

# StandardAero



## 2023

## ACCESSORY SUPPORT MANUAL FOR ROLLS-ROYCE M250

Visit our site: [https://cloud.communications.standardaero.com/No\\_BillBack](https://cloud.communications.standardaero.com/No_BillBack)



**2023**

**ACCESSORY SUPPORT MANUAL**  
FOR ROLLS-ROYCE M250



**StandardAero**

## GROWING TO SERVE YOU BETTER

In July 2021, StandardAero acquired two additional accessory locations, H+S Aviation in Portsmouth, UK and International Governor Services (IGS) in Broomfield, Colorado. They will continue their operations as StandardAero companies.

H+S and IGS joined StandardAero's two other accessory locations, Accel Aviation in Fort Myers, Florida and Safe Fuel Systems in Hialeah, Florida. The addition of these new accessory sites to the StandardAero family will only strengthen our worldwide synergy and ability to serve you, the customer, better.

For more information about StandardAero's Accessory Capabilities,

Visit our Accessory Support website:

[https://cloud.communications.standardaero.com/No\\_BillBack](https://cloud.communications.standardaero.com/No_BillBack)

## FORT MYERS, FLORIDA CAPABILITIES LISTING

Application	Part Number	OEM	Description
M250	23078029, M250-10136, 23078029A	Triumph	HMU
M250	23078031, M250-10152, M250-10151	Triumph	HMU
M250	23078033, M250-10277, 23078033A	Triumph	HMU
M250	23078035, M250-10239, M250-10240	Triumph	HMU
M250	23074704, 23057337, 23070620	Triumph	Fuel Pump
M250 / RR300	23065132, 23070459, 23074705	Triumph	Fuel Pump
M250	23065133, 23070460, 23074706	Triumph	Fuel Pump
M250	23065134, 23070461, 23074707	Triumph	Fuel Pump
M250	6890917, 23077068, M250-10603	Rolls-Royce	Fuel Nozzle
M250	6899001, 23077067, M250-10604	Rolls-Royce	Fuel Nozzle
M250	M250-10696, 23089311	Rolls-Royce	ECU*

\*ECU is subcontracted to Triumph Engine Controls

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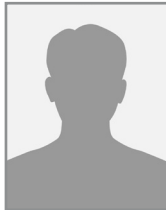
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Application	Part Number	OEM	Description
M250	23007506, 23065121, M250-10844	Honeywell	PTG
M250	23007506, 23065121, M250-10844	Honeywell	PTG
M250	23030648, 23065122, M250-10847	Honeywell	PTG
M250	23007505, 23065123, M250-10847	Honeywell	PTG
M250	23070100, 23070105, 23065124, M250-10880	Honeywell	PTG
M250	23070101, 23070106, 23065125, M250-10881	Honeywell	PTG
M250	23070104, 23065128, M250-10884	Honeywell	PTG
M250 / RR300	23076061, 23086749, M250-10817	Honeywell	PTG
M250	23076418, 23086773, M250-10840	Honeywell	PTG
M250	23076062, 23086750, M250-10835	Honeywell	PTG
M250	23076419, 23086774, M250-10841	Honeywell	PTG
M250	23076063, 23086751, M250-10836	Honeywell	PTG
M250	23076064, 23086752, M250-10837	Honeywell	PTG
M250	23003114	Hamilton-Sundstrom	Fuel Pump
M250	6899253	Agro-Tech - Eaton	Fuel Pump
M250	6896810	Agro-Tech - Eaton	Fuel Pump
M250	6896822	Agro-Tech - Eaton	Fuel Pump
M250	6899115, 23036668, 23053176	Rolls-Royce	Bleed Valve
M250	23053178, 23053190, 23073207	Rolls-Royce	Bleed Valve
M250	23005367, 23074227	Rolls-Royce	Bleed Valve
M250	23005366, 23073353, 23064598	Rolls-Royce	Bleed Valve
M250	23065104, 23070606, M250-10816	Honeywell	FCU
M250	23065105, 23070607, M250-10831	Honeywell	FCU
M250	23070616, 23070609, M250-10832	Honeywell	FCU
M250	23065107, 23070603, M250-10129, M250-10826	Honeywell	FCU
M250	23065108, 23070604, M250-10130, M250-10824	Honeywell	FCU
M250	23065144, 23070611, M250-10829	Honeywell	FCU
M250	23070613, 23087146, M250-10834	Honeywell	FCU

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Safe Fuel Systems  
860 West 84th Street  
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## INTERNATIONAL GOVERNOR SERVICES CAPABILITIES LISTING

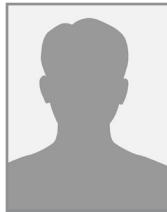
Application	Part Number	OEM	Description
M250	23007506, 23065121, M250-10844	Honeywell	PTG
M250	23030648, 23065122, M250-10879	Honeywell	PTG
M250	23007505, 23065123, M250-10847	Honeywell	PTG
M250	23070100, 23070105, 23065124, M250-10880	Honeywell	PTG
M250	23070100, 23070105, 23065124, M250-10881	Honeywell	PTG
M250	23070104, 23065128, M250-10884	Honeywell	PTG
M250 / RR300	23076061, 23086749, M250-10817	Honeywell	PTG
M250	23076418, 23086773, M250-10840	Honeywell	PTG
M250	23076062, 23086750, M250-10835	Honeywell	PTG
M250	23076419, 23086774, M250-10841	Honeywell	PTG
M250	23076063, 23086751, M250-10836	Honeywell	PTG
M250	23076064, 23086752, M250-10837	Honeywell	PTG
M250	6899253	Argo-Tech - Eaton	Fuel Pump
M250	23065104, 23070606, M250-10816	Honeywell	FCU
M250	23065105, 23070607, M250-10831	Honeywell	FCU
M250	23070616, 23070609, M250-10832	Honeywell	FCU
M250	23065107, 23070603, M250-10129, M250-10826	Honeywell	FCU
M250	23065108, 23070604, M250-10130, M250-10824	Honeywell	FCU
M250	23065144, 23070611, M250-10829	Honeywell	FCU

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## H+S AVIATION CAPABILITIES LISTING

Application	Part Number	OEM	Description
M250	23007506, 23065121, M250-10844	Honeywell	PTG
M250	23030648, 23065122, M250-10879	Honeywell	PTG
M250	23007505, 23065123, M250-10847	Honeywell	PTG
M250	23070100, 23070105, 23065124, M250-10880	Honeywell	PTG
M250	23070101, 23070106, 23065125, M250-10881	Honeywell	PTG
M250	23070104, 23065128, M250-10884	Honeywell	PTG
M250 / RR300	23076061, 23086749, M250-10817	Honeywell	PTG
M250	23076418, 23086773, M250-10840	Honeywell	PTG
M250	23076062, 23086750, M250-10835	Honeywell	PTG
M250	23076419, 23086774, M250-10841	Honeywell	PTG
M250	23076063, 23086751, M250-10836	Honeywell	PTG
M250	23076064, 23086752, M250-10837	Honeywell	PTG
M250	104100A(6-14)	CECO	PTG
M250	104500A(1-9)	CECO	PTG
M250	104000A(8-11)	CECO	PTG
M250	104900A(3-6)	CECO	PTG
M250	23078029, M250-10136, 23078029A	Triumph	HMU
M250	23078031, M250-10152	Triumph	HMU
M250	23078033, M250-10277, 23078033A	Triumph	HMU
M250	23074704, 23057337, 23070620	Triumph	Fuel Pump
M250 / RR300	23065132, 23070459, 23074705	Triumph	Fuel Pump
M250	23065133, 23070460, 23074706	Triumph	Fuel Pump
M250	23065134, 23070461, 23074707	Triumph	Fuel Pump
M250	23003114	Hamilton-Sundstrand	Fuel Pump
M250	6899253	Argo-Tech - Eaton	Fuel Pump
M250	6896810	Argo-Tech - Eaton	Fuel Pump
M250	6896822	Argo-Tech - Eaton	Fuel Pump
M250	6890917, 23077068, M250-10603	Rolls-Royce	Fuel Nozzle
M250	6899001, 23077067, M250-10604	Rolls-Royce	Fuel Nozzle
M250	6899115, 23036668, 23053176	Rolls-Royce	Bleed Valve
M250	23053178, 23053190, 23073207	Rolls-Royce	Bleed Valve
M250	23005367, 23074227	Rolls-Royce	Bleed Valve
M250	23005366, 23073353, 23064598	Rolls-Royce	Bleed Valve
M250	23065104, 23070606, M250-10816	Honeywell	FCU
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M250	23070616, 23070609, M250-10832	Honeywell	FCU
M250	23065107, 23070603, M250-10129, M250-10826	Honeywell	FCU
M250	23065108, 23070604, M250-10130, M250-10824	Honeywell	FCU
M250	23065144, 23070611, M250-10829	Honeywell	FCU
RR300	RR30000558, RR30000454, RR30000565	Honeywell	FCU

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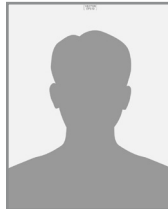
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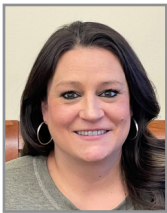
## INTRODUCTION

This Accessory Support Manual has been prepared as a supplement to the current StandardAero Rolls-Royce Model 250 Exchange Price List. The accessories contained in this manual are available on an exchange basis from StandardAero's extensive selection of zero-time overhauled units.

All StandardAero exchange accessories are brought to the latest modification status at time of overhaul. Returned cores not exhibiting this status will be upgraded and the extra cost will be billed to the customer at the time of the exchange transaction.

The information contained within is to be used as a technical/sales guide for supporting Rolls Royce Model 250 engine accessories. The technical data shown is intended for use as a quick reference; it does not take the place of official Rolls-Royce Corporation engine manuals and service publications.

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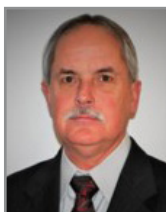
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- 50 ..... M250-C20 Argo-Tech / Eaton Fuel Pump
- 51 ..... M250-C20 Triumph Fuel Pump
- 52 ..... M250-C20 Sundstrand Fuel Pump
- 54 ..... M250-C20R Triumph Fuel Pump
- 55 ..... M250-C30P Argo-Tech / Eaton Fuel Pump
- 56 ..... M250-C28 / C30 Triumph Fuel Pump
- 57 ..... M250-C28 / C30 Sundstrand Fuel Pump
- 58 ..... M250-C30 Argo-Tech / Eaton Fuel Pump
- 59 ..... M250-C30 Triumph Fuel Pump
- 60 ..... M250-C30 Sundstrand Fuel Pump
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### ROLLS-ROYCE MODEL 250 - 2023

#### EXCHANGE ENGINE MODULES

##### ENGINES

All Series ..... P.O.R.

##### TURBINE

Series II ..... \$188,000

Additional fee for CEB-1365

PT enhancement ..... \$25,000

\*C30P / S / G ..... \$200,000

\*C40 / 47 ..... \$190,000

*\*Indicates 3 & 4 wheels will be pro-rated for possible credit*

##### COMPRESSOR

Series II ..... \$96,000

\*Series IV ..... \$200,000

\*C20R ..... \$225,000

*\*Indicates impeller will be pro-rated for possible credit*

##### GEARBOX

Series II ..... \$99,000

Series IV ..... \$115,000

##### PROP REDUCTION GEARBOX

B17 ..... \$160,000

##### COMPRESSOR CASE

C20B ..... \$18,500

Replasticize (Plus Parts) ..... \$7,425

*Returned units must be in normal run-out condition. Excessive damage, FOD, signs of heat distress, or other indications that the Unit was damaged beyond normal conditions may result in additional costs to customer. Units must also be accompanied by a complete set of current log books, properly completed.*

#### EXCHANGE ACCESSORIES

##### FUEL CONTROL

Series II Honeywell ..... \$19,500

Series III & IV Honeywell ..... \$21,000

HMU Series IV Triumph ..... \$55,000

##### GOVERNOR

Series II & RR300 Honeywell ..... \$11,500

Series III & IV Honeywell ..... \$11,500

##### FUEL PUMP

Series II Single Element

Sundstrand ..... \$6,200

Series II Argo Tech / Eaton ..... \$6,200

Series II & RR300 Triumph ..... \$9,200

Series II C20R Triumph ..... \$39,000

Series III & IV Argo Tech / Eaton ..... \$6,600

Series III & IV Triumph ..... \$9,200

##### FUEL NOZZLE

Series II ..... \$1,650

Series III & IV ..... \$2,200

##### BLEED VALVE

Series II ..... \$1,750

C20R Large ..... \$2,100

Series III & IV ..... \$4,400

##### MISCELLANEOUS ACCESSORIES

Series IV CEFA Filter ..... \$5,500

Series IV PMA Alternator ..... \$7,000

Series III & IV Solenoid Valve ..... \$3,900

Series III & IV Air Valve ..... \$2,000

Double Check Valve ..... \$3,900

Series II Fuel Check Valve ..... \$1,800

*StandardAero exchange accessories are brought to the latest modification status at time of overhaul. Returned cores not exhibiting this status will be upgraded and the extra cost will be billed to the customer.*

#### HOURLY RENTAL RATES

##### ENGINE

C20B ..... \$260.00

C20R ..... \$320.00

C30 ..... \$340.00

C40 / C47 ..... \$375.00

RR300 ..... \$320.00

##### TURBINE

C20B/R ..... \$110.00

C30 ..... \$125.00

C40 / C47 ..... \$125.00

##### COMPRESSOR

C20B ..... \$65.00

C20R ..... \$145.00

C30 ..... \$95.00

C40 / 47 ..... \$95.00

##### GEARBOX

C20B ..... \$70.00

C30 ..... \$145.00

C40 / 47 ..... \$145.00

##### ACCESSORIES

FCU, Governor, Fuel Pump ..... \$50.00

HMU ..... \$90.00

The hourly rates listed do not include fixed re-certification or minimum hour usage charges.

**PRICES SUBJECT TO CHANGE  
WITHOUT NOTICE**

PRICES QUOTED IN US FUNDS EFFECTIVE

JANUARY 1, 2023

Revision #2023-1

Visit StandardAero's Website

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[Helicopters@StandardAero.com](mailto:Helicopters@StandardAero.com)

**Custom Overhaul Pricing Available Upon Request**

## PRICING

The pricing shown in this book covers the cost of the Commercial Engine Bulletins (CEB's) related to each accessory at the time of an exchange sale. These prices are "NET" and are not to be discounted. The final price of each exchange will be a total of the applicable CEB's added to the normal exchange price.

The prices will be in effect until 31 December 2023, for any exchange transactions, or until a new revision of the Accessory Support Manual is released.

These prices may be used as a guide when estimating custom overhaul work, however the actual cost to the customer may vary due to the condition of the returned core, vendor price changes, exchange rate fluctuations and individual customer discount schedules.

Any CEB's which are listed as "NO CHARGE" for an exchange transaction are included in the price of the exchange unit. On units received for custom overhaul or repair, additional labor or material may be required to incorporate those modifications.

The CEB prices shown include ONLY the extra cost of material or labor to incorporate the modification at time of overhaul or exchange. Any unit received for modification only will be subject to the normal repair costs (including dismantling, cleaning, inspection, assembly and test) which will be added to the price of the CEB.

### "NO BILL BACK" POLICY

Exchange accessories received in normal run-out condition are subject to StandardAero's "NO BILL BACK" policy. This allows for the straight exchange of like items without the inconvenience of late charges or additional billings.

In order to qualify, the returned core should be as it was removed from the engine either due to time expiry or an operational requirement.

