C974	C902	C904	C907	C914	C957
Shaft Horsepower (T.O.)	650	650	650	650	650	650
Certification Date	4 MAR 1992	7 Jan 1983	15Sep1981	15Jul1981	15 June 1982	28Aug1989
Application	B230	AS350G All Star	B206L-3, B206L-4	OH-58D	S-76 MkII	B406 CS
Weight (lbs)	260	250	245	252	249	252
T.O./Cruise sfc/MGT/sfc/MGT F	0.589 / 0.594 1414 / 1320	0.592 / 0.599 1414 / 1320	0.592 / 0.599 1414 / 1320	0.592 / 0.599 1445 / 1320	0.592 / 0.607 1414 / 1282	0.592 / 0.599 1445 / 1320
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	Yes	Yes	Yes	No	Yes	No
Ignition Type	Dual	Single	Single	Single	Dual	Single
Spare Accessory Drives	6 HP N1 Driven	6 HP N1 Driven	6 HP N1 Driven 15 HP N1 Driven	6 HP N1 Driven 15 HP N1 Driven	6HP N1 Driven	6HP N1 Driven 15 HP N1 Driven
N1/N2 Speed Sense	Electronic	Electronic	Mechanical	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	Honeywell (Bendix) (w/lever)	Honeywell (Bendix)	None	Honeywell (Bendix)	None
Pg Accumulator	2 6 In ³ & 1 3 In ³	1 3 In ³	1 6 In ³	None	1 3 In ³	None
Fuel Pump Type	Inducer & Gear	Inducer & Gear	Single Gear	Inducer & Gear	Inducer & Gear	Inducer & Gear
Fuel Pressure Filter	High	High	Low	High	High	High
Chip Detector Type	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle	Std. Lisle
Oil Filter Bypass Indicator (Pressure)	Yes	Yes	No	Yes	Yes	Yes
Oil Filter Bypass Indicator (Scavenge)	N/A	N/A	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided	Optional Scavenge Oil Filter A/F Provided
Fuel Control	Honeywell (Bendix)	Honeywell (Bendix)	Honeywell (Bendix)	Digital Electronic Supervisory -Honeywell (Bendix)	Honeywell (Bendix)	Digital Electronic Supervisory -Honeywell (Bendix)

M250 Series IV

Models C30G2, C30M, C30P, C30S, C30U and T703-AD-700						
Model designation	C30G2	C30M	C30P	T703-AD-700	C30S	C30U
Power Output Shaft RPM @ 100% Speed	9,545	6,016	6,016	6,016	6,016	6,016
Gas Producer Rotor RPM @ 100% Speed	51,000	51,000	51,000	51,000	51,000	51,000
Power Turbine Rotor RPM @ 1 00% Speed	30,650	30,650	30,650	30,650	30,650	30,650
Oils	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E1GL	E1GL	E1GL	E1GL	E1GL	E1GL
Engine Envelope Dimensions L/W/H Inches	43.198 21.996 25.480	43.198 21.996 25.715	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.130	43.198 21.996 25.130
N2 Overspeed Electronic Control	Yes	Disconnected	Disconnected	In Digital Control	Yes	In Digital Control
Bleed Valve Vented to Exhaust Collector	Yes	Yes	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	Two	One	One	One	Two	One
IDM	14W5G/2	14W5M	14W5P	14W5LR	14W5	14W5LR
OMM	14W2	14W2PM	14W2PM	14W2U	14W2	24W2U
IPC	14W4	14W4	14W4	14W4U	14W4	14W4U
Engine Installation Drawing	23053998	23001900	23004500	23004599	6891630	23004599
Electrical Connection Drawing	23055451	23001901	23004546	23005202	6896817	23005202



M250 Series IV

Models C30R/1, C30R/3, C30R/3M, C40B, C47B and C47M						
Model designation	C30R/1	C30R/3	C30R/3M	C40B	C47B	C47M
Power Output Shaft Speed	6,016	6,016	6,016	9,598	6,317	6,016
Gas Producer Rotor RPM @ 100% Speed	49,378	51,000	51,000	51,000	51,000	51,000
Power Turbine Rotor Speed @ 100% Speed	30,650	30,650	30,650	30,908	32,183	30,650
Oils	MIL-L-7808 MIL-PRF-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699	MIL-L-7808 MIL-L-23699
Type Certificate Number	E1GL	E1GL/Rev14	E1GL/Rev20	E1GL/Rev12	E1GL/Rev12	E1GL/Rev13
Engine Envelope Dimensions L/W/H Inches	43.2 22.0 25.7	43.198 21.996 25.715	43.198 21.996 25.715	43.198 21.996 25.130	43.198 21.996 25.715	43.198 21.996 25.715
N2 Overspeed Electronic Control	Yes	IN FADEC	IN FADEC	IN FADEC	IN FADEC	IN FADEC
Bleed Valve Vented to Exhaust Collector	No	No	Yes	Yes	Yes	Yes
Directional Rotation (N1/N2) & (PTO) Looking Forward	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise	Clockwise & Clockwise
Engines per Aircraft	One	One	One	Two	One	One
IDM	14W5R/1	CSP24005	CSP24007	CSP24001	CSP24002	CSP24003
OMM	14W2RU	CSP21003	CSP22001	CSP21000	CSP21001	CSP21004
IPC	14W4RU	CSP23003	CSP23003	CSP23001	CSP23001	CSP23001
Engine Installation Drawing	23056119	23066691	230669723	23062083	23061950	23065802
Electrical Connection Drawing	23005202	23065577	23071785	23061846	23062550	23064232

