



Certification basis CAR 10. Type Certificate No. 7E2 issued October 18, 1960. Application for Type Certificate dated June 4, 1959.

"The engine covered by this certificate has been examined and found to comply with U.S. Civil Air Regulations Part 13 dated June 15, 1956, including Amendments 13-1 and 13-2, and conforms to TC 7E2."

The aviation authority for Germany, Luftfahrt-Bundesamt, originally type certificated this engine. The FAA validated this product under U.S. Type Certificate Number 7E2. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of Germany.

Import Requirements: To be considered eligible for installation on U.S. registered aircraft, each new engine to be exported to the United States with Luftfahrt-Bundesamt (Germany) or EASA airworthiness approval shall have a Joint Aviation Authorities (JAA) or EASA Form 1, Authorized Release Certificate. The JAA or EASA Form 1 should state that the engine conforms to the type design approved under the U.S. Type Certificate 7E2, is in a condition for safe operation and has undergone a final operational check.

NOTE 1. Maximum permissible cylinder head and oil inlet temperatures:

<u>Cylinder Head</u>	<u>Oil Inlet</u>
414°F	248°F

NOTE 2. Pressure limits - normal operation:

	<u>Max.</u>	<u>Min.</u>
Fuel inlet pressure, p.s.i.	3.23	1.47
Oil pressure, p.s.i.	66.0	29.4

NOTE 3. The following accessory drives are provided:

<u>Accessory</u>	Direction of Rotation*	Speed**	Maximum Torque (in. -lb.)		Maximum Overhang Moment (in. -lb.)
			Continuous	Static	
Starter	C	12:1	—	220	63
Generator	C	1.8:1	18	40	—
Tachometer drive	C	2:1	—	—	—

\* "C" - clockwise

\*\* Speed - times crankshaft r.p.m.

NOTE 4. SERVICE INFORMATION: Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or, for approvals made before September 28, 2003 by Luftfahrt-Bundesamt (Germany). Any such documents including those approved under a delegated authority, are accepted by the FAA and are considered FAA approved.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.
- Technical Variances

These approvals pertain to the type design only.

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