



Intentionally left blank

## **I. General**

### **1. Type/Models:**

Type: TP400-D6

Models:

TP400-D6

The TP400-D6 engine is approved for use on multi-engined aircraft at the ratings and within the operating limitations specified below, subject to compliance with the powerplant installation requirements appropriate to approved installations.

### **2. Type Certificate Holder:**

EPI Europrop International GmbH  
Dachauer Strasse 655  
80995 München  
Germany

EASA Design Organisation Approval No: EASA.21J.076

### **3. Manufacturer:**

MTU Aero Engines AG under license of Europrop International GmbH

EASA Production Organisation Approval DE.21G.0053

**4. Certification Application Date:** 5 June 2003

**5. Certification Reference Date:** 17 December 2009

**6. EASA Certification Date:** 06 May 2011

## **II. Certification Basis :**

### **1. Certification Specifications and Environmental Protection Requirements:**

- CS-E, Amendment 1 dated 10 December 2007
- FAR33.90 – Initial Maintenance Inspection
- CS-34.2 Engine Emissions
- CS-34.1 Fuel Venting

- |                                |      |
|--------------------------------|------|
| 2. Special Conditions:         | none |
| 3. Equivalent Safety Findings: | none |
| 4. Deviations:                 | none |

### **III. Technical Characteristics:**

#### **1. Type Design Definition:**

The Engine Type Design is defined in the following Drawing Introduction Sheet (DIS):

DIS 1002, Issue 2 (plus approved modifications) or later approved issues.

#### **2. Description:**

Three spool axial flow Turbopropeller engine consisting of a Propeller Reduction Gearbox, a five stage axial-flow intermediate pressure compressor, a six stage axial-flow high pressure compressor, an annular combustion chamber, a single stage axial-flow high pressure turbine, a single stage axial-flow intermediate pressure turbine, a three stage axial-flow low pressure turbine, an accessory gearbox and a Full Authority Digital Engine Control (FADEC).

#### **3. Equipment:**

Engine equipment and engine-mounted aircraft equipment is specified in the Installation Manual.

#### **4. Dimensions:**

- Overall Length: 4180 mm (front of PGB to rear of primary nozzle)
- Maximum Diameter (radius): 1218 mm (radius from centre line measured at lowest point)

#### **5. Dry Weight:**

The maximum engine weight including complete engine accessory equipment but without fluid and instrumentation (tolerance is +/- 11 kg):

<b>max engine dry weight (kg)</b>	without Propeller brake Kit	with Propeller Brake Kit
baseline engine (propeller CW)	1938.1	1959.9
handed engine (propeller CCW)	1965.1	1986.9

#### **6. Ratings (maximum propeller shaft power):**

- Up-rated Take-off (5 minutes): 8251 kW
- Normal Take-off (5 minutes): 7971 kW
- Maximum Continuous: 7971 kW

See Note 6

#### **7. Control System:**

The engine is equipped with a Full Authority Digital Engine Control (FADEC) system Engine Control Unit P/N TP522092 and Application Software FCS3.1 P/N EPI5A23T7FCS310, or later approved standards. Protection functionality is provided by the EPMU P/N TP300909, or later approved standards.

#### **8. Fluids**

Approved fuels, additives and oils are listed in the Operating Instructions

### 9. Aircraft Accessory Drives:

	Variable Frequency Generator Pad "75 kVA"	Hydraulic Pump Pad
<b>Pad Specification</b>	AS971A	AS469B
<b>Spline Lubrication</b>	wet	wet
<b>Rotation (1)</b>	CCW	CCW
<b>Speed Range [min<sup>-1</sup>]</b>	14448 to 18121	3839 to 4816
<b>Max. accessory wet weight [kg]</b>	46	22,3
<b>Max. overhung static moment [Nm]</b>	135	40
<b>Max. continuous mechanical extraction [Nm]</b>	41	121
<b>Overload</b>	(2)	(3)
<b>Shear Torque [Nm] (4)</b>	420	560

(1) Rotation is defined facing the AGB pad

(2) VFG Overload definition:

- 116 kW during 5 minutes cumulated within the whole AGB lifetime
- 160 kW during 5 seconds cumulated within the whole AGB lifetime

(3) Hydraulic Pump Overload definition:

- 140 Nm during 15 minutes cumulated within the whole AGB lifetime

(4) Maximum buyer furnished equipment fuse shear torque must provide assurance that the torque capability of the gearbox drive is not exceeded to comply to CS-E80(a) requirement.

