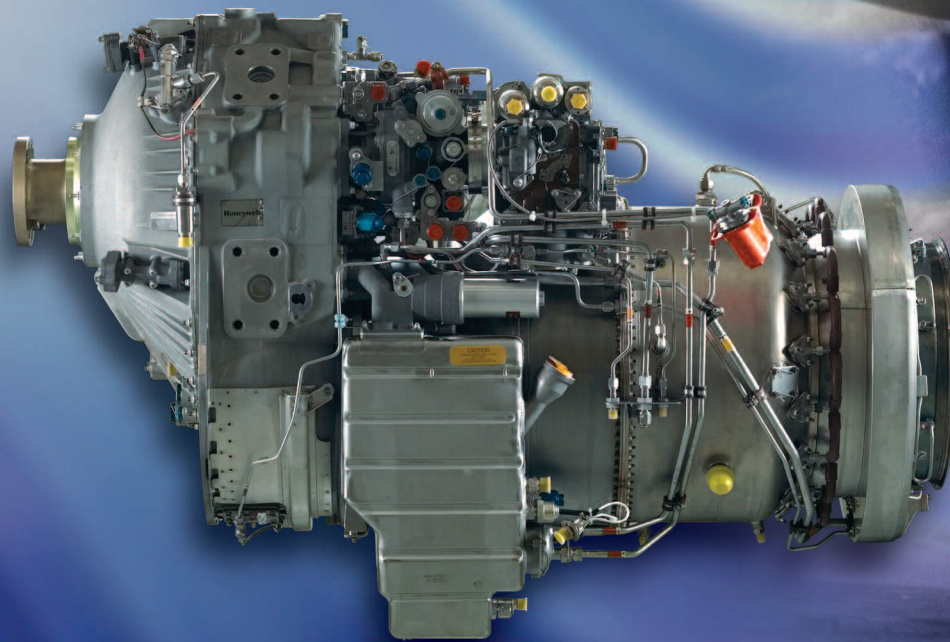


# TPE331-14 Turboprop Engine

**Honeywell**



**INCREASED PERFORMANCE WITH  
LOWER COST OF OWNERSHIP**

**Advanced Power and Performance  
for Turboprop Aircraft**

# TPE331-14

## Specifications

(Sea level-standard day)

**Power output:** shp 1,650  
 shp (thermo) 1,759  
 eshp 1,833  
 emergency APR 2,022

**SFC:** 0.519

**ESFC:** 0.497

**RPM:** gas gen 35,602  
 35,645GR/  
 35,585HR  
 shaft output 1,552

**Rotation:** GR cw from rear  
 HR ccw from rear

**Weight:** TPE331-14GR  
 620 CB (dry)  
 TPE331-14HR  
 633 CB (dry)

**PWR/WT ratio:** 2.66 (GR config.)

**Pressure ratio:** 11.2

**Airflow:** 12.0 lb/sec

**Fuel:** Jet A, Jet B, Jet A-1,  
 JP-4, JP-5, JP-8, JP8+100

**Oil:** Mil-L-23699C, Type II  
 Mil-L-7808D, F & G,  
 Type I

**Electrical:** 24 vdc, 16.2 amp

**Start capability:** SL-20,000 ft  
 -65°F + 130°F

**Operational limits:** SL-31,000 ft  
 -85°F + 130°F

**Compressor bleed:** high press. 12% (max)  
 interstage 7% (max)  
 total 12% (max)

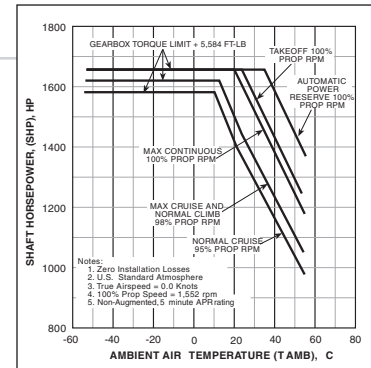
**Specification no:** 21-8355  
 \*to 75°F (to 97°F APR)

