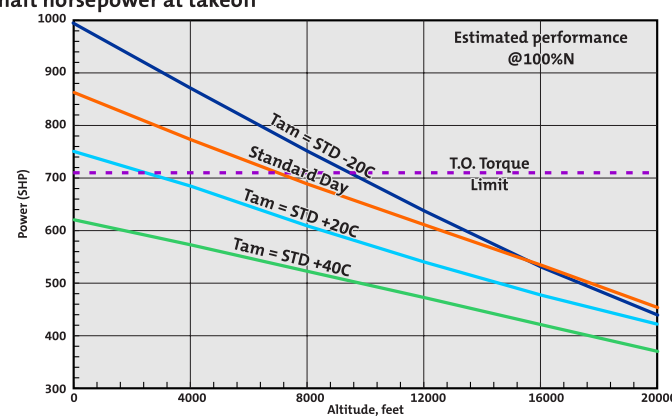


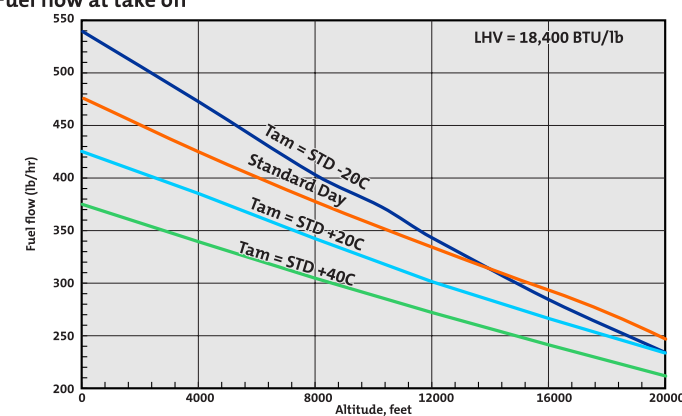
Engine specification

M250	C47B/8
Weight	278.6 lb
Power / weight ratio	2.97:1
Airflow	6.1 lb/sec
Pressure ratio	9.2:1
Design speeds @ 100% rpm	
Power output shaft	6,317 rpm
Gas producer rotor	51,000 rpm
Power turbine rotor	32,183 rpm
Fuels	JP-4, JP-5, ASTM-1655, Type A, A1, B
Oils	MIL-PRF-7808, MIL-PRF-23699, DOD-PRF-85734, SAE AS5780
FAA Type certificate number	E1GL

Shaft horsepower at takeoff



Fuel flow at take off



©2015 Rolls-Royce Corporation

The information in this document is the property of Rolls-Royce Corporation and may not be copied, communicated to a third party or used for any purpose other than that for which it is supplied without the express written consent of Rolls-Royce Corporation.

While the information is given in good faith based on the latest information available to Rolls-Royce Corporation, no warranty or representation is given concerning such information, which must not be taken as establishing any contractual or other commitment binding upon Rolls-Royce Corporation or any of its subsidiary or associated companies.

Rolls-Royce Corporation
PO Box 420, Indianapolis,
Indiana, 46206-0420 USA

Tel: + 1 317 230 2000

Rolls-Royce plc
PO Box 3, Filton, Bristol,
BS34 7QE United Kingdom

Tel: +44 (0) 117 979 1234
Fax: +44 (0) 117 979 7575

rolls-royce.com

VCOMB 1942
GTP 9740 (02/15)
M250® is a registered trademark of Rolls-Royce
Helicopter images © Bell Helicopter Textron Inc.

Trusted to deliver excellence



M250-C47B/8 turboshaft Powering the world's light helicopters



Powering the world's Light helicopters

M250-C47B/8 turboshaft

Rolls-Royce has delivered over 31,000 M250® engines. These engines have provided reliable performance for more than 240 million hours of flight service.

Our C47 product line alone has accumulated over 8 million operational flight hours. Rolls-Royce is listening to the needs of the market place and delivering responsive product improvements to further enhance customer value. As a result, the M250-C47B/8 delivers additional hot and high capability for your aircraft.

As the latest growth variant of the popular M250-C47B engine, the C47B/8 combines two proven technologies – the M250-C47B engine and the Value Improvement Package (VIP Kit). Chosen as the exclusive powerplant for Bell Helicopter's Bell 407, the C47B/8 creates a higher standard of performance for modern single-engine helicopters.

Full Authority Digital Engine Control (FADEC) equipped, the C47B/8 provides automatic starting, reduced pilot workload, rotor speed governing and automatic engine data recording.

All C47B/8 operators also benefit from the Rolls-Royce M250 FIRST network of worldwide authorized repair and overhaul centers.

With the C47B/8 you can fly more economically:

- Increase Hot & High Engine Performance
- Reduce Fuel Consumption
- Reduced Direct Operating Costs
- Expand Operational Range
- No Impact to Weight
- No Aircraft Changes
- Boost Payload Capability
- Backed by the award winning Global M250 network for support



Benefits of the C47B/8 include the following:

- Adds 8% hot & high engine performance
- Improves SFC (fuel consumption) by ~2%
- FADEC system provides:
 - Reduced pilot workload
 - Automatic starting
 - Improved power turbine governing
 - Torque and measured gas temperature limiting
- Operators in hot/ high conditions will experience:
 - Greater payload capability
 - Increased mission flexibility with more useful load
 - Faster cruise speed – shorter mission duration
 - Improved summertime scheduling flexibility
 - More load on the hook
 - Increases engine Time On Wing (TOW)
- Delivers up to 15% increase in available power to support Bell's Rotorcraft Flight Manual Supplement 12 for Hot and High Operations
 - Takes full advantage of available engine performance margin
- M250 FIRST network of worldwide authorized repair and overhaul centers

Sea level static rating	Minimum thermodynamic shaft horsepower	Rated shp	Sfc lb/shp-hr (max)
M250-C47B			
Takeoff (5 minute)	813	650	0.581
Max. continuous	701	600	0.591
Cruise A (90%)	630	540	0.607
Cruise B (75%)	525	450	0.642
8000 feet, 77°F			
Takeoff (5 minute)	544	544	0.579
Max. continuous	458	458	0.601
M250-C47B/8			
Takeoff (5 minute)	862	650	0.573
Max. continuous	761	600	0.583
Cruise A (90%)	685	540	0.599
Cruise B (75%)	571	450	0.623
8000 feet, 77°F			
Takeoff (5 minute)	587	587	0.566
Max. continuous	505	505	0.578