### 10. PGB accessory drive capacities:

	HP Propeller Pump Drive	PCM Mounting Pad	AFP Mounting Pad
<b>Pad Definition</b>	EPIX600237 (LH PGB) EPIX600239 (RH PGB)	EPIX601243 <sup>3</sup>	EPIX601235 <sup>3</sup>
<b>Spline Lubrication</b>	Wet (PGB Oil from accessory)	N/A	N/A
<b>Rotation <sup>1</sup></b>	CW (LH PGB) CCW (RH PGB)	N/A	N/A
<b>Pad Face Material</b>	A357 Al	A357 Al	A357 Al
<b>Gear Ratio to LP Spool <sup>2</sup></b>	8360:5418=1,543	N/A	N/A
<b>Max. Accessory Weight</b>	5,0 kg	10,2 kg	9,5 kg
<b>Max. stat. Overhung Moment (1g)</b>	2,3 Nm	9,7 Nm	12,4 Nm
<b>Pad Rating</b>	15.0 kW @ 5418 rpm <sup>3</sup>	N/A	N/A
<b>Normal Continuous Operating Torque</b>	26,4 Nm <sup>3</sup>	N/A	N/A
<b>Shear Torque [Nm]</b>	113 Nm <sup>3</sup> (min. material properties and min. shear diameter)	N/A	N/A

<sup>1</sup> Rotation is defined facing the pad    <sup>2</sup> 100%LP Speed: 8360 rpm    <sup>3</sup> REMS PGB (M111002, M121002)

## **IV. Operating Limitations:**

### **1. Temperature Limits:**

Gas Temperatures TGT (trimmed):

- Maximum prior to Ground Start: 150°C
- Starting on Ground: 850°C
- Starting in Flight: 997°C
- Maximum Take-off: 997°C
- Maximum Continuous: 997°C
- Maximum Overtemperature (20 seconds): 1015°C
- Maximum during NL/NP overspeed: 725°C

Fuel Temperatures:

Declared Primary Fuels (except JP4 and Jet B):

Ambient Temperature	LP Pump Fuel Inlet Temperature	Maximum Altitude
Up to ISA +40°C	Up to +55°C	Up to 16600 ft
Up to ISA +35°C	Up to +50°C	Up to 35000 ft

JP4 and Jet B:

Boost pump	Ambient Temperature	LP Pump Fuel Inlet Temperature	Maximum Altitude
On	Up to ISA +15°C	Up to +30°C	37500 ft
Off	Up to ISA+15°C	Up to +30°C	32500 ft
On	Between ISA +15°C and ISA +25°C	Up to +40°C	37500ft at Mach ≥ 0.35 32500 ft at Mach < 0.35
Off	Between ISA+15 and ISA+25	Up to +40°C	14000 ft
On	Above ISA+25°C	Up to +55°C	22500 ft at Mach ≥ 0,25 12500 ft at Mach < 0,25
Off	Above ISA +25°C	Any temperature	Flight Not Authorised

Oil Temperatures:

- Minimum for Starting: EOT and GOT minus 40°C
- Minimum before accelerating above idle:
  - +50°C EOT and +60°C GOT if initial EOT and/or GOT temperature is lower than -30°C
  - +50°C EOT and +42°C GOT if initial EOT and/or GOT temperature is greater or equal to -30°C
- Maximum: +160°C EOT or +150°C GOT

EOT: Engine Oil Temperature      GOT: Gearbox Oil Temperature

### **2. Permissible Rotational Speeds**

Rating	Rotor Speed		
	NH	NI	NP
Up-rated Take-off [ $\text{min}^{-1}$ ]	18396 (102,2%)	10390 (103,9%)	864 (102,6%)
Normal Take-off [ $\text{min}^{-1}$ ]	18396 (102,2%)	10390 (103,9%)	864 (102,6%)
Max. Continuous [ $\text{min}^{-1}$ ]	18396 (102,2%)	10390 (103,9%)	846 (100,5%)
Transient (max. 20 sec.) [ $\text{min}^{-1}$ ]	18430 (102,4%)	10464 (104,6%)	948 (112,6%)

NH→HP spool speed, NI→IP spool speed, NP→propeller speed, PGB transmission ratio=9,929:1

### 3. Pressure Limits

**Fuel Pressures:**

Under normal operating conditions the fuel pressure at the engine LP pump inlet must be kept 34 kPa above the true vapour pressure of the fuel with a vapour/liquid ratio equal to zero but below 207 kPa gauge.

The maximum allowable pressure at the engine LP fuel pump inlet after shutdown is 345 kPa gauge.

