

Overview

Since its debut in 1975, the M601 turboprop engine family has attained 17 million flight hours on more than 30 aircraft types.

The M601E-11 is the workhorse version of the proven M601 series engine for use in agricultural and utility aircraft applications. An available 751 SHP and a robust, durable design make it an excellent choice for aircraft operations in a variety of environments. With no hot section inspection requirement and an internal fuel slinger free of recurrent fuel nozzle maintenance, the M601E-11 provides distinct cost-of-ownership advantages over competing engines.

Standard Engine Hardware

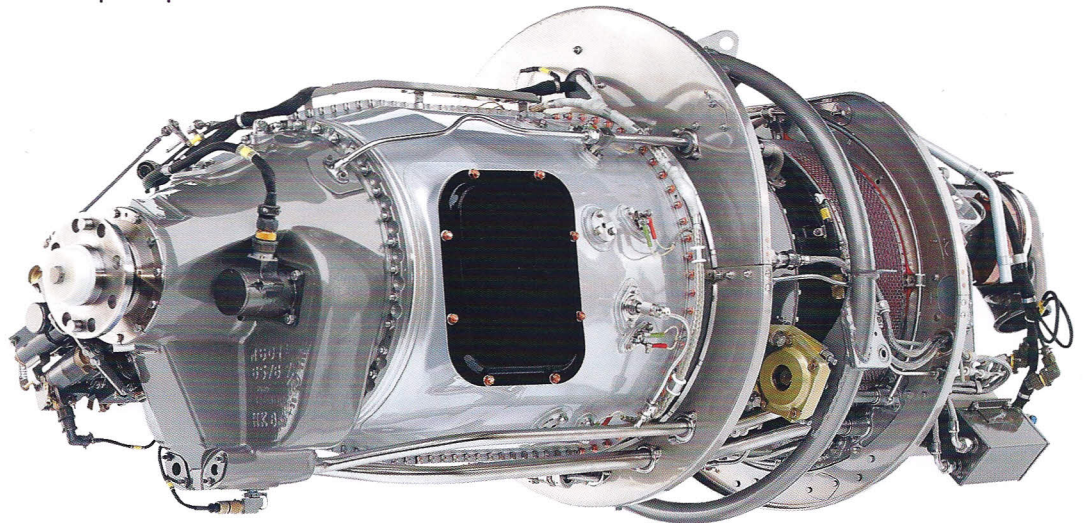
- Fuel control unit
- Fuel pump
- Ignition unit
- Oil filter impeding by-pass signaller
- Gas generator speed transmitter
- Prop speed transmitter
- ITT transmitter
- Torquemeter
- Oil temperature transmitter
- Engine mount body

Accessories

- Starter/generator
- Propeller speed governor
- Propeller speed limiter
- Engine limiting unit
- Beta signaller switch
- Fuel filter with by-pass signaller

M601E-11 Turboprop Engine

Proven power for turboprop aircraft



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Specifications subject to change without notice.

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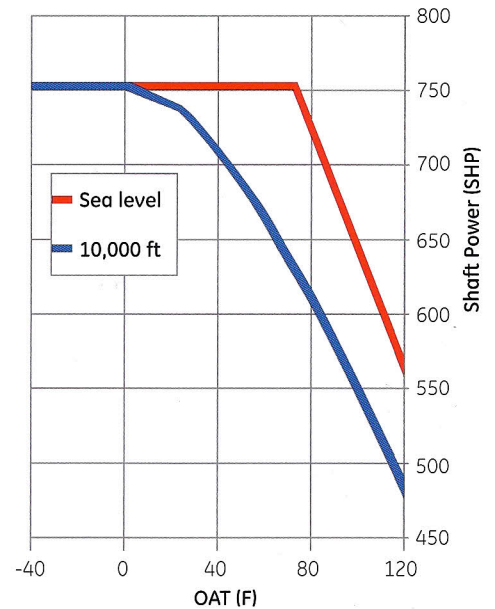
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Specifications

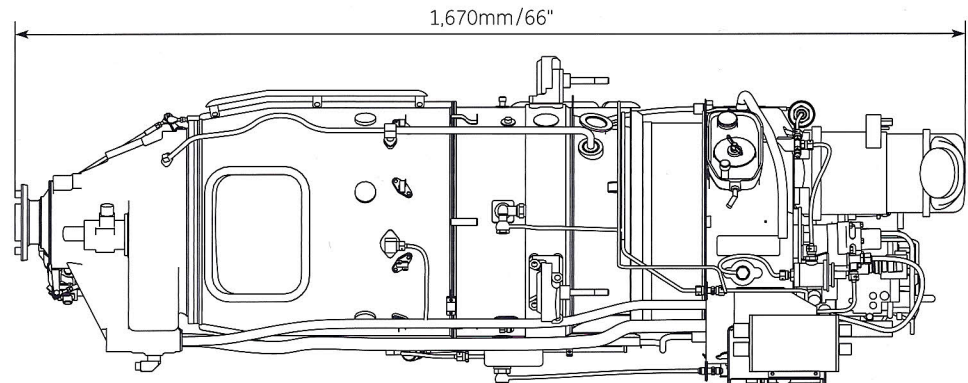
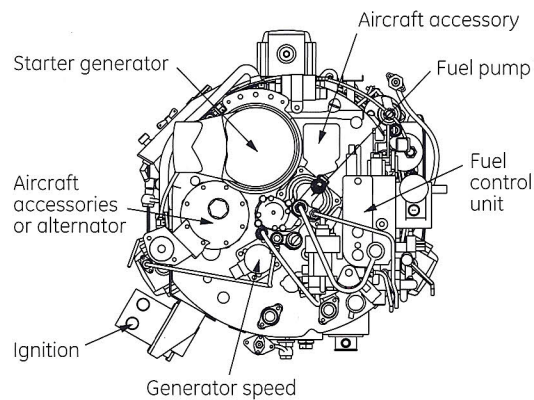
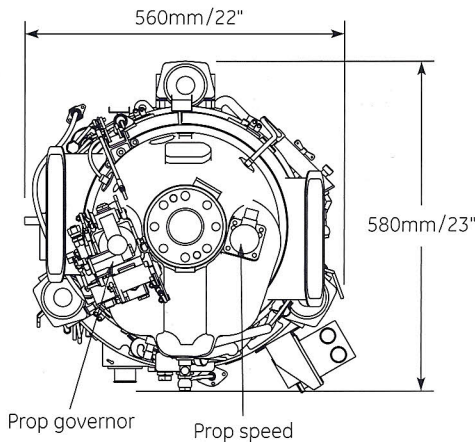
Sea level - standard day

Power Output	shp 751 eshp 798
ESFC	0.649
RPM	gas gen (98.6%) - 36,147 shaft output - 2,080
Propeller Rotation	ccw from rear
Weight (Basic Dry Mass)	400 lbs
Pressure Ratio	6.65
Airflow	8.0 lb/s
Fuel	Jet A, Jet A-1
Oil	Mil-L 23699C
Electrical	27 VDC, 200 amp
Bleed Air	2.3% (max)
	Hours - 3,000
TBO	Cycles - 6,600
	Calendar - 8 years (total)

Performance



Dimensions



imagination at work