### Returned cores will not be accepted with the following conditions:

<b>Traceability</b>	All cores must have traceability back to an engine serial number and/or aircraft registration number, with a removable date. A removal tag and or log cards is required.
<b>Missing Parts</b>	All parts specified by the OEM to be part of the unit must be present.
<b>Missing Data Plate</b>	All cores must be received with the original data plate.
<b>Incorrectly Identified</b>	Cores received missing modifications, when indicated by the part number on the data plate to be incorporated, are not acceptable.
<b>Previously Dismantled</b>	Cores dismantled by the operator or another overhaul facility are not acceptable.
<b>Submerged in Water</b>	The core will be beyond economical repair
<b>Catastrophic Failure</b>	Any major failure of internal drives is not acceptable
<b>Fire Damage</b>	Cores subject to high temperature resulting from a crash or other incident cannot be Overhauled and are deemed to be scrap by the OEM.
<b>Impact Damage</b>	Cores removed from a crash that have any external damage are not acceptable.
<b>Improper Storage</b>	Cores showing excessive dirt or corrosion from improper storage are not acceptable.
<b>Improper Packaging</b>	Cores returned with insufficient packaging protection may require additional "Hard Landing" inspection requirements, which will result in additional core billings.

Any cores received with an unacceptable condition will be returned, or an additional billing will be processed to cover the discrepant parts. The customer will be contacted at the time of billing to discuss the problem and determine what options may be available.



## STANDARD AERO ROLLS-ROYCE MODEL 250 ACCESSORY WARRANTY

StandardAero represents and warrants that its workmanship conforms to the requirements of the manufacturer and that its quality control is in accordance with the provisions of the applicable Aviation Authority regulations.

All accessories overhauled or repaired by StandardAero are warranted to be free from defects in workmanship as follows:

### Accessory Overhaul

500 hours or 12 months from the date of installation or 12 months after shipment, whichever occurs first.

### Accessory Repair

500 hours or 6 months from the date of installation or 12 months after shipment, whichever occurs first.

All new material embodied at overhaul or repair will carry the manufacturer's new part warranty.

StandardAero does not warrant materials, parts or services applied or performed by other companies, but agrees to use its best effort to ensure that the suppliers' and subcontractors' warranties with respect to such materials, parts and services will be extended to the customer.

The responsibility of StandardAero under this warranty is further limited to the following conditions:

- 1) Defects in workmanship must be discovered within the warranty period and StandardAero must be given prompt notice in writing no later than 30-days from the date of discovery.
- 2) The Accessory unit must be returned to StandardAero, no later than 90-days after such notification is made.
- 3) The Accessory units must have been maintained and operated in accordance with the manufacturer's directives and instructions. The units and parts must not have been altered or repaired outside of StandardAero facilities. The units and parts must not have been subjected to misuse, neglect, accident or damage from the elements.

This warranty is in lieu of all other warranties expressed or implied and all other obligations and liabilities either direct or consequential on the part of StandardAero relating to accessories or accessory parts all of which are hereby expressly disclaimed. StandardAero neither assumed nor authorizes any person to assume for it any other liabilities in connection with its product except as expressed in a written agreement hereafter entered into by StandardAero. This warranty is extended to the customer that originally contracted StandardAero to perform the accessory overhaul or repair and may not be transferred to any other third party.

The obligation of StandardAero under this warranty is limited to repair or replacement of a part(s) used in an overhauled or repaired unit as provided herein. This warranty does not include, and StandardAero will not be liable for any other remedy or liability for incidental or consequential damages of any kind, including, but not limited to such damages resulting from a breach of contract or warranty, alleged negligence or otherwise, damage to airframe or other property, costs or expenses of operation on engine, engine module, or engine component or other equipment, loss of use of the aircraft, cost of capital, cost of substitute equipment, facilities, or services, down time costs, or claims of customers, buyer(s) or third parties for such damages, or any other loss, claim, or demand of any description.

GROWING TO SERVE YOU BETTER



# The StandardAero Team, meet our experts

The StandardAero Helicopter Programs team is here for you, and we will continue to RAISE THE STANDARD.

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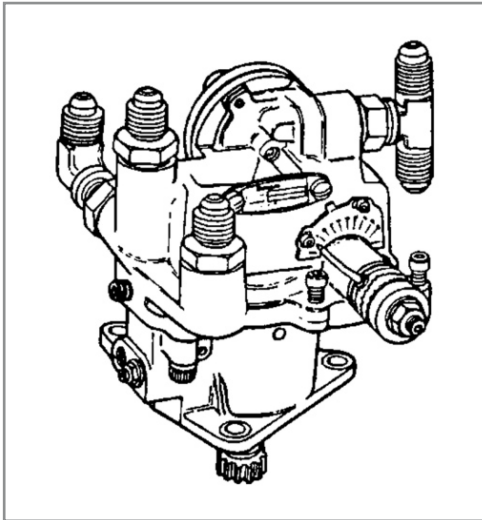
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### M250-C20 HONEYWELL GOVERNOR

**ROLLS-ROYCE P/N:** M250-10844  
**Honeywell P/N:** 2524769-15  
**Model:** AL-AA1  
**TBO:** 2,000.0  
**Used on:** C20, C20B, C20J  
**P/N M250-10844 can not be used on a C20R configuration engine.**

**Multi-Engine / C20R Configuration:**  
**ROLLS-ROYCE P/N:** M250-10847  
**Honeywell P/N:** 2524667-16  
**TBO:** 2,000.0  
**Used on:** C20, C20B, C20F, C20J, C20R

#### Exchange Conditions:

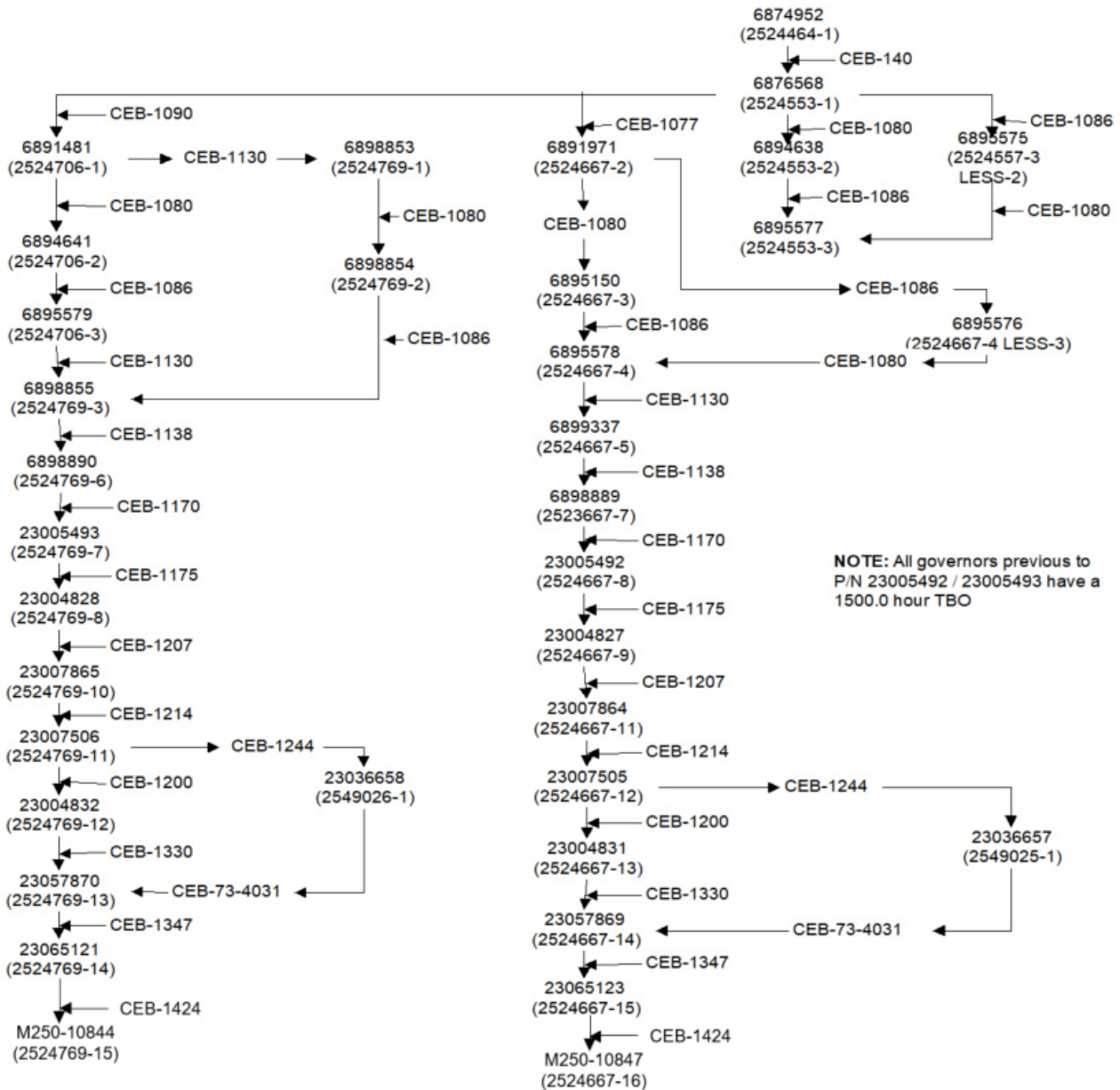
- Both main bodies must be free from cracks or physical damage, especially on the engine mounting surface.
- The core must be returned with all four fittings installed. If the core is post CEB-1330 the core must have the short Py fitting installed or an add-bill will occur. Any throttle lever installed should be removed prior to returning the unit for core credit.

#### Modifications:

CEB	Description	U.S. Net
1086	Rework Throttle Stop	302.50
1130	Drive Spline	726.00
1138	Screened Orifices	374.00
1170	Drive Shaft Inspection	N/C
1175	Superseded by CEB-1207	-
1200	Superseded by CEB-1330	-
1207	Filter Fittings	610.00
1214	Everlube	N/C
1330	Investment Cast Cover	6759.50
1347	Meldin Drive Bearings	N/C
1361	Internal Spring Replacement	N/C
1413	Meldin Drive Bearings	N/C
1424	Drive Bearings	N/C

**NOTE:** Any governor core received that has not had CEB-1330 previously embodied may be uneconomical to repair, overhaul or exchange. The new governor program (CEB-1391) may be a more economical option. Please see Page 12 for further details.

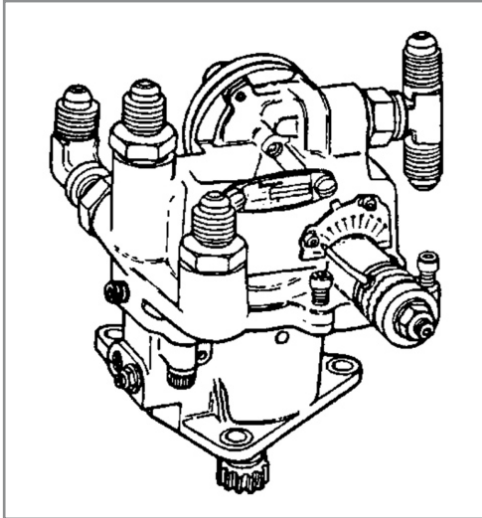
### HISTORY CHART



The Series II governors were originally released in both a single engine and multi engine configuration. The C20 series parts manual has been amended to allow installation of multi engine governors on all C20 series single and multi-engine applications.

It is important to note that after the incorporation of CEB-1330, the new series governor M250-10844 and M250-10847 requires a new 23057137 tube assembly to install it on the engine. The original tube will not fit, as the new Py filter installed has been reduced in length. Any time a new governor is exchanged the customer must be made aware of the requirement to purchase a new tube assembly.





### M250-C20 HONEYWELL GOVERNOR

**ROLLS-ROYCE P/N:** M250-10879  
**Honeywell P/N:** 2524912-6  
**Model:** AL-AA1  
**TBO:** 2,000.0  
**Used on:** T63-A-720/C20C Military engines  
**To be used on non-type certificated, restricted flight category applications only.**

**Note:** The current part number C20C governor has a TBO of 2000 hours, if maintained and operated in accordance with commercial standards, per CSL-1209.

#### Exchange Conditions:

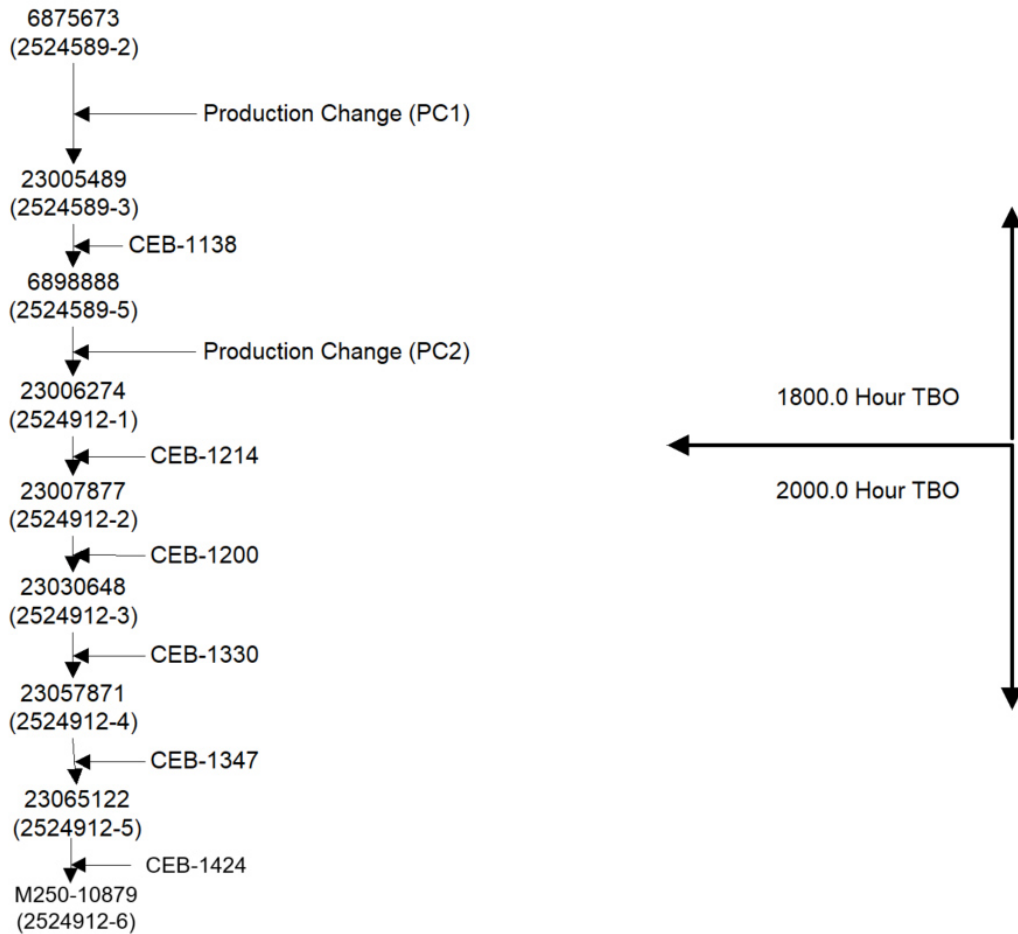
- Both main bodies must be free from cracks or physical damage, especially on the engine mounting surface.
- The core must be returned with all four fittings installed. If the core is post CEB-1330 the core must have the short Py fitting installed or an add-bill will occur. Any throttle lever installed should be removed prior to returning the unit for core credit.

#### Modifications:

CEB	Description	U.S. Net
PC1	Test Calibration	N/C
PC2	Production Update	1716.00
1138	Screened Orifices	374.00
1200	Test Access Window	93.50
1214	Everlube	N/C
1330	Investment Cast Cover	6,759.00
1347	Meldin Drive Bearings	N/C
1361	Internal Spring Replacement	N/C
1413	Meldin Drive Bearings	N/C
1424	Drive Bearings	N/C

**NOTE:** Any governor received that has not had CEB-1330 previously embodied may be uneconomical to repair, overhaul or exchange. The new governor program (CEB-1391) may be a more economical option. Please see Page 12 for further details.

## HONEYWELL GOVERNOR REPLACEMENT PROGRAM



**NOTE:**

It is important to note that after the incorporation of CEB-1330, the M250-10879 governor requires a new 23057137 tube assembly to install it on the engine. The original tube will not fit, as the new Py filter installed has been reduced in length. Any time a new configuration governor is exchanged the customer must be made aware of the requirement to purchase a new tube assembly.

**NOTE:**

As the T63 / C20C governor is to be maintained and operated in accordance with commercial standards per CSL-1209, all overhauled and exchange governors must be modified to the latest M250-10879 configuration. This includes the incorporation of the Investment Cast Cover CEB-1330, if not previously complied with.



## HONEYWELL GOVERNOR REPLACEMENT PROGRAM

New and improved power turbine governors have been released to replace the original series 250-C20, C20R, C28, C30, C30M, C30G and C30G/2 series governors. Improvements include:

Dual bushing supported throttle shaft, similar to the M250-C30 and PT6 series accessories, which eliminates the problem of the throttle shaft binding and seizing.

Dual element spool sealed spool bearing, which reduces N2 fluctuation, increases reliability and reduces the chance of Teflon tube bearing grease contamination.

Improved Py spring retention, which provides more consistent operation and reduces N2 fluctuations, N2 droop and the need to constantly re-rig the governor.

Elimination of the eccentric shaft, which was a high wear replacement item in the previous design. The new configuration uses replaceable ball bearings, which will reduce parts rejection and reduce the rate of cam follower lever replacement.

Tungsten carbide flyweight shoes, which replace the chrome plated brass shoes, providing greater resistance to wear and giving a higher resistance to vibration related damage.

Sand cast reinforced drive body, which eliminates the cracking and casting flaw problems with the original configuration body

The new configuration governor has been designed to provide smoother and more consistent response and to increase the reliability and time between removals, while potentially reducing the number of parts rejected at the subsequent repair and overhaul events.

**It is important to note that on any C20 exchanges where the core governor is pre-CEB-1330, the governor requires a new 23057137 tube assembly to install it on the engine. The original tube will not fit, as the new Py filter installed has been reduced in length. Any time a new governor is exchanged the customer must be made aware of the requirement to purchase a new tube assembly.**

### NOTE:

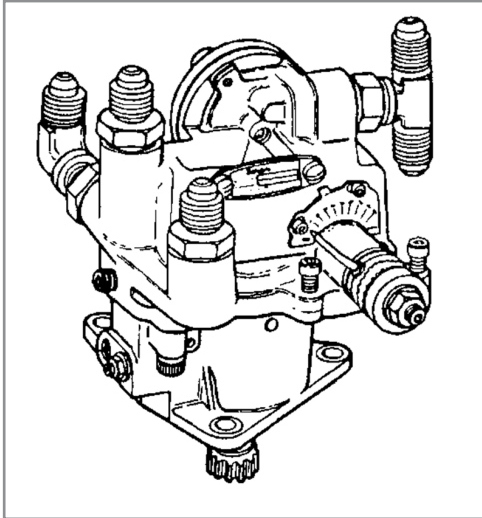
Overhauled Series II governors P/N: M250-10847 and P/N: M250-10840, and Series IV governors P/N: M250-10836 are available for exchange with a like core part number. Please call for pricing and options.



### GOVERNORS AVAILABLE

250-C20, C20R	M250-10847 M250-10817	Replaces: 23065123 (Multi-Engine and C20R) Replaces: 23076061 / 23086749
250-C20	M250-10844 M250-10840	Replaces: 23065121 (Single Engine) Replaces: 23076418 / 23086773
250-C20C	M250-10879 M250-10835	Replaces: 23065122 Replaces: 23076062 / 23086750
250-C28	M250-10880 M250-10841	Replaces: 23070100 / 23070105 / 23065124 Replaces: 23076419 / 23086774
250-C30	M250-10881 M250-10836	Replaces: 23070101 / 23070106 / 23065125 Replaces: 23076063 / 23086751
250-C30M	M250-10882 M250-10842	Replaces: 23070102 / 23070107 / 23065126 Replaces: 23076420 / 23086775
250-C30G	M250-10883 M250-10843	Replaces: 23070103 / 23065127 Replaces: 23076421 / 23086786
250-C30G/2	M250-10884 M250-10837	Replaces: 23070104 / 23065128 Replaces: 23076064 / 23086752

Original HW PN	Original Rolls-Royce PN	CEB-1402 / CEB-73-3126		CEB-1424 / CEB-73-3145		Applicability
		Modified HW PN	Modified Rolls-Royce PN	Current HW PN	Current Rolls-Royce PN	
2549269-1	23076416	2549169-2	23086771	2549169-3	M250-10838	C18 Series
2549170-1	23076061	2549170-2	23086749	2549170-3	M250-10817	C20 Series (Multi)
2549171-1	23076419	2549171-2	23086774	2549171-3	M250-10841	C28 Series
2549172-1	23076063	2549172-2	23086751	2549172-3	M250-10836	C30/C30P Series
2549173-1	23076421	2549173-2	23086786	2549173-3	M250-10843	C30G
2549174-1	23076420	2549174-2	23086775	2549174-3	M250-10842	C30M
2549175-1	23076417	2549175-2	23086772	2549175-3	M250-10839	T63-A-700
2549176-1	23076062	2549176-2	23086750	2549176-3	M250-10835	T63-A-720
2549177-1	23076064	2549177-2	23086752	2549177-3	M250-10837	C30G/2
2549178-1	23076418	2549178-2	23086773	2549178-3	M250-10840	C20 Series (Single)



### M250-C28 HONEYWELL GOVERNOR

**ROLLS-ROYCE P/N:** M250-10880  
**Honeywell P/N:** 2524677-13  
**Model:** AL-AC1  
**TBO:** 2,000.0  
**Used on:** C28B, C28C

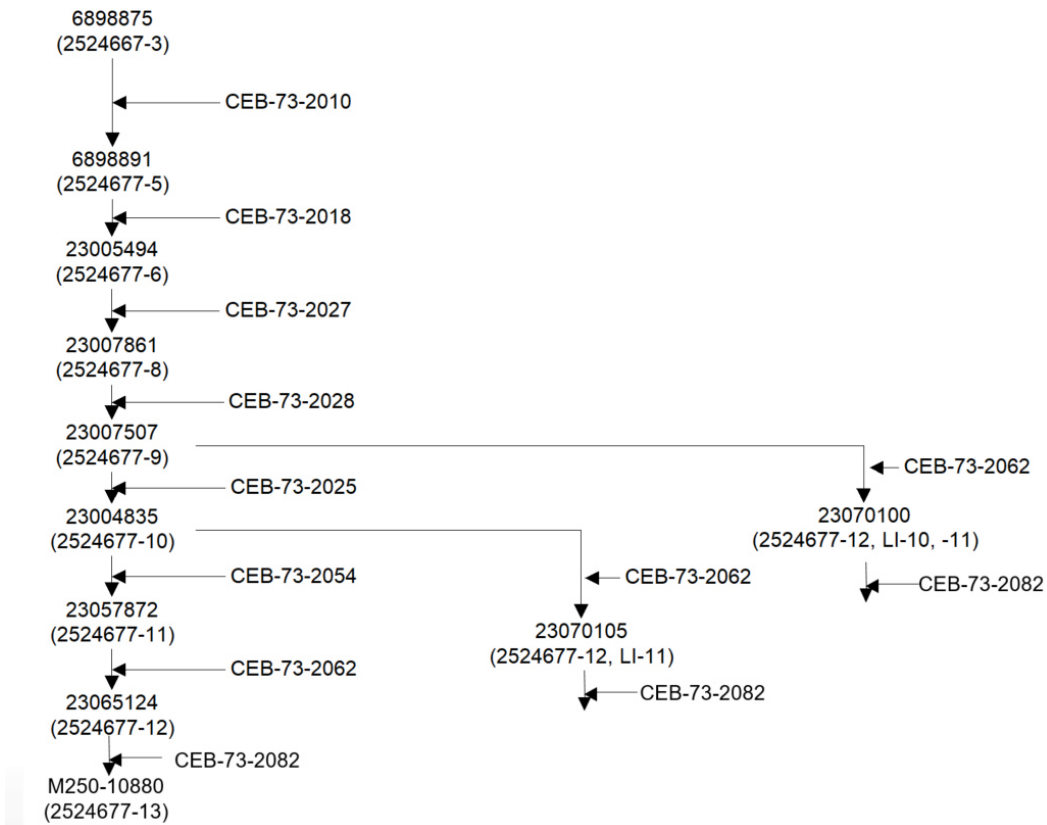
#### Exchange Conditions:

- Both main bodies must be free from cracks or physical damage, especially on the engine mounting surface.
- The core must be returned with all four fittings installed. Any throttle lever installed should be removed prior to returning the unit for core credit.

#### Modifications:

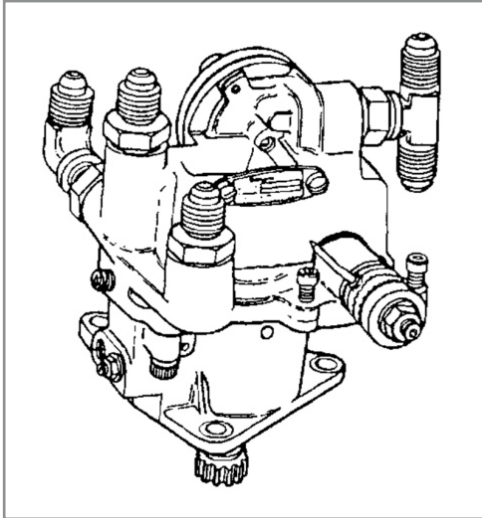
CEB	Description	U.S. Net
73-2010	Screened Orifices	374.00
73-2018	Drive Shaft Inspection	N/C
73-2027	Filter Fittings	583.00
73-2028	Everlube	N/C
73-2025	Superseded by CEB-73-2054	–
73-2054	Investment Cast Cover	6,204.00
73-2062	Meldin Drive Bearings	N/C
73-2069	Internal Spring Replacement	N/C
73-2080	Meldin Drive Bearings	N/C
73-2082	Drive Bearings	N/C

### HISTORY CHART



**NOTE:**

When an M250-10880 governor is supplied as an exchange, the core returned must be of the same part number. If the core returned is found to be a 23070100, 23070105 or earlier, there would be an additional billing of \$5,325.00 to incorporate the investment cast cover CEB-73-2054.



### M250-C30 HONEYWELL GOVERNOR

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10881</b>
Honeywell P/N:	2524692-12
Model:	AL-AD1
TBO:	2,000.0
Used on:	C30, C30P, C30S

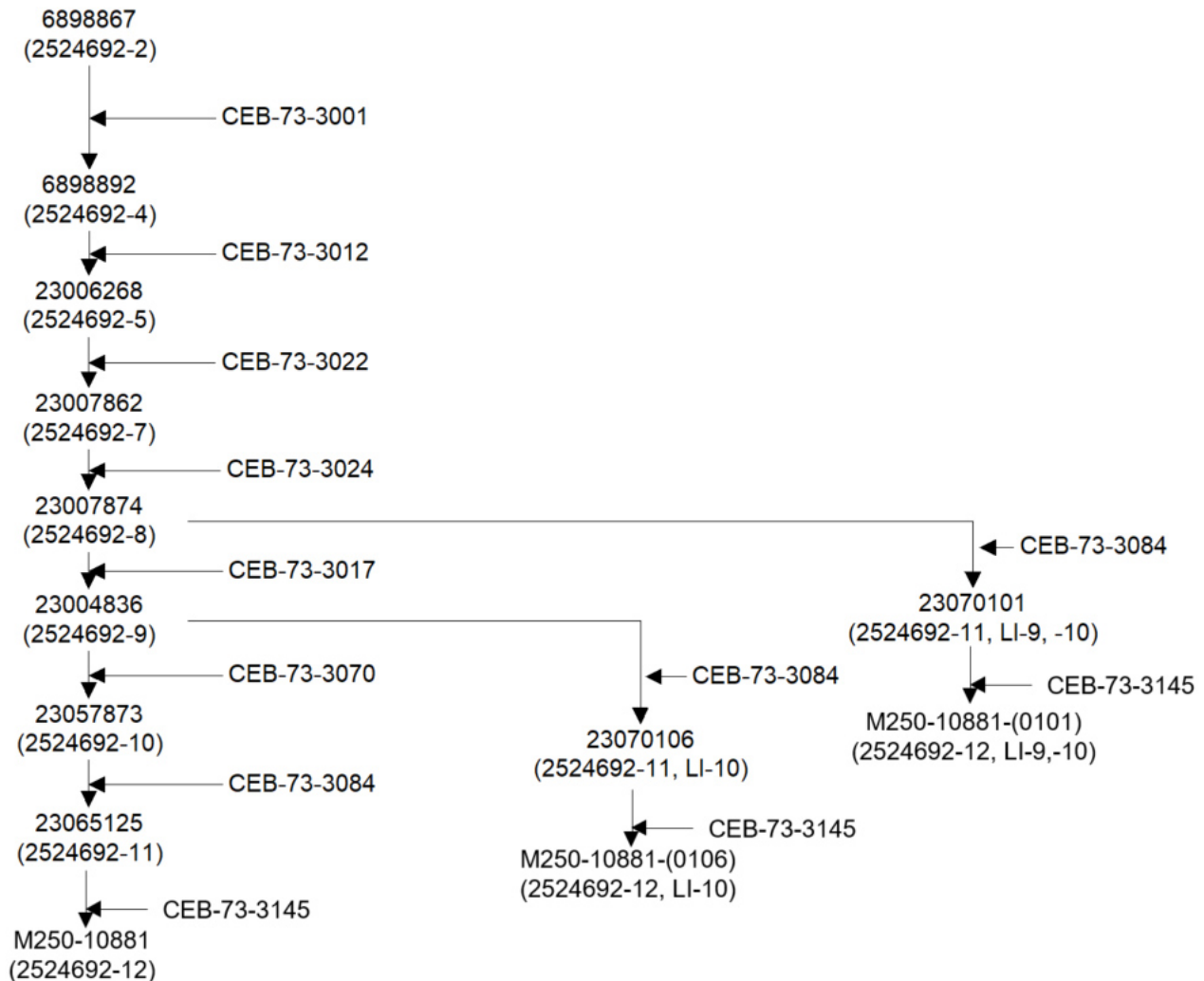
#### Exchange Conditions:

- Both main bodies must be free from cracks or physical damage, especially on the engine mounting surface.
- The core must be returned with all four fittings installed. Any throttle lever installed should be removed prior to returning the unit for core credit.

#### Modifications:

<b>CEB</b>	<b>Description</b>	<b>U.S. Net</b>
73-3001	Screened Orifices	374.00
73-3012	Drive Shaft Inspection	N/C
73-3022	Filter Fittings	610.50
73-3024	Everlube	N/C
73-3017	Superseded by CEB-73-3070	–
73-3046	Conversion to C30G	P.O.R
73-3070	Investment Cast Cover	4,746.50
73-3084	Meldin Drive Bearings	N/C
73-3102	Internal Spring Replacement	N/C
73-3139	Meldin Drive Bearings	N/C
73-3145	Drive Bearings	N/C

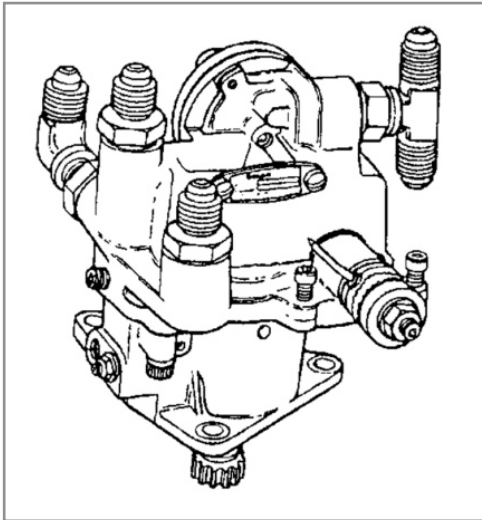
### HISTORY CHART



**NOTE:**

When an M250-10881 governor is supplied as an exchange, the core returned must be of the same part number. If the core returned is found to be a 23070101, 23070106 or earlier, there would be an additional billing of \$4,075.00 to incorporate the investment cast cover CEB-73-3070.





### M250-C30G HONEYWELL GOVERNOR

**ROLLS-ROYCE P/N:** M250-10884  
**Honeywell P/N:** 2549068-5  
**Model:** AL-AD1  
**TBO:** 1,750.0  
**Used on:** C30G/2 (Bell 230)

**ROLLS-ROYCE P/N:** M250-10883  
**Honeywell P/N:** 2524827-8  
**Model:** AL-AD1  
**TBO:** 1,750.0  
**Used on:** C30G (Bell 222 Conversion)

**Exchange Conditions:**

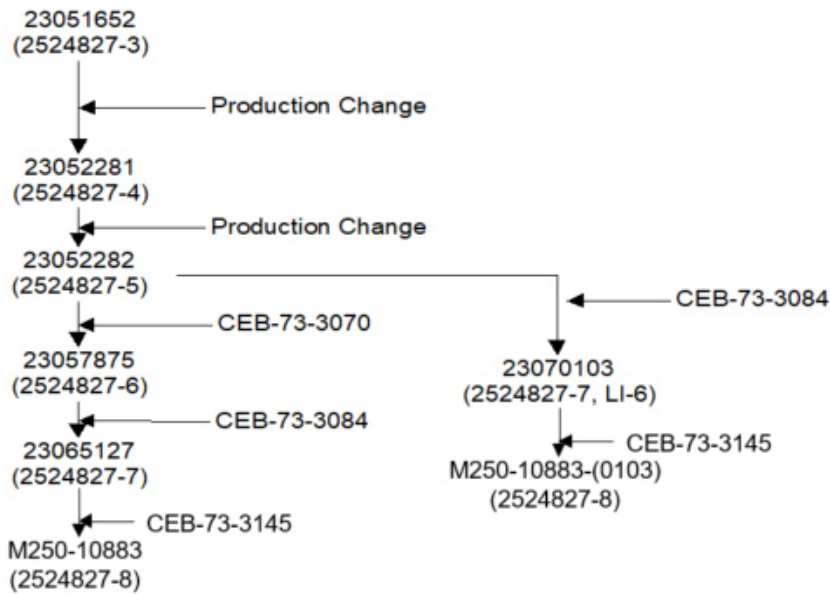
- Both main bodies must be free from cracks or physical damage, especially on the engine mounting surface.
- The core must be returned with all four fittings installed.
- The throttle lever is part of the Governor and must be returned with the core.

**Modifications:**

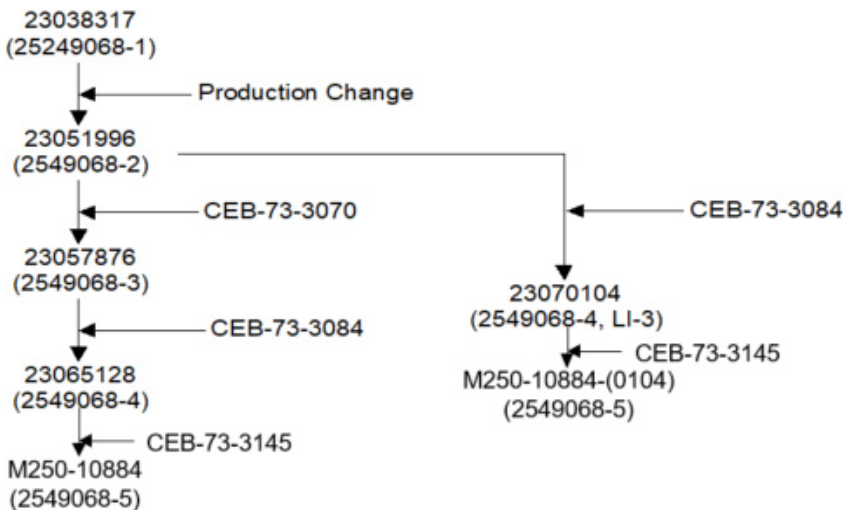
CEB	Description	U.S. Net
73-3070	Investment Cast Cover	4,746.50
73-3084	Meldin Drive Bearings	N/C
73-3102	Internal Spring Replacement	N/C
73-3139	Meldin Drive Bearings	N/C
73-3145	Drive Bearings	N/C

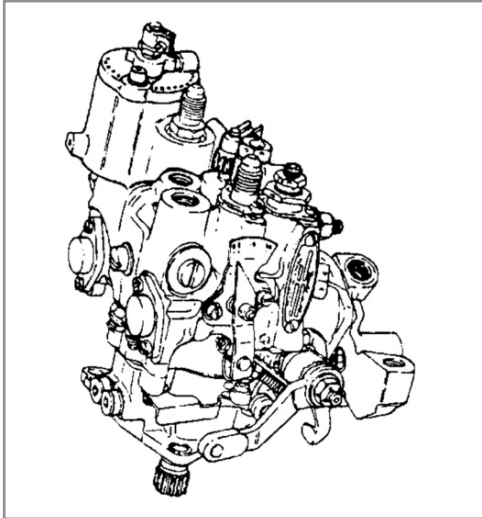
## HISTORY CHART

### C30G (Bell 222 Conversion)



### C30G/2 (Bell 230)





### M250-C20 HONEYWELL FUEL CONTROL

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10816</b>
Honeywell P/N:	2524644-32
Model:	DP-N2
TBO:	2,500.0
Used on:	C20, C20B, C20F, C20J

#### Exchange Conditions:

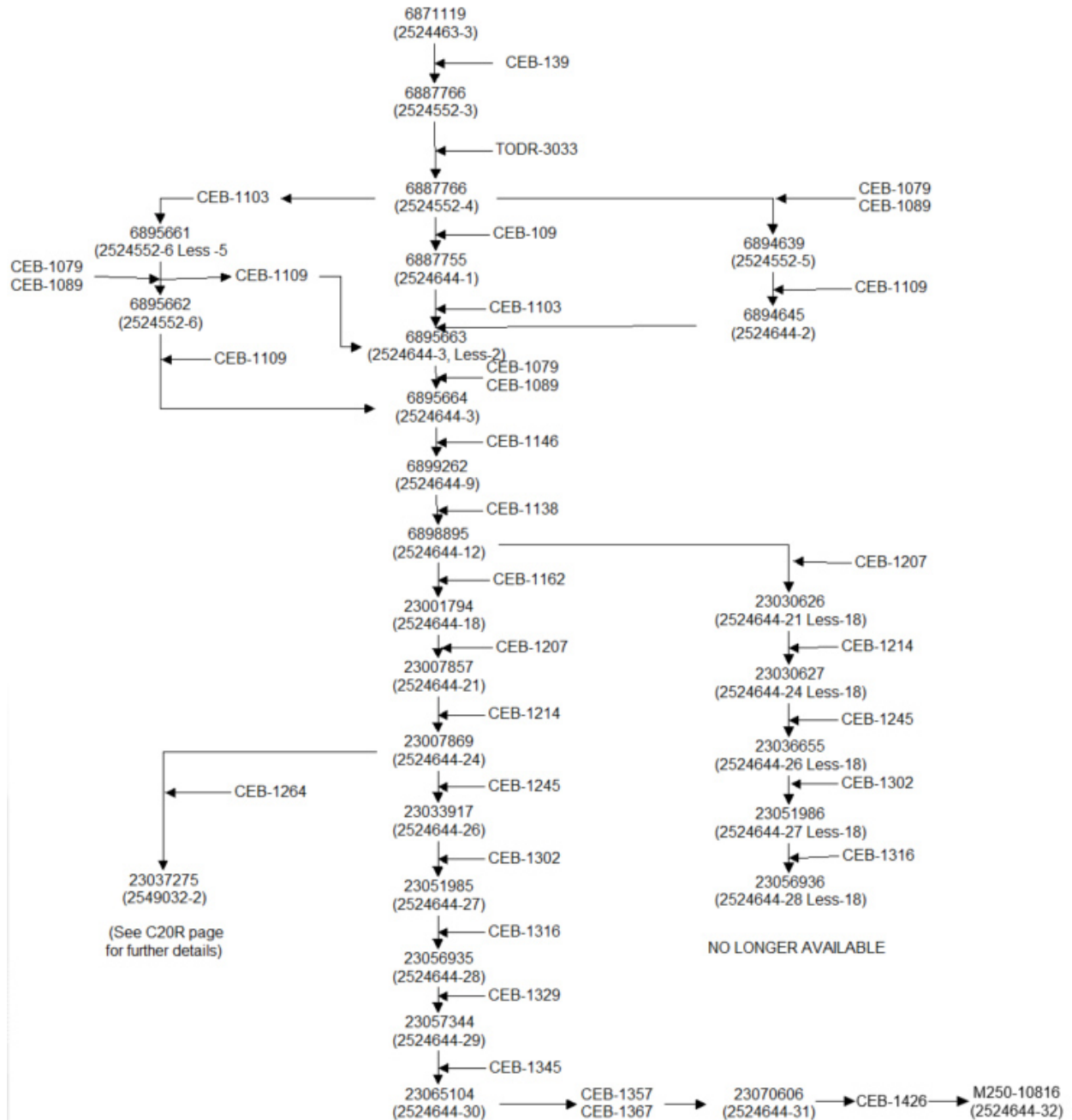
- All factory lockwire and seals must be in place.
- Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.
- The "Less Issue" Control P/N 23056936 is no longer available, due to the requirements of CEB-1329. Therefore, any cores received that do not incorporate CEB-1162 will be modified to the latest P/N M250-10816.

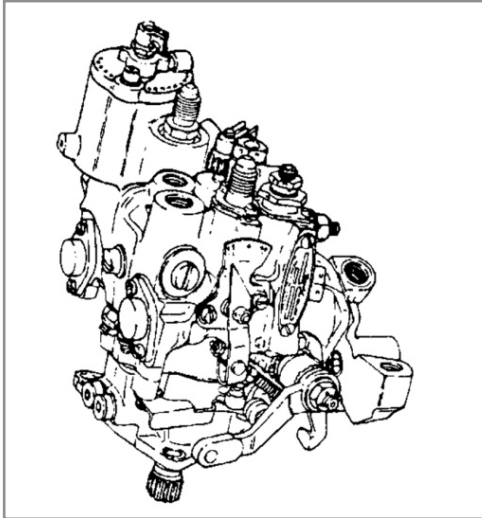
#### Modifications:

CEB	Description	U.S. Net
1138	Screened Orifices	753.00
1146	Acceleration Flow Adjuster	1,688.50
1162	Ratio Levers	2,706.00
1207	Filter Fittings	638.00
1214	Everlube	N/C
1245	Increased Max Flow Setting	N/C
1264	Conversion to C20R	17,490.00
1302	Throttle Shaft Spring & Quadrant	1,969.00
1316	Superseded by CEB-1367	N/A
1329	Inconel Bellows	14,107.00
1345	Meldin Drive Bearings	N/C
1348	Bellows Nut	176.00
1357	Bypass Sleeve	1,375.50
1361	Internal Spring Replacement	N/C
1367	Bypass Plate and Screws	583.00
1382	Hardware Inspection	N/C
1426	Drive Bearings	66.00

**NOTE:** Any modifications not listed are included in the basic exchange price.

### HISTORY CHART





### M250-C20C HONEYWELL FUEL CONTROL

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10831</b>
Honeywell P/N:	2524911-9
Model:	DP-N2
TBO:	2,500.0
Used on:	T63-A-720 / C20C Military Engines

**To be used on non-type certificated, restricted flight category applications only.**

Note: The current part number C20C fuel control has a TBO of 2500 hours, if maintained and operated in accordance with commercial standards, per CSL-1209.

#### Exchange Conditions:

- All factory lockwire and seals must be in place.
- Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.

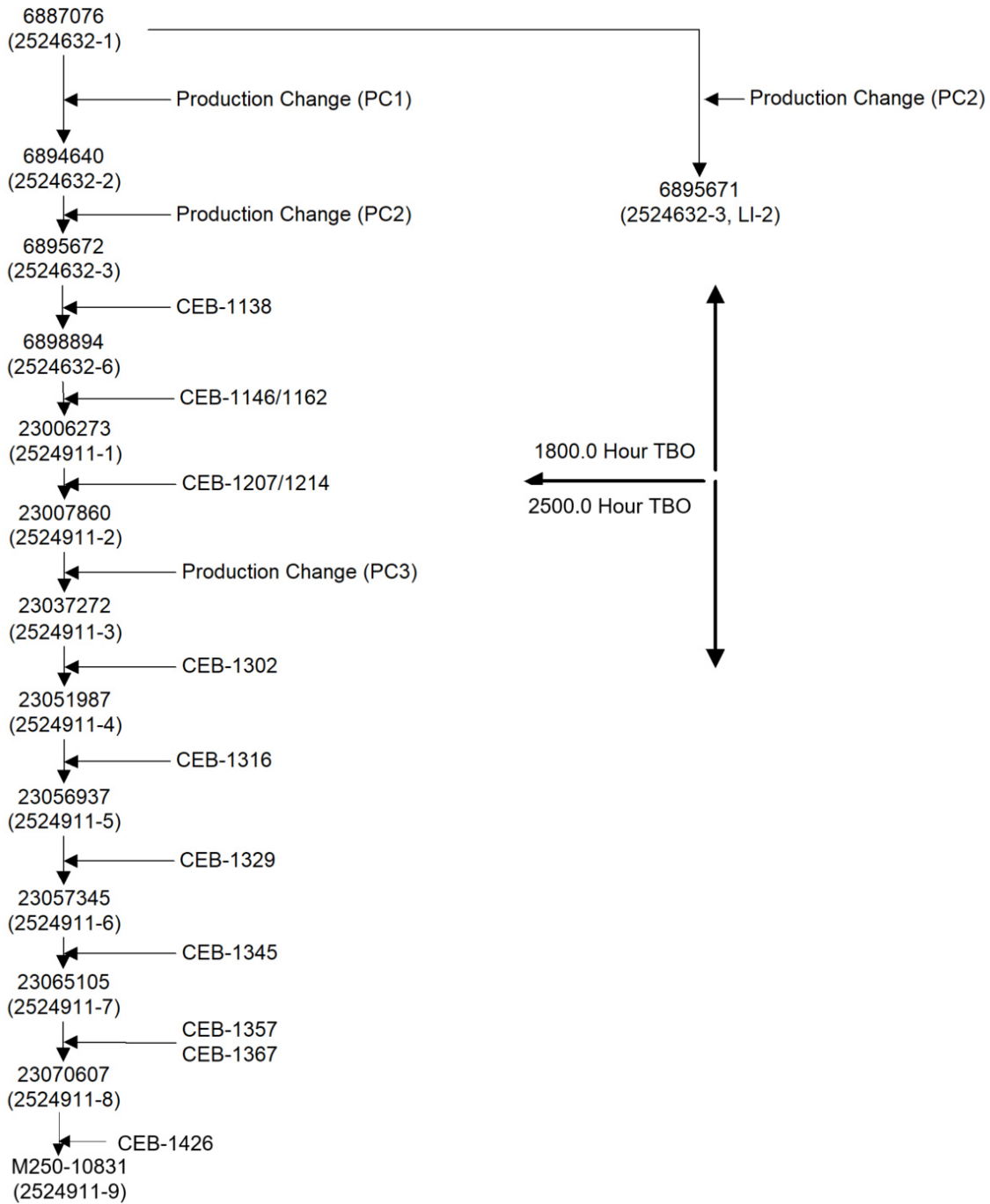
#### Modifications:

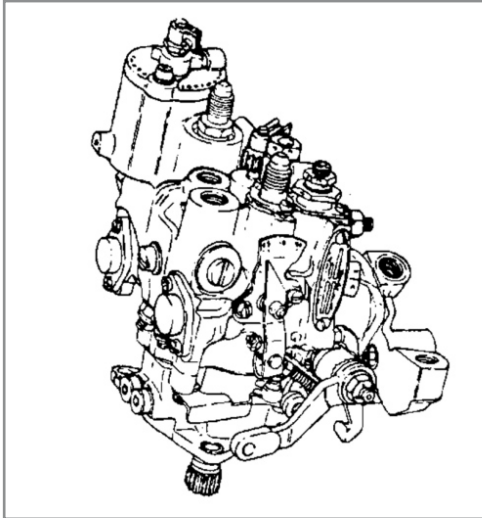
CEB	Description	U.S. Net
PC1	Fuel Filter	N/C
PC2	Enriched Start Schedule	N/C
PC3	Start Orifice	808.00
1138	Screened Orifices	753.50
1146	Acceleration Flow Adjuster	1,688.50
1162	Ratio Levers	2,706.00
1207	Filter Fittings	638.00
1214	Everlube	N/C
1245	Increased Max Flow Setting	N/C
1302	Throttle Shaft Spring & Quadrant	1,969.00
1316	Superseded by CEB-1367	N/A
1329	Inconel Bellows	14,107.50
1345	Meldin Drive Bearings	N/C
1348	Bellows Nut	176.00
1357	Bypass Sleeve	1,512.50
1361	Internal Spring Replacement	N/C
1367	Bypass Plate and Screws	583.00
1382	Hardware Inspection	N/C
1426	Drive Bearings	66.00

**NOTE:** Any modifications not listed are included in the basic exchange price.



HISTORY CHART





### M250-C20R HONEYWELL FUEL CONTROL

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10832</b>
Honeywell P/N:	2549065-7
Model:	DP-N2
TBO:	2,500.0

#### Exchange Conditions:

- All factory lockwire and seals must be in place.
- Engine mount flange must be free from distortion or cracks.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.

#### Modifications:

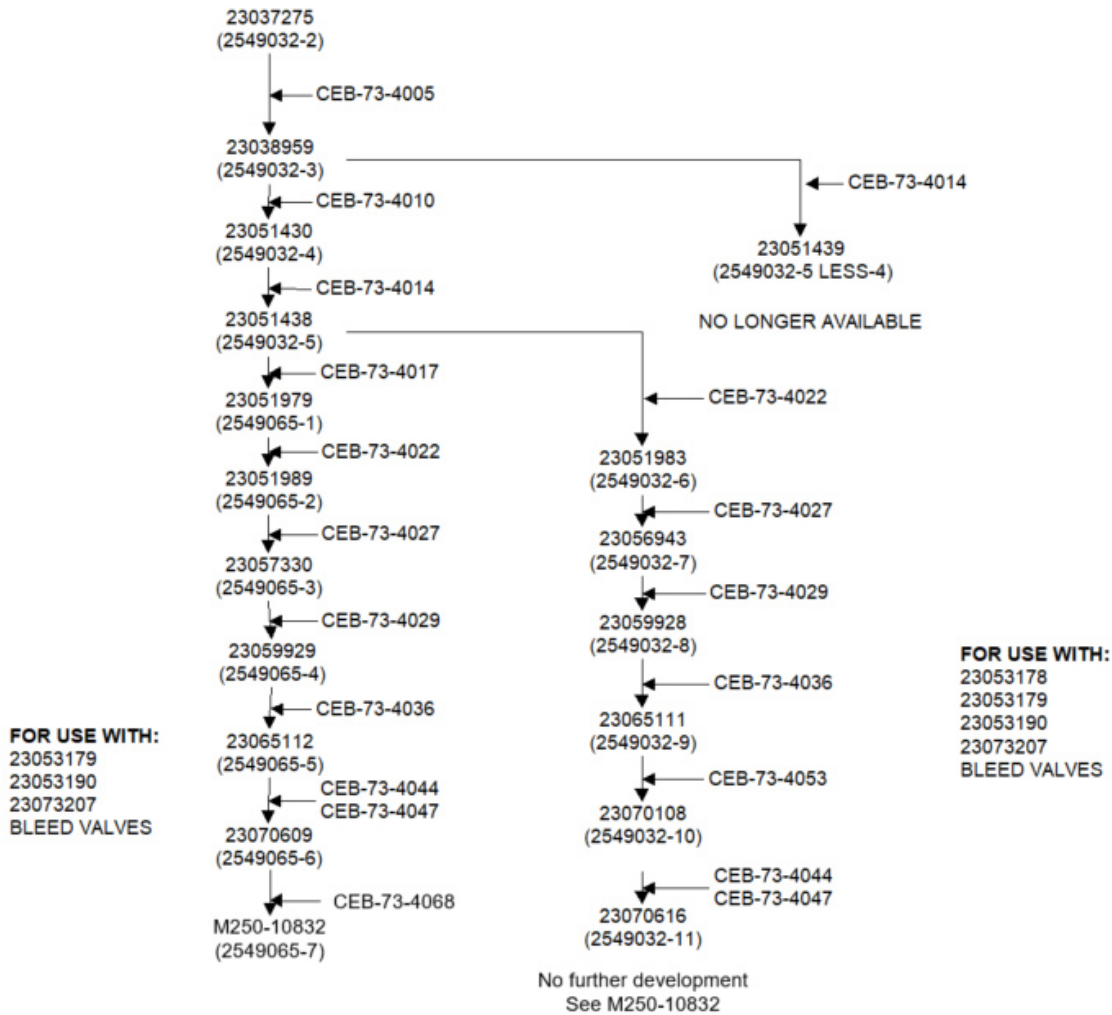
CEB	Description	U.S. Net
73-4005	Increased Min Flow Setting	N/C
73-4010	Two Position Max Flow Stop	341.00
73-4014	Increased Clearance Metering Valve	1,281.00
73-4022	Throttle Shaft Spring & Quadrant	1,969.00
73-4017	Ball Bearing Flyweights	2,766.00
73-4027	Superseded by CEB-73-4047	N/A
73-4029	Inconel Bellows	14,118.50
73-4036	Meldin Drive Bearings	N/C
73-4039	Bellows Nut	176.00
73-4044	Bypass Sleeve	1,512.50
73-4045	Internal Spring Replacement	N/C
73-4047	Bypass Plate and Screws	583.00
73-4050	Hardware Inspection	N/C
73-4053	Ball Bearing Flyweights	2,766.50
73-4068	Drive Bearings	66.00

**NOTE:** Fuel control P/N M250-10832(2549065 SERIES) is to be used with bleed valve P/N 23053179, 23053190 and 23073207 only.

Fuel control P/N 23070616 (2549032 SERIES) can be used with the smaller configuration bleed valve P/N 23053178 or the larger bleed valve P/N 23053179, 23053190 and 23073207.



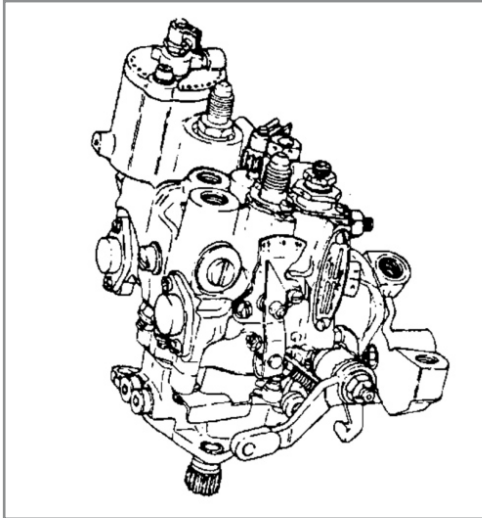
### HISTORY CHART



**Note:**

Both the current production P/N 2549065 series fuel control and the P/N 2549032 series are released to the C20R/1 (RS), C20R/2, and C20R/4 engines. CSL-4076 has been released which allows the installation of the earlier control series P/N 2549032, at the operator’s discretion. The P/N 2549032 series control has a slightly leaner acceleration fuel flow schedule that aids in surge resistance during acceleration.

Conversion from the P/N 2549065 series to the P/N 2549032 series would add \$2,375.00 U.S. to the cost of a custom overhaul or exchange if CEB-73-4017 or CEB-73-4053 has not been incorporated.



### M250-B17 HONEYWELL FUEL CONTROL

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10826</b>
Honeywell P/N:	2524654-29
Model:	DP-P2
TBO:	2,500.0
Used on:	B17B, B17C, B17D, B17E

#### Exchange Conditions:

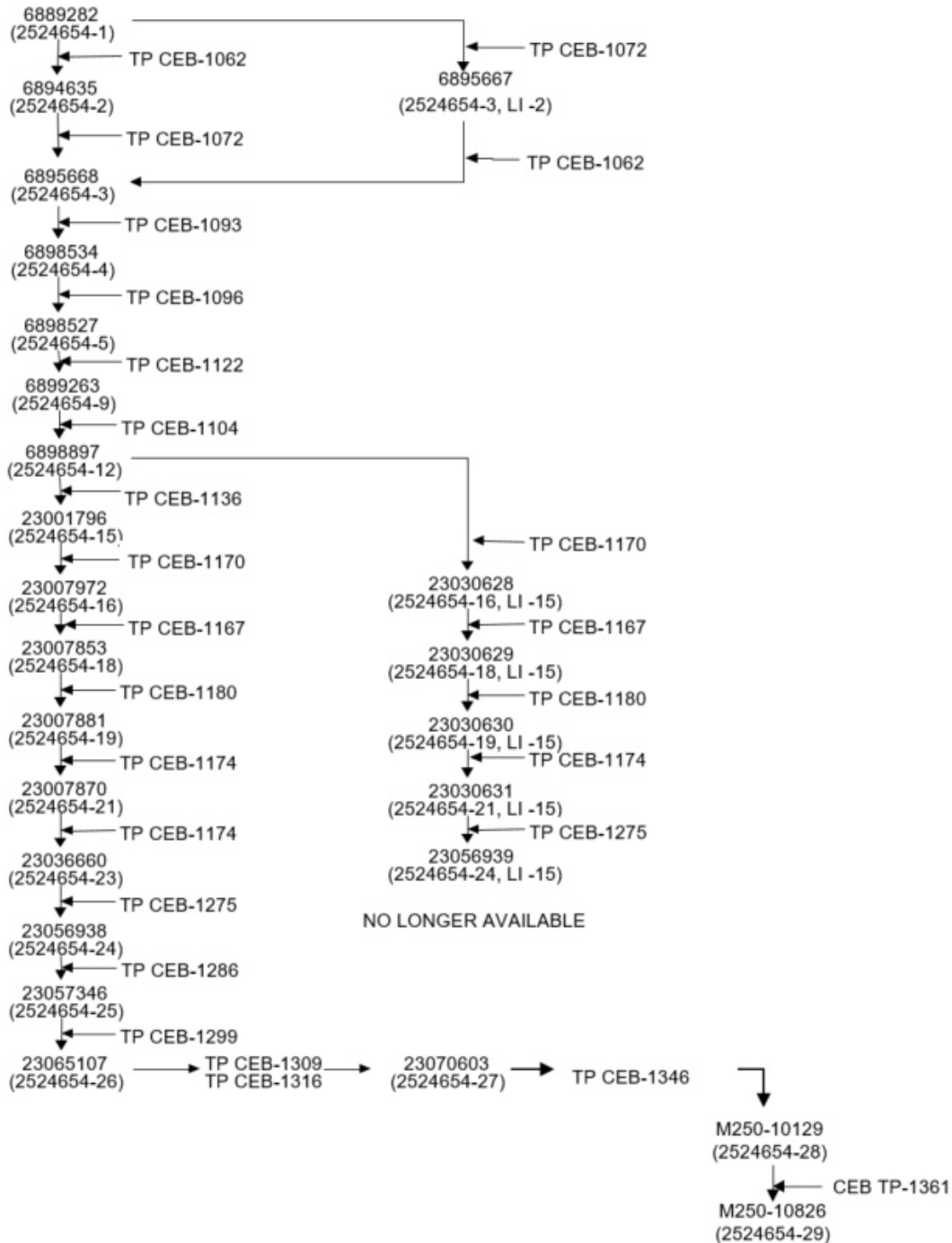
- All factory lockwire and seals must be in place.
- Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.

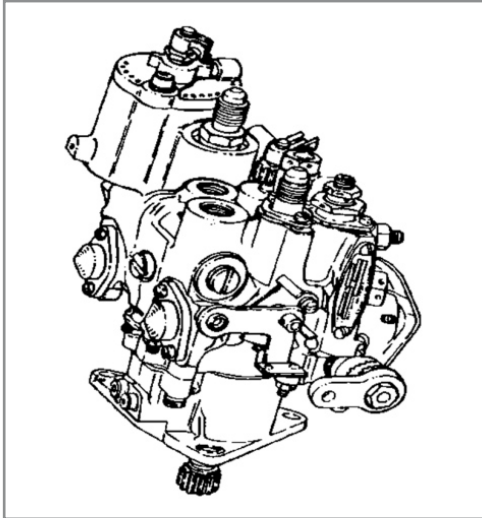
#### Modifications:

<b>CEB</b>	<b>Description</b>	<b>U.S. Net</b>
P-1062	Replace Fuel Filter	N/C
TP-1072	Enriched Acceleration Schedule	N/C
TP-1080	Superseded by TP-1136	N/C
TP-1104	Screened Orifices	753.50
TP-1122	Acceleration Flow Adjuster	1,680.50
TP-1136	Ratio Levers	2,706.00
TP-1167	Filter Fitting	638.00
TP-1170	Test Adjustment	N/C
TP-1174	Everlube	N/C
TP-1180	Test Adjustment	N/C
TP-1275	Superseded by CEB-TP-1316	N/A
TP-1286	Inconel Bellows	14,107.00
TP-1299	Meldin Drive Bearings	N/C
TP-1301	Bellows Nut	176.00
TP-1309	Bypass Sleeve	1,512.00
TP-1312	Internal Spring Replacement	N/C
TP-1316	Bypass Plate and Screws	583.00
TP-1329	Hardware Inspection	N/C
TP-1346	Cutoff Lever and Drive Body	12,699.00
TP-1361	Drive Bearings	66.00

**NOTE:** Any modifications not listed are included in the basic exchange price.

### HISTORY CHART





**M250-B17F HONEYWELL  
FUEL CONTROL**

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10824</b>
Honeywell P/N:	2524986-11
Model:	DP-P2
TBO:	2,500.0
Used on:	B17F

**Exchange Conditions:**

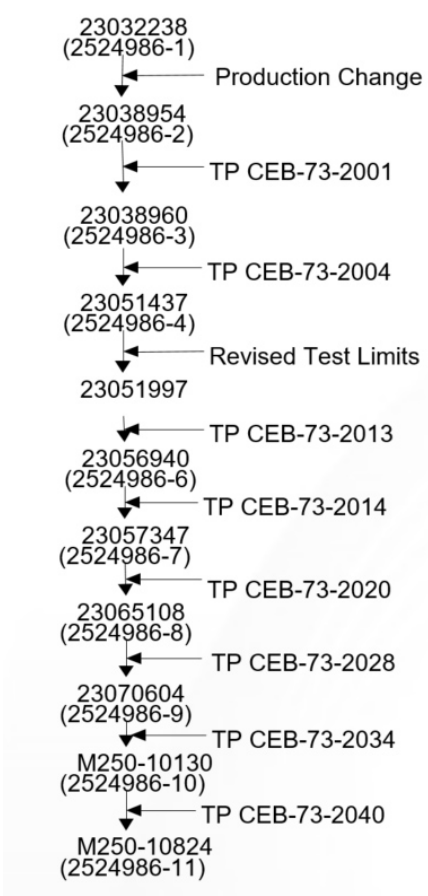
- All factory lockwire and seals must be in place.
- Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.

