



Australian Government
Civil Aviation Safety Authority

Type Certificate



Number: VE501

Pursuant to regulation 21.13A of the Civil Aviation Safety Regulations 1998 this type certificate is issued in respect of the Jabiru 2200C engine, manufactured by Avtech Pty Ltd.

This certificate is valid until it is suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as described in Type Certificate Data Sheet number VE501.

Date of Application: 25 May 2004

Date of Issuance: 6 February 2008

Dinh Nguyen
Delegate of the Authority

No	VE501
Revision	Revision 2
Engine	Jabiru 2200C
Date	07 MAY 2010

TYPE CERTIFICATE DATA SHEET

This data sheet is part of Type Certificate No. VE501 and lists the conditions and operational limitations under which the engines, for which the Type Certificate was issued, meet the airworthiness requirements of the Civil Aviation Safety Authority.

Certificate Holder Avtech Pty Ltd
 PO Box 5186
 Bundaberg West
 Queensland, 4760
 Australia

Jabiru 2200C approved 6th April 2008.

Type: 4 cylinder, horizontally opposed, aircooled, direct drive engine.

Rating: Max Continuous power and rpm at sea level pressure altitude. 60.0 kW, 3300 rpm

Fuel: Minimum Grade Aviation Gasoline. 100LL and 100/130
 Premium Unleaded MOGAS Minimum Octane Rating 95 (RON)
 Consumption 21 L/hr at Maximum Continuous Power

Oil: Type. Aero Oil Multi Grade 15W-50, W80, W100 or equivalent lubrication complying with MIL-L-22851C, or Lycoming Specification 301F, or Continental Specification MHF-24B

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	Usable	1.1 litres
	Sump capacity	2.3 litres
	Consumption	0.1 L/hr at Maximum Continuous Power
Ignition:	Dual	JABIRU Dual, High Voltage transistorized contactless P/No PII0522N
	Spark Plugs	NGK D9EA
	Timing	25° BTC (Note 1)
Bore and Stroke:	97.5-mm x 74-mm	
Displacement:	2209 cubic cm	
Principle Dimensions:	Length 536-mm	
	Width 582-mm	
	Height 445-mm	
Weight:	60-kg (Note 2)	
Temperature	Permissible Temperatures	
	Oil Inlet Minimum for Operation	1°C
	Oil Inlet Maximum	110°C
	Oil Inlet Continuous	80 to 100°C
	Cylinder Head Maximum (Not to exceed 5 minutes duration)	200°C
	Cylinder Head Maximum Continuous	180°C
	Cylinder Head Maximum Ground Operation	180°C
	Ignition Coils Maximum	100°C
Pressure:	Oil Pressure Limits	
	Normal Operation (Min)	220 kPa
	Normal Operation (Max)	525 kPa
	Idle Minimum	80 kPa

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Pressure (con'd):	Ground Running	Minimum 80 kPa Maximum 525 kPa
	Fuel Pressure Limits	Minimum 5 kPa Maximum 20 kPa
Centre of Gravity Location:	A: 260-mm aft of the front face of the propeller flange	
	B: 15-mm below the centre line of the crankshaft (Note 3)	
Propeller Rotation:	Clockwise when viewed from the rear	
Carburetor:	1 Bing 94/40.144 constant pressure carburetor	
	40-mm diameter	
	Idle Jet	#45
	Needle Jet	#290
	Main Jet	#245
Fuel Pump:	Needle P/No 4A13810D-5	
	Mechanical, JABIRU P/No PH0625N	
Fuel Filter	15 Micron	
Alternator:	Integrated JABIRU Permanent Magnet Jabiru P/No 4665084-4 with regulator Rectifier P/No PII0625N	
	Starter:	
	JABIRU 12V/1.0 kW engagement via reduction gear and freewheel P/No 4A070A0D	

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Certification Basis CASR Part 32 CS22 Sub Part H (formerly JAR 22H)
 Production Basis JABIRU Production Certificate 444128
 Master Drawing List The engine configuration is defined in Master Drawing List AVD4CYL021-1 dated 13 August 2008
 Eligible Serial Nos. 22C001 and subsequent

NOTES

- Note 1 Engine Operating Limit of 10,000 feet above sea level as defined by ignition circuit.
- Note 2 Net dry weight includes exhaust, starter, flywheel, and alternator.
- Note 3 Centre of Gravity:
 A: Relative to Specific Longitudinal reference.
 B: Relative to engine crankshaft centerline.
- Note 4 The Jabiru 2200J, which is an earlier model of the Jabiru 2200 series engines, is referenced in Certificate of Type Approval 160-2 which remains in force.
- Note 5 This amendment updates the Master Drawing List to reflect a modified configuration of the engine that introduces hydraulic valve lifters, a revised crankshaft configuration and a number of other minor modifications. It also introduces some ground running limitations
- Note 6 This amendment corrects an editorial error at Revision 1, which indicated that this TCDS was issued for propellers.

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