M250 Series IV

Models C30R/1, C30R/3, C30R/3M, C40B, C47B and C47M						
Model designation	C30R/1	C30R/3	C30R/3M	C40B	C47B	C47M
Engine Part Number	23056117	23065550	23069722	23063378	23063392	23064560
Model Specification	C979	C1027	C1058	C986	C1023	C1033
Shaft HP	650	650	650	715	650	650
Certification Date	31 Mar 1994	10 Jun 1997	24 Sep 2001	2 Feb 1996	19 Jan 1996	14 May 1997
Application	OH-58D	OH-58D	AH/MH-6	B430	B407	MD600N
Weight (lbs)	257.75	274	278	280	274	274
T.O./Cruise Sfc/MGT/sfcMGT	1475 / 1320 0.584 / 0.594	1475 / 1320 0.584 / 0.594	1475 / 1320 0.584 / 0.594	1435 / 1340 0.574 / 0.591	1435 / 1340 0.581 / 0.591	1435/1340 0.584 / 0.594
Exhaust Configuration	Up	Up	Up	Up	Up	Up
Compressor Bleed Valve	No	No	No	Yes	Yes	Yes
Ignition Type	Single	Single	Single	Single	Single	Single
Spare Accessory Drives	6HPN1 15HPN2	6HPN1 Driven 15 HP N2 Driven	6HPN1 Driven 15 HP N2 Driven	6HPN1 Driven	6 HP N1 Driven	6 HP N1 Driven
N1/N2 Speed Sense	Electronic	Electronic	Electronic	Electronic	Electronic	Electronic
Power Turbine Governor	Honeywell (Bendix)	FADEC	FADEC	FADEC	FADEC	FADEC
Pg Accumulator	None	None	None	None	None	None
Fuel Pump Type	Single element fuel pump with jet inducer	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear	Liquid Ring & Gear
Fuel Pressure Filter	Interstage	Interstage	Interstage	Interstage	Interstage	Interstage
Chip Detector Type	Std. Lisle	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning	Self-Sealing Fuzz Burning
Oil Filter Bypass Indicator	Yes	Yes	Yes	Yes	No	Yes
Fuel Control	Honeywell (Bendix) Supervisory	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC	Triumph PECS FADEC



Significant Facts About the M250

Production and accrued flight hours as of 12/31/2016				
	Designation	Type	New Total	New Total
Series I	B15/B15G	turboprop	95	362,394.00
	T63-A-5 /A	turboshaft	2515	8,818,542.00
	C18/T63-A-700	turboshaft	3895	25,406,175.00
Series II	B17/B17F(all)	turboprop	1485	9,632,750.00
	C20/T63-A-720(all)	turboshaft	15791	145,096,638.00
	C20R (all)	turboshaft	1106	6,832,211.00
Series III	C28 (all)	turboshaft	879	8,865,280.00
Series IV	C30(all)	turboshaft	3708	27,361,808.00
	C40B	turboshaft	305	1,838,464.00
	C47(all)	turboshaft	1836	10,297,691.00
Total			31615	244,511,953.00



Commonly Referenced CSL Listings

Title	C18	C20	C20R	C28	C30	C40	C47	B15	B17	B17F
M250 General Information	CSL 1	CSL 1001	CSL 4001	CSL 2001	CSL 3001	CSL 5049	CSL 6049	TP CSL 1	TP CSL 1001	TP CSL 1002
M250 Reporting	CSL 76	CSL 1036	CSL 4039	CSL 2020	CSL 3016	CSL 5003	CSL 6003	TP CSL 14	TP CSL 1018	TP CSL 2053
Lubrication System Troubleshooting	CSL 99	CSL 1082	CSL 4048	CSL 2013	CSL 3011	CSL 5001	CSL 6021	TP CSL 39	TP CSL 1050	TP CSL 2032
CEB Classification	CSL 132	CSL 1123	CSL 4010	CSL 2072	CSL 3074	CSL 5014	CSL 6002	TP CSL 67	TP CSL 1086	TP CSL 2045
Contamination Removal (water rinse) Instructions	CSL 141	CSL 1135	CSL 4018	CSL 2082	CSL 3085	CSL 5017	CSL 6004	TP CSL 76	TP CSL 1095	TP CSL 2004
M250 Designations	CSL 173	CSL 1170	CSL 4042	CSL 2117	CSL 3120	CSL 5034	CSL 6034	TP CSL 103	TP CSL 1123	TP CSL 2021
Use of High Thermal Stability	CSL 203	CSL 1208	CSL 4083	CSL 2150	CSL 3159	CSL 5058	CSL 6059	TP CSL 133	TP CSL 1162	TP CSL 2075
Hot Corrosion - Sulfidation	CSL 205	CSL 1210	CSL 4084	CSL 2152	CSL 3161	CSL 5060	CSL 6061	TP CSL 134	TP CSL 1163	TP CSL 2076
Troubleshooting Guide-Honeywell Controls	CSL 190	CSL 1192	CSL 4086	CSL 2136	CSL 3142					

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