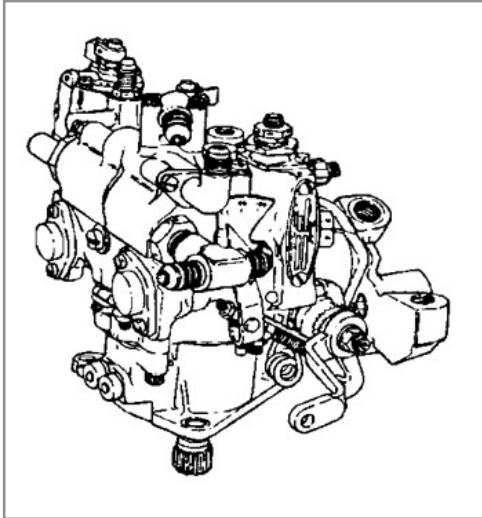
**Modifications:**

<b>CEB</b>	<b>Description</b>	<b>U.S. Net</b>
TP-73-2001	Min Flow Setting	N/C
TP-73-2004	Damped Metering Valve	N/C
TP-73-2013	Superseded by CEB-TP-73-2028	N/A
TP-73-2014	Inconel Bellows	14,107.00
TP-73-2020	Superseded by CEB-TP-73-2040	N/C
TP-73-2023	Bellows Nut	176.00
TP-73-2026	Bypass Sleeve	1,512.50
TP-73-2028	Bypass Plate and Screws	583.00
TP-73-2030	Hardware Inspection	N/C
TP-73-2034	Cutoff Lever and Drive Body	12,699.50
TP-73-2040	Drive Bearings	66.00

**NOTE:** Any modifications not listed are included in the basic exchange price.

### HISTORY CHART





### M250-C28 HONEYWELL FUEL CONTROL

**ROLLS-ROYCE P/N:** M250-10829  
**Honeywell P/N:** 2524738-38  
**Model:** DP-T3  
**TBO:** 2,500.0  
**Used on:** C28B

**ROLLS-ROYCE P/N:** M250-10830  
**Honeywell P/N:** 2549093-7  
**TBO:** 2,500.0  
**Used on:** C28C

#### Exchange Conditions:

- All factory lockwire and seals must be in place.
- Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit, except for the C28C controls where the throttle lever is part of the control.
- The "Less Issue" control P/N 23032247 is no longer available, due to the requirements of CEB-73-2053. Therefore, any cores received that do not incorporate CEB-73-2012 will be modified to the latest P/N 23070611.

#### Modifications:

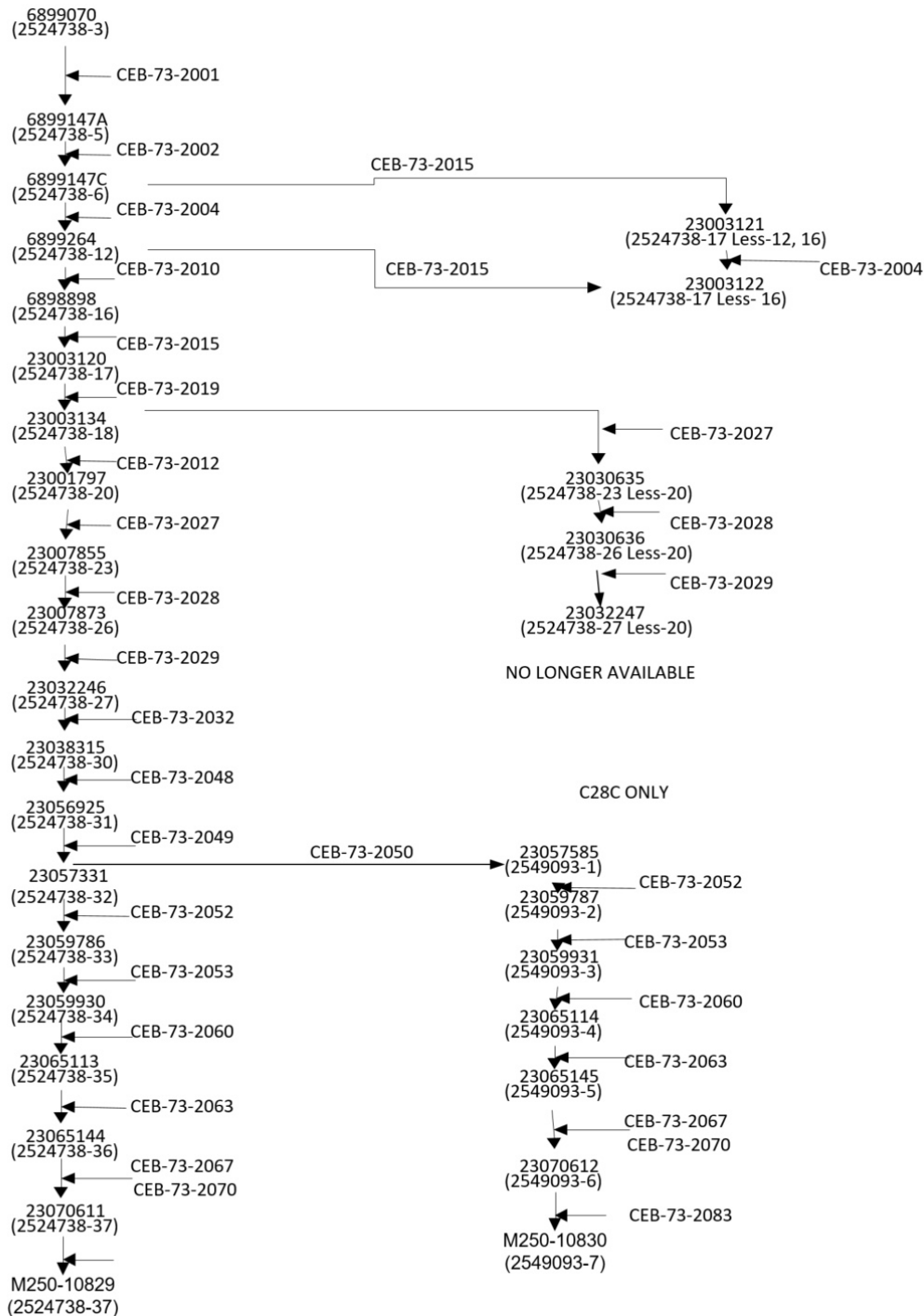
CEB	Description	U.S. Net
73-2004	Acceleration Flow Adjuster	1,512.50
73-2010	Screened Orifices	753.50
73-2012	Ratio Levers	2,706.00
73-2019	Metering Valve	2,387.00
73-2027	Filter Fittings	638.00
73-2028	Everlube	N/C
73-2029	Decreased Max Flow Setting	N/C
73-2032	Bellows Sleeve	N/C
73-2048	Throttle Shaft Spring and Quadrant	1,969.00
73-2049	Superseded by CEB-73-2070	N/A
73-2050	Throttle Lever (C28C Only)	720.50
73-2052	Relief Valve	929.50
73-2053	Inconel Bellows	14,107.00
73-2060	Po Orifice Removal	341.00
73-2063	Meldin Drive Bearings	N/C
73-2064	Bellows Nut	176.00
73-2065	Pin Cut Off Valve	462.00
73-2067	Bypass Sleeve	1,512.50
73-2069	Internal Spring Replacement	N/C
73-2070	Bypass Plate and Screws	583.00
73-2072	Hardware Inspection	N/C
73-2083	Drive Bearings	335.50

**NOTE:** Any modifications not listed are included in the basic exchange price. The TBO was increased to 2,500.0 hours in accordance with Rolls-Royce book Fax K303BF-RAT-0495, dated 4 April 1995. All controls prior to 23003120 have a 1,500.0 hour TBO.





### HISTORY CHART

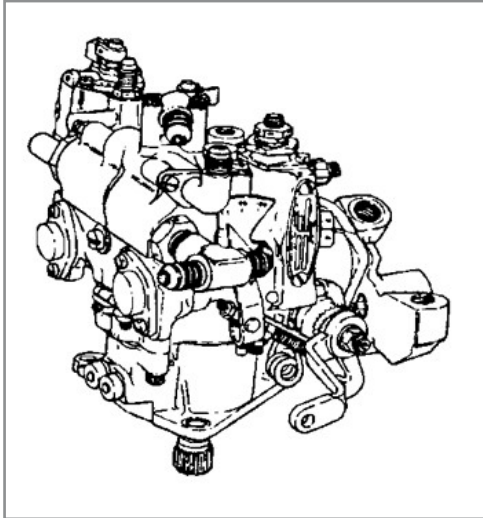


**2023**

**ACCESSORY SUPPORT MANUAL**  
FOR ROLLS-ROYCE M250



**StandardAero**



### M250-C30 HONEYWELL FUEL CONTROL

<b>ROLLS-ROYCE P/N:</b>	<b>M250-10834</b>
Honeywell P/N:	2549092-9
Model:	DP-V1
TBO:	2,500.0
Used on:	C30, C30S, C30G, C30G/2, C30M, C30P

**Note:** The 23065146 / 2524944-12 series control is no longer being supported by Honeywell. All 2524944 series controls will be modified to the 2549092 series, as instructed in CEB-73-3114, by incorporating CEB-73-3028 and CEB-73-3063. The cost of CEB-73-3114 must be added to the exchange cost for any 2524944 series cores.

#### Exchange Conditions:

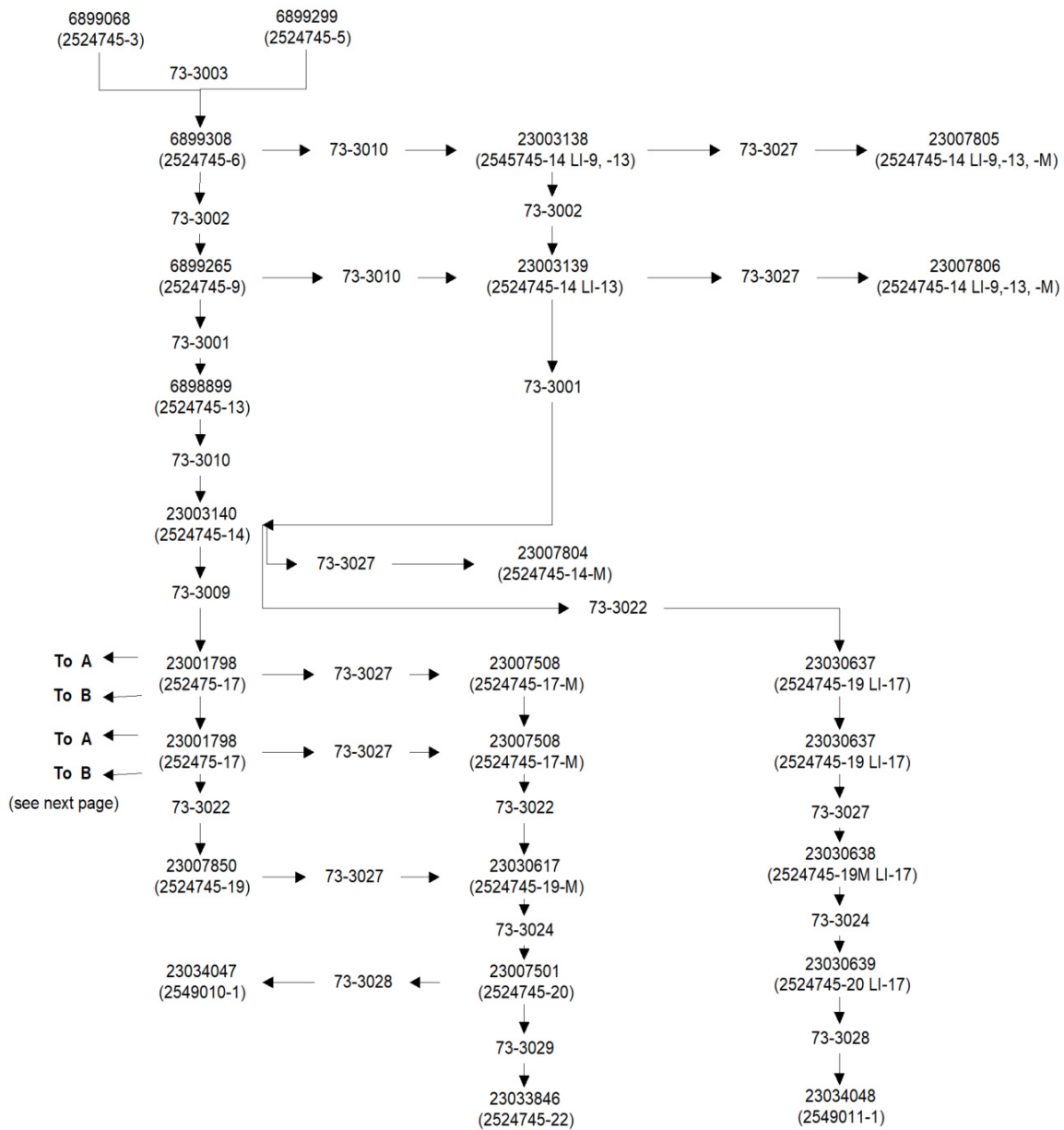
- All factory lockwire and seals must be in place. Engine mount flange must be free from cracks or distortion.
- Any fittings lockwired in place are part of the control and must remain with the core. The throttle lever and any fittings without lockwire provision should be removed prior to returning the unit for core credit.

#### Modifications:

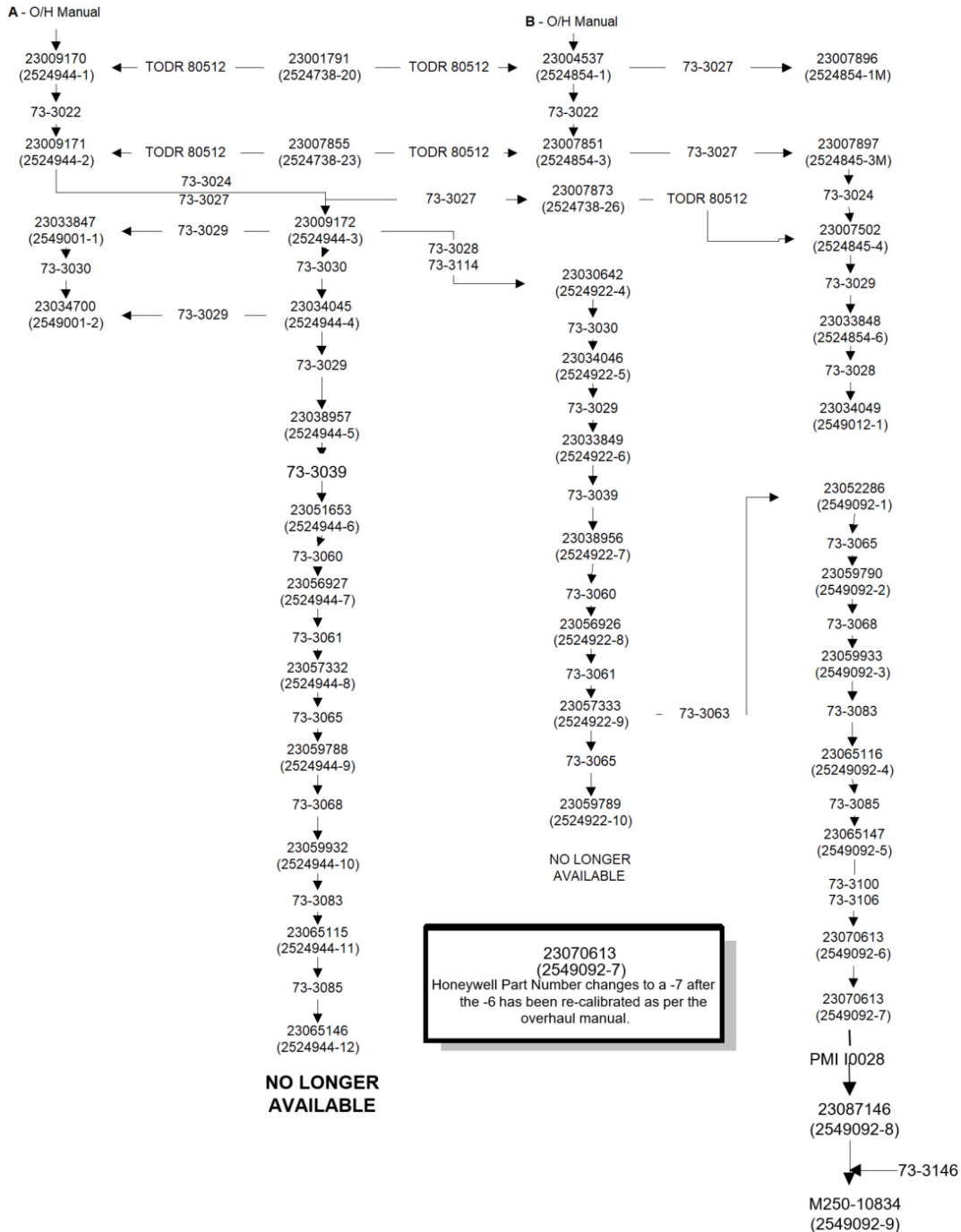
CEB	Description	U.S. Net
73-3001	Screened Orifices	753.50
73-3002	Acceleration Flow Adjuster	1,512.50
73-3009	Ratio Lever	2,706.00
73-3022	Filter Fittings	638.00
73-3024	Everlube	N/C
73-3027	Relocate Px Orifice	3,206.00
73-3028	Superseded by CEB-73-3114	N/A
73-3029	Bellows Sleeve	N/C
73-3030	Increased Int Max Flow Setting	N/C
73-3039	Increased Low Max Flow Setting	N/C
73-3060	Throttle Shaft Spring and Quadrant	1,969.00
73-3061	Superseded by CEB-73-3106	N/A
73-3063	Four Position Max Flow Setting	N/C
73-3065	Relief Valve	929.50
73-3068	Inconel Bellows	14,107.50
73-3083	Po Orifice Removal	341.00
73-3085	Meldin Drive Bearings	N/C
73-3086	Bellows Nut	176.00
73-3089	Pin Cut Off Valve	462.00
73-3100	Bypass Sleeve	1,512.50
73-3102	Internal Spring Replacement	N/C
73-3106	Bypass Plate and Screws	583.00
73-3111	Hardware Inspection	N/C
73-3114	Secondary Px Enrichment	3,206.50
PMI I0028	Revised Max Flow Setting	N/C
73-3146	Drive Bearings	335.50