## Basic engine includes

- Fuel pumps, filter, fuel control unit fuel shutoff valve, and fuel anti-ice heating system excluding fuel heater
- Motive flow capability
- Dual ignition system, excluding power source and accessory electrical wiring
- Propeller flange
- Lubrication system, including filter, oil tank and related oil lines
- Strain gauge torque system
- Engine inlet anti-icing system, valve, and plumbing lines
- Propeller oil-flow tube
- NTS/auto feather system

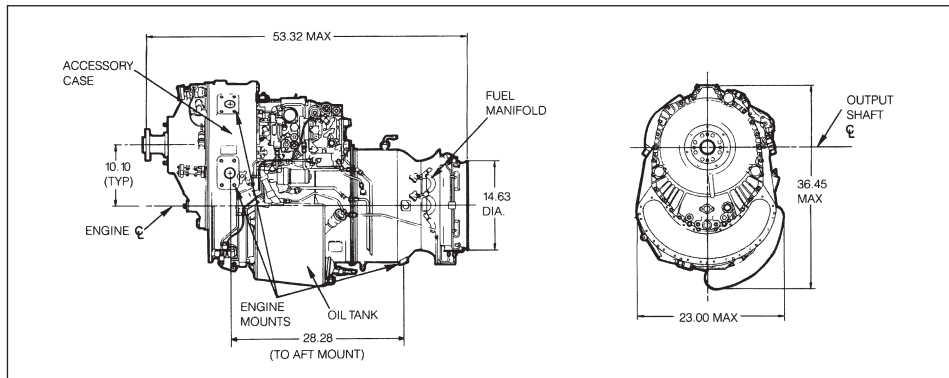
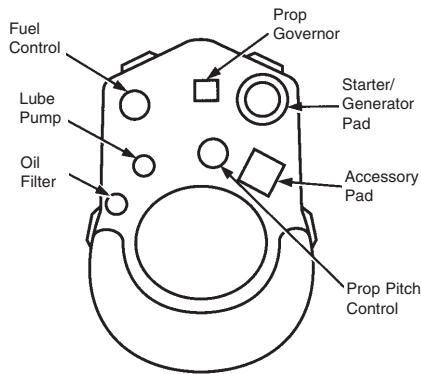
## Accessories/features

- Propeller-governor control
- Propeller-pitch control
- Oil filter bypass indicator
- Oil to fuel heat exchanger
- Controls linkage assembly
- Auto ignition switch
- Oil temperature-sensing bulb
- Beta pressure-sensing switch
- Chip detector
- Fire-shield adaptor
- Torque and temperature limiting system
- Fuel purge system
- Variable red line integrated engine control w/trend and exceedance monitoring, and APR control system logic



Nominal Use	Type of Drive (One Each)	Drive Modifications	Rotation Facing Drive Pad and rpm		Maximum Torque (lb-in)			1G Limit Overhung Moment (lb-in)
			-14GR	-14HR	T <sub>C</sub>	T <sub>O</sub>	T <sub>S</sub>	
Aircraft Accessory	AND20001 Type XI-B	Rotation, T <sub>C</sub> Stud Pattern Rotated 37 Degrees	4,087 CCW	4,080 CCW	300	375	1,650	100
Starter or Starter-Generator	AS468 Type AV-1	Rotation rpm, T <sub>C</sub> , T <sub>O</sub> , T <sub>S</sub> Overhung Moment	12,115 CCW	12,095 CCW	132	265	2,200	600

CCW = Counterclockwise CW = Clockwise T<sub>C</sub> = Continuous torque T<sub>O</sub> = Torque overload T<sub>S</sub> = Static torque  
 TPE331-14GR/-14HR Accessory Drives and Mounting Pads



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A60-0885-000-000  
 July 2006  
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