**Oil Pressures:**

- Minimum EOP for NH < 83% (14940rpm): 350 kPa
- Minimum EOP for NH > 97% (17460rpm): 500 kPa
- Minimum GOP: 250 kPa

### 4. Maximum Permissible Air Bleed Extraction:

PWSD	Max Stage 3 (WRTP305)	PWSD	Max Stage 6 (WRTP305)	PWSD	Max Stage 3 + 6 (WRTP305)
[hp]	[kg*K <sup>0.5</sup> /kPa]	[hp]	[kg*K <sup>0.5</sup> /kPa]	[hp]	[kg*K <sup>0.5</sup> /kPa]
200	0,0619	200	0,0917	200	0,127
1000	0,0613	1000	0,0917	1000	0,122
1720	0,0598	1720	0,0917	1720	0,113
2460	0,0594	2460	0,0917	2460	0,111
3210	0,0596	3210	0,0917	3210	0,112
3970	0,0593	3970	0,0917	3970	0,113
4730	0,0588	4730	0,0917	4730	0,112
5480	0,0585	5480	0,0917	5480	0,110
6220	0,0580	6220	0,0588	6220	0,0998
6970	0,0567	6970	0,0431	6970	0,0906
7740	0,0563	7740	0,0427	7740	0,0898
8500	0,0552	8500	0,0248	8500	0,0711
9250	0,0551	9250	0,0244	9250	0,0706
10000	0,0445	10000	0,0244	10000	0,0682
10750	0,0454	10750	0,0240	10750	0,0693
11770	0,0449	11770	0,0136	11770	0,0585

### 5. AGB Power Extraction Limits:

Engine Power Setting	Combined VFG electrical load and Hydraulic Pump load	Combined mechanical power extraction of VFG and Hydraulic Pump at the AGB load pad
MCL and below (Within the entire envelope: -2000ft<altitude<35000ft)	49 kW	58 kW
Between MCL and MCT (Outside the Take-off envelope: 11000ft<altitude<35000ft)	92 kW	109 kW
Between MCL and Take-off (Within the Take-off envelope: -2000ft<altitude<11000ft)	126,8 kW	149 kW

MCL→Max. Climb            MCT→Max. Continuous

Note: A mechanical efficiency of 85% of both, VFG and EDP has been used to convert the electrical and mechanical power extraction from VFG and EDP to the mechanical power.

## 6. Installation Assumptions:

Refer to Installation Manuals for details.

## 7. Time Limited Dispatch:

Information on engine operation with FADEC system dispatch limitations is contained in the respective Time Limits Manual.

## V. Operating and Service Instructions:

Installation Manual:	D6.0020.02 Issue 07 or later approved issues
Operating Instructions Manual:	D6.0020.03 Issue 04 or later approved issues
Maintenance Manual:	D6.0025.01 Identification of Manuals Issue 01 or later approved issue
Engine Manual:	D6.0025.01 Identification of Manuals Issue 01 or later approved issue
Time Limits Manual:	D6.0025.02 Airworthiness Limitations Issue 04 or later approved issue
Service Bulletins:	As issued by Europrop International

## VI. Notes

1. Life Limited Critical Parts and Airworthiness Limitations are included in the respective Time Limits Manual.
2. The EECS software has been developed and verified in accordance with RTCA/DO-178B respectively ED-12B, Level A
3. Information on lightning protection and electromagnetic compatibility is contained in the Installation Manual.
4. The TP400-D6 engine must be installed with a Nacelle Air Intake Standard as defined in the Engine Installation Manual D6.0020.02.
5. Propellers to be used with the TP400-D6 engine must have mounting and functioning characteristics which are compatible with the engine and its control system. The TP400-D6 engine and control system has been designed and tested to be compatible with the Ratier-Figeac propeller P/Ns FH385/386.
6. The ratings shown under III.6. are achieved at sea level and ISA standard day conditions using a defined test bed configuration for the air intake and exhaust system with all optional bleeds closed and the aircraft service equipment drives unloaded, at a lower fuel heating value of 42798 kJ/kg.
7. Operation in freezing fog conditions below minus 9°C is prohibited.
8. There are two configurations of the PGB. Baseline, turning the propeller CW (M111002) when viewed from the rear of the engine and CCW (M121002), turning the propeller anticlockwise when viewed from the rear of the engine.
9. The maximum allowed ceiling pressure altitude for aircraft take-off is 14600 ft.
10. The duration of negative or zero 'g' must not exceed a period of 20 seconds.
11. The maximum crosswind component for ground operations is 35 knots .