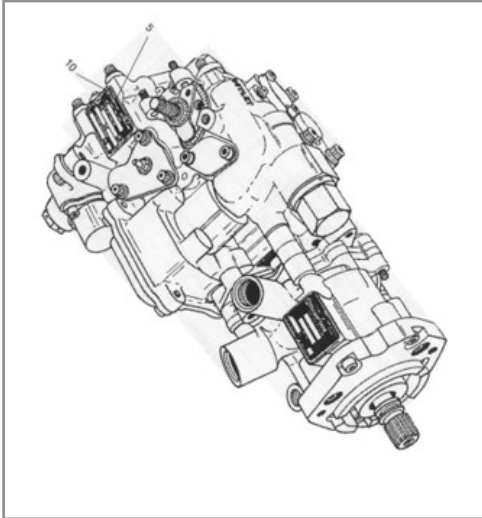
**NOTE:** Any modifications not listed are included in the basic exchange price. The TBO was increased to 2,500 hours in accordance with Rolls-Royce book Fax K303BF-RAT-0495, dated 4 April 1995. All controls in the "689" part number series have a 1,500 hour TBO.

### HISTORY CHART



### HISTORY CHART





### M250-C40 TRIUMPH HYDROMECHANICAL UNIT

<b>ROLLS-ROYCE P/N:</b>	<b>23078033A</b>
Triumph P/N:	113200-04A5
Model:	EMC-35
TBO:	2,500.0
Used on:	C40, C40B

#### Exchange Conditions:

- The original yellow log cards, with all removal data entered, must accompany the HMU core upon return. HMU cores without the original log cards will not be accepted.
- Engine mount flange must be free from cracks or distortion. All factory lockwire must be in place.
- All fittings, insulation blanket (fireshield) and throttle lever should be removed, prior to returning the unit for core credit.
- Any HMU that has been dropped or shows evidence of shipping damage is considered to be a hard landing and will require complete overhaul.
- Any HMU that has been involved in a hard landing in excess of 10 G's will require replacement of additional parts. Parts replaced, as a result of the hard landing inspection will be invoiced in addition to the normal exchange price.

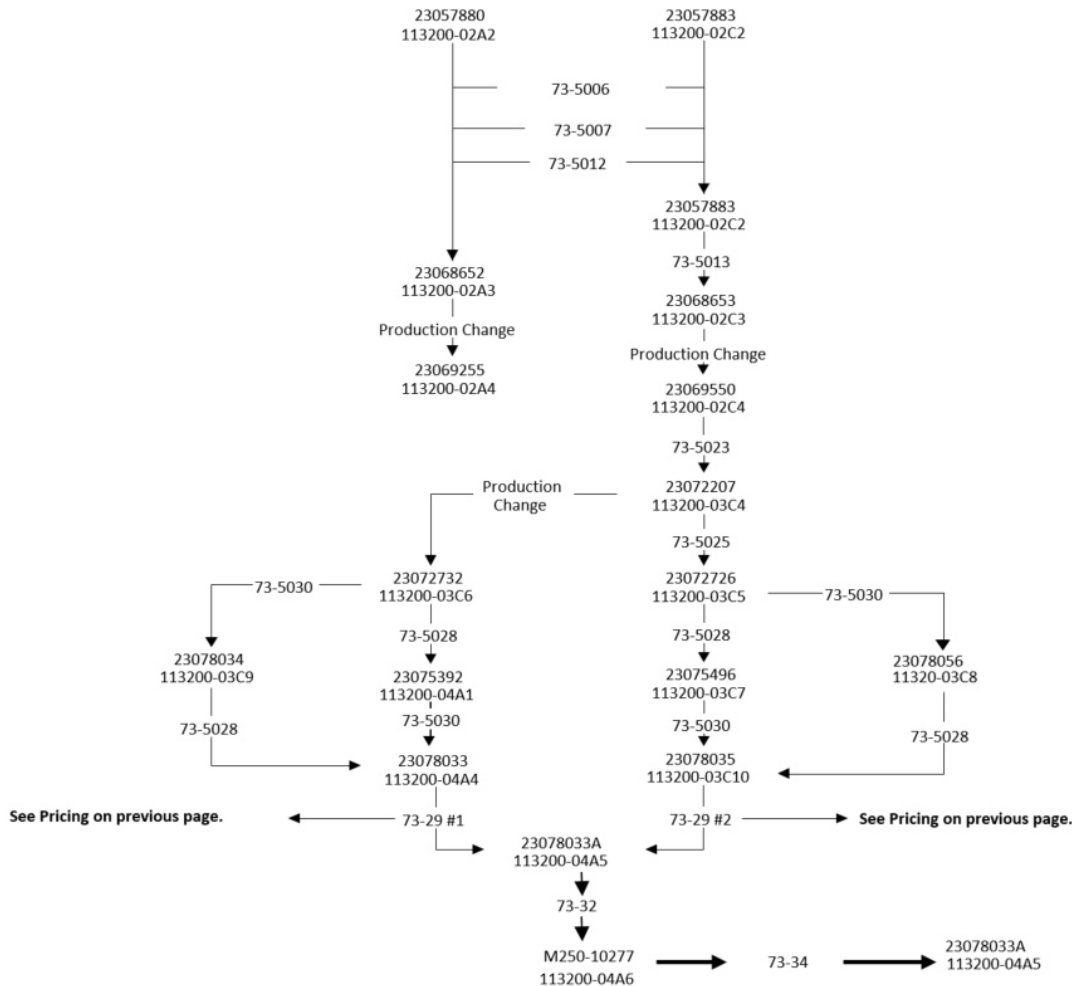
#### Modifications:

<b>CEB</b>	<b>Description</b>	<b>U.S. Net</b>
73-5006	Metering Valve Spring Pin Inspection	N/C
73-5007	P1 Adjustment Nut Inspection	N/C
73-5012	Housing Clearance Cut Modification	1,622.50
73-5013	Screened Standpipe	1,281.50
73-5014	Overspeed Solenoid	3,437.50
73-5021	Inspect Drive Splines	N/C
73-5023	Reset Loading Piston Stop	N/C
73-5025	Campaign Modification	N/C
73-5028	Incorporate Screened P1 Nozzle	N/C
73-5030	Dual Element PLA Potentiometer	N/C
73-5031	Backlash Inspection	N/C
73-29 #1	Triumph Product Upgrade	6,875.00
73-29 #2	Triumph Product Upgrade	10,257.50
73-32	New Potentiometers	N/C
73-34	Re-installation of Prior Potentiometers	N/C

**NOTE:** Any modifications not listed are included in the basic exchange price. **Some CEB's listed as no charge will have a charge associated with them when the unit is sent in for repair.**

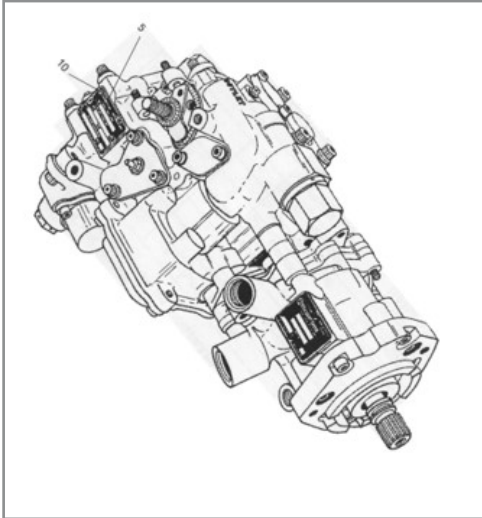


### HISTORY CHART



#### ADDITIONAL HMU MODIFICATIONS:

- CEB-A-73-5031** Released in January 2005 to separate the drive spline backlash check from CEB-A-73-6030. All HMU's with the latest part numbers 23078033, 23078033A, 23078034, 23078035, 23078056 and M250-10277 no longer require the backlash inspections every 300 hours. All other HMU part numbers still require spline inspections at 300-hour intervals. See the CEB for further information.
- CEB-A-73-5032** Covers a small number of HMU's by specific serial number, that may require inspection due to possible contamination. Not all HMU's require compliance. See the CEB for further information.
- CEB-A-73-5036** Provides the procedure to re-torque the metering head regulator screws. It is recommended that this check be done in the field if any leakage is noted at the regulator cover split line.



### M250-C47 TRIUMPH HYDROMECHANICAL UNIT

<b>ROLLS-ROYCE P/N:</b>	<b>23078029A</b>
Triumph P/N:	114070-04A5
Model:	EMC-35
TBO:	2,500.0
Used on:	C47B, C47M

#### Exchange Conditions:

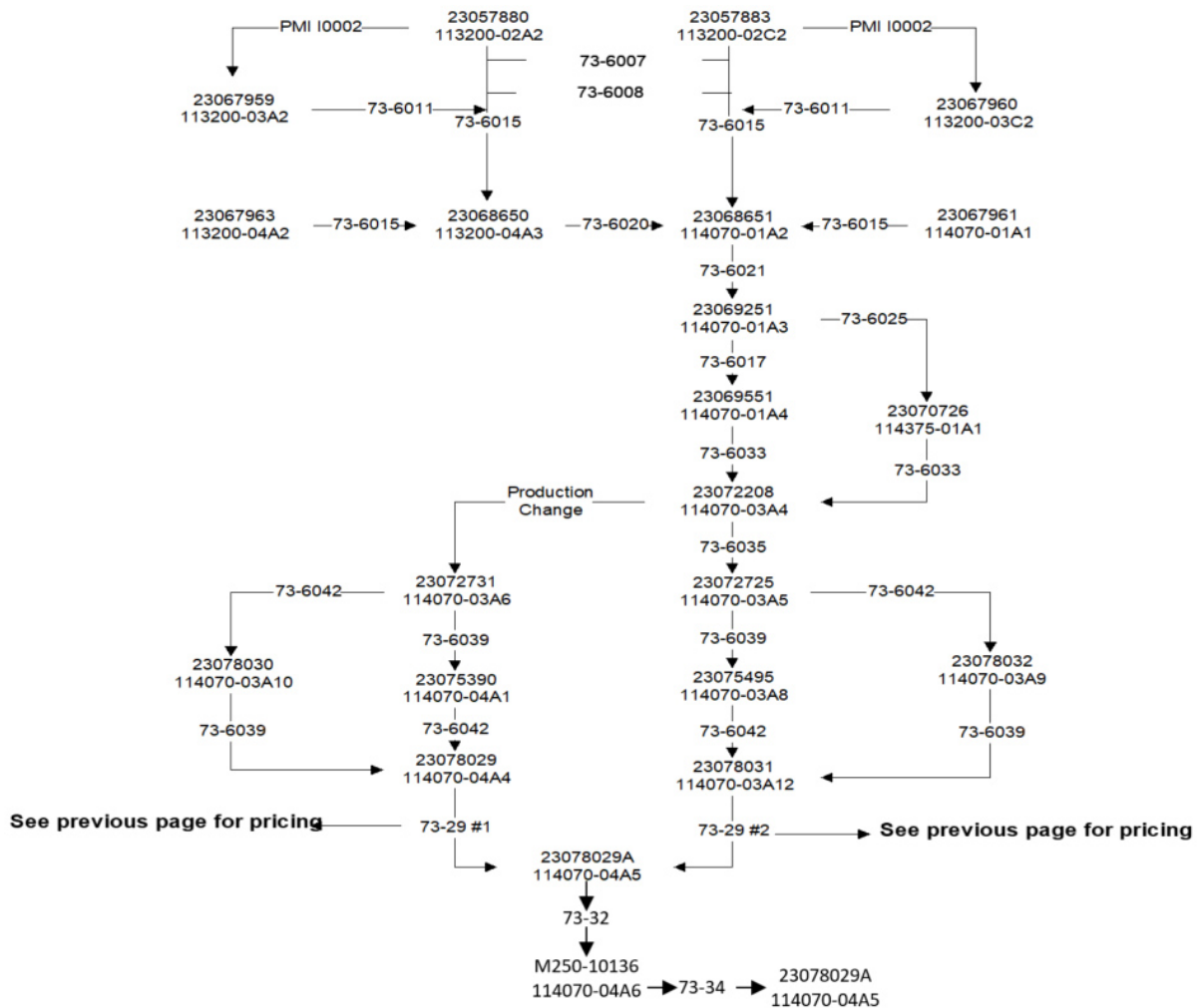
- The original yellow log cards, with all removal data entered, must accompany the HMU core upon return. HMU cores without the original log cards will not be accepted.
- Engine mount flange must be free from cracks or distortion. All factory lockwire must be in place.
- All fittings, insulation blanket (firesheet) and throttle lever should be removed, prior to returning the unit for core credit.
- Any HMU that has been dropped or shows evidence of shipping damage is considered to be a hard landing and will require complete overhaul.
- Any HMU that has been involved in a hard landing in excess of 10 G's will require replacement of additional parts. Parts replaced as a result of the hard landing inspection will be invoiced in addition to the normal exchange price.

#### Modifications:

<b>CEB</b>	<b>Description</b>	<b>U.S. Net</b>
73-6007	Metering Calve Spring Pin Inspection	N/C
73-6008	P1 Adjustment Nut Inspection	N/C
73-6015	Minimum Flow Overspeed Solenoid	N/C
73-6017	Minimum Flow Solenoid Inspection	N/C
73-6020	Housing Clearance Cut Modification	1,622.50
73-6021	Screened Standpipe	1,281.50
73-6022	Overspeed Solenoid	3,437.50
73-6030	Superseded by CEB-73-6044	N/C
73-6033	Reset Loading Piston Stop	N/C
73-6035	Campaign Modification	N/C
73-6039	Incorporate Screened P1 Nozzle	N/C
73-6040	Inspection of Potentiometer	N/C
73-6042	Dual Element PLA	N/C
73-6044	Backlash Inspection	N/C
73-29 #1	Triumph Product Upgrade	6,875.00
73-29 #2	Triumph Product Upgrade	10,257.50
73-32	New Potentiometers	N/C
73-34	Re-installation of Prior Potentiometers	N/C

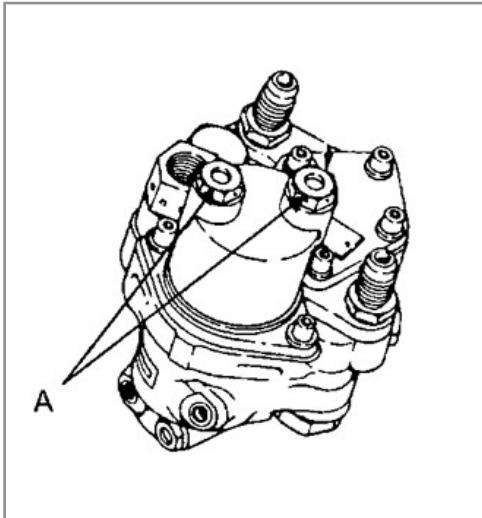
**NOTE:** Any modifications not listed are included in the basic exchange price. **Some CEB's listed as no charge will have a charge associated with them if an HMU is sent in for repair.**

### HISTORY CHART



#### ADDITIONAL HMU MODIFICATIONS:

- CEB-A-73-6044** Released in January 2005 to separate the drive spline backlash check from CEB-A-73-6030. All HMU's with the latest part numbers 23078029, 23078029A, 23078030, 23078031, 23078032 and M250-10136, no longer require the backlash inspections every 300 hours. All other HMU part numbers still require spline inspections at 300-hour intervals. See the CEB for further information.
- CEB-A-73-6045** Covers a small number of HMU's by specific serial number, that may require inspection due to possible contamination. Not all HMU's require compliance. See the CEB for further information.
- CEB-A-73-6054** Provides the procedure to re-torque the metering head regulator screws. It is recommended that this check be done in the field if any leakage is noted at the regulator cover split line.



### M250-C20 AGRO-TECH / EATON FUEL PUMP

<b>ROLLS-ROYCE P/N:</b>	<b>6899253</b>
Argo-Tech P/N:	386500-5
TBO:	4,000.0
Argo-Tech P/N:	386500-4 and previous
TBO:	3,500.00
Used on:	C20, C20B, C20F, C20J, C20R, B17

**Note:** Argo-Tech / Eaton pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-1044, which provides further information.

#### Exchange Conditions:

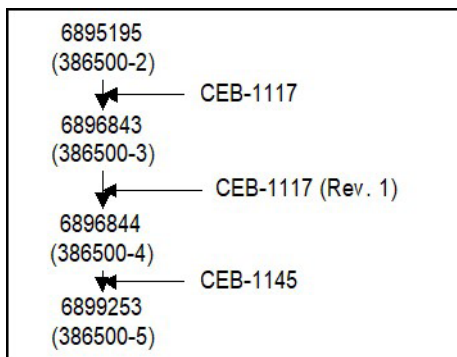
- Main body and filter housing must be free from cracks, stripped port threads or external damage.
- Core must be returned with a drive shaft.

#### Modifications:

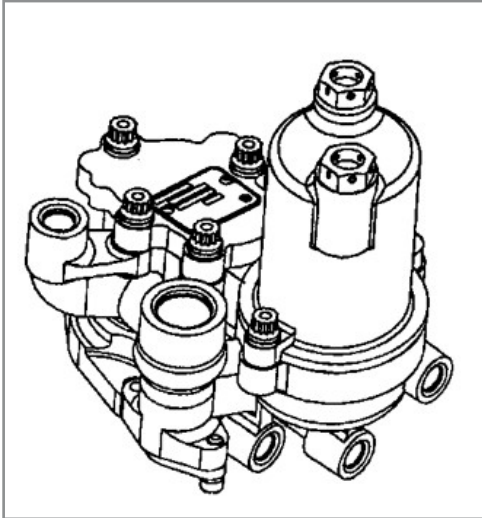
CEB	Description	U.S. Net
1117	Drive Shaft Spacer	456.50
1145	Rework Bearings	1,336.50
1261	Rework Seal Bore	1,105.50

**NOTE:** CEB-1261 does not change the part number and is included in the exchange price. The basic part number remains unchanged and the unit is re-identified by adding the letter "T" to the serial number.

### HISTORY CHART



**NOTE:** TBO extensions to 4,500 hours are available upon customer request, within 50 hours of time expiry. The TBO was increased to 4,000 hours in accordance with Rolls-Royce book Fax R021-RAT-0993, dated 23 September 1993. Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.



### M250-C20 FUEL PUMP

<b>ROLLS-ROYCE P/N:</b>	<b>23074705</b>
Model:	MFP-263
Triumph P/N:	113300-04A1
TBO:	3,500.0
Used on:	C20, C20B, C20F, C20J, C20R, B17, RR300

**Note:** Triumph pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-1044, which provides further information.

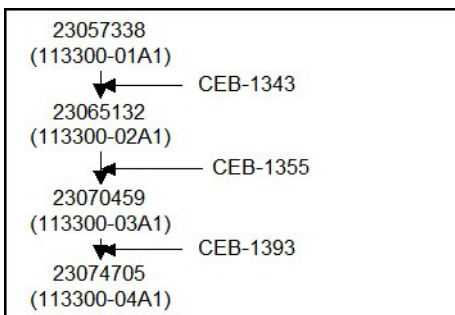
#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- All fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

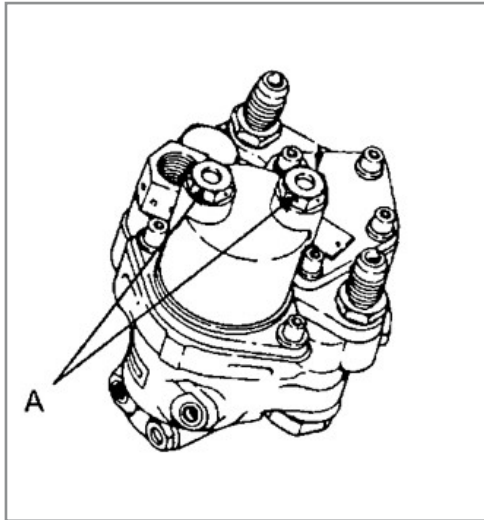
#### Modifications:

CEB	Description	U.S. Net
1343	Drive Seal	P.O.R.
1355	Pump Replacement	P.O.R.
1393	Drive Shaft	P.O.R. (Customer Option)

### HISTORY CHART



**NOTE:** Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.



### M250-C20 SUNDSTRAND FUEL PUMP

ROLLS-ROYCE P/N:	23003114
Sundstrand P/N:	5002395D
TBO:	2,250.0
Used on:	C20, C20B, C20F, C20J, C20R, B17

**Note:** Sundstrand pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-1044, which provides further information.

**Exchange Conditions:**

- Main body and filter housing must be free from cracks, stripped port threads or external damage.
- Core must be returned with a drive shaft.

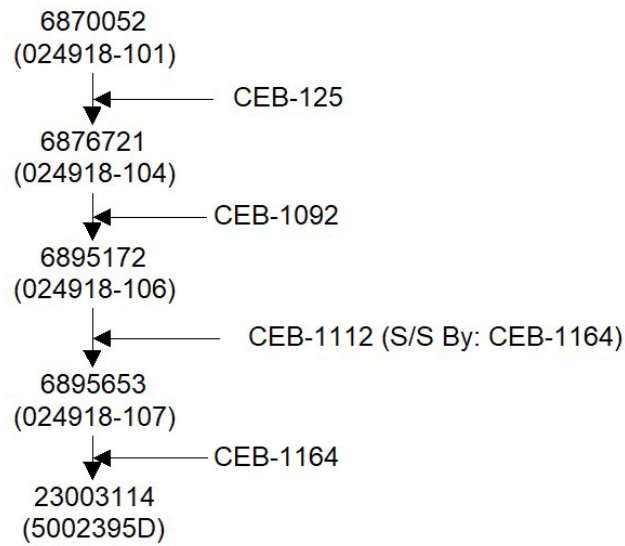
**Modifications:**

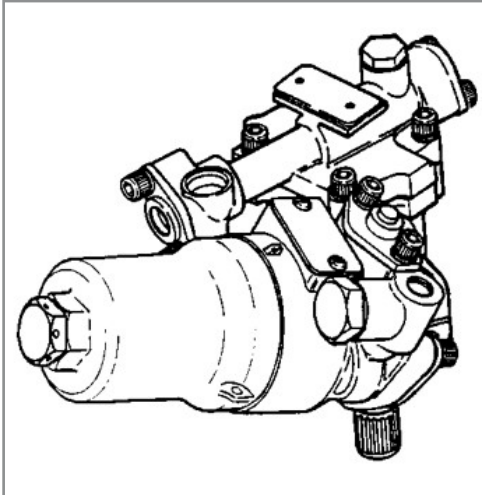
CEB	Description	U.S. Net
1092	Fuel Filter	N/C
1164	Driveshaft and Gear Set	11,660.00

**NOTE:** All other CEB'S related to this unit have been superseded or are included in the basic exchange price. Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.



## HISTORY CHART





### M250-C20R TRIUMPH FUEL PUMP

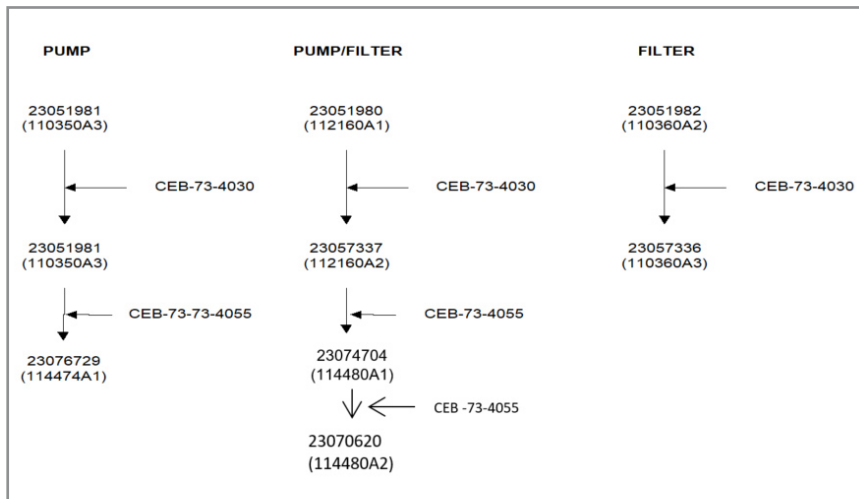
<b>ROLLS-ROYCE P/N:</b>	<b>23070620</b>
Model:	MFP-262
TBO:	2,250.0
Triumph P/N:	114480A2
TBO:	3,500.0
Used on:	C20R/2 (SP) MD520 NOTAR only

#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage. The wrench flats on the filter bowl must not show damage or distortion.
- All fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

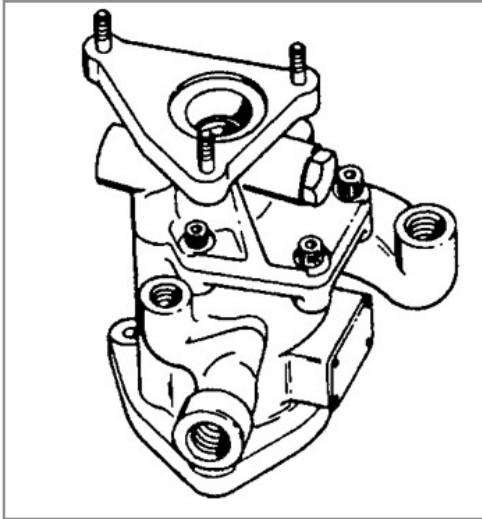
#### Modifications:

CEB	Description	U.S. Net
73-4030	Bypass Valve Spring	753.50
73-4055	Gear Set and Driveshaft	P.O.R. (Customer option)



**NOTE:** Both the pump and the filter have separate data plates. The pump/filter assembly does not have a data plate; therefore the end item part numbers 23051980, 23057337, or 23074704 are not shown on the pump/filter assembly. The pump and filter are a matched set and are to be serviced together as P/N: 23057337, 23074704 or 23070620.

Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.



### M250-C30P ARGO-TECH / EATON FUEL PUMP

ROLLS-ROYCE P/N:	6896822
Argo-Tech P/N:	388100-5
TBO:	3,000.0
Used on:	C28B, C28C, C30P

**Note:** Argo-Tech / Eaton pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.

#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- The drive shafts and all fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.
- Fuel pumps P/N 6896810, 6894080, 6896344, 23057339, 23065133, 23070460, and 23074706 are NOT acceptable as cores for this unit.

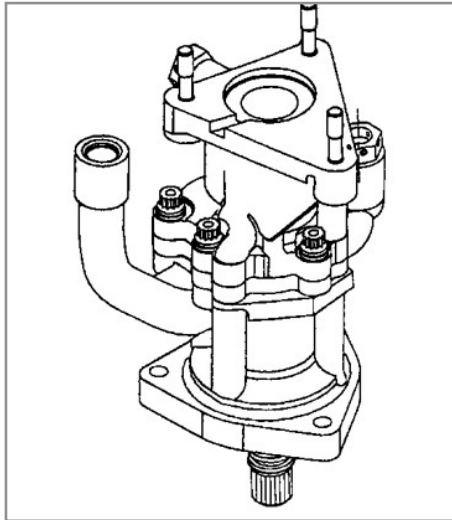
#### Modifications:

There is one CEB released to this unit, CEB-73-2035, which increases the seal bore size. The cost of this modification is included in the basic exchange price. The basic part number remains unchanged and the unit is re-identified by adding the letter "T" to the serial number.

#### NOTE:

TBO extensions to 3,500 hours are available upon customer request, within 50 hours of time expiry. The TBO was increased to 3,000 hours in accordance with Rolls-Royce book Fax R021-RAT-0993, dated 9 September 1993.

**Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.**



### M250-C28 / C30 TRIUMPH FUEL PUMP

<b>ROLLS-ROYCE P/N:</b>	<b>23074706</b>
Model:	MFP-264-1
Triumph P/N:	113310-04A1
TBO:	3,500.0
Used on:	C28B, C28C, C30P

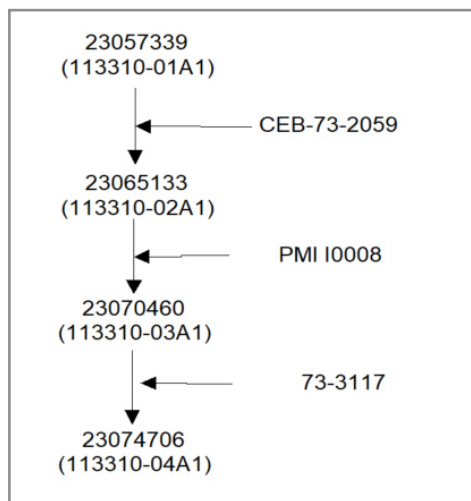
#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- All fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

#### Modifications:

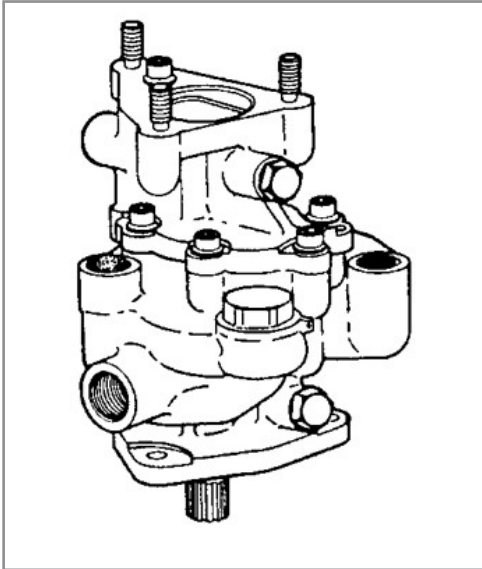
CEB	Description	U.S. Net
73-2059	Drive Seal	P.O.R.
PMI I0008	Gear Set, Seal and Drive Shaft	P.O.R.
73-3117	Gear Set and Driveshaft	P.O.R. (Customer option)

### HISTORY CHART



**NOTE:** Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.

**NOTE:** Triumph pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.



### M250-C28 / C30 SUNDSTRAND EATON FUEL PUMP

ROLLS-ROYCE P/N:	6894080
Sundstrand P/N:	5000950D
TBO:	1,500.0
Used on:	C28B, C28C, C30P

**Note:** Sundstrand pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.

#### Exchange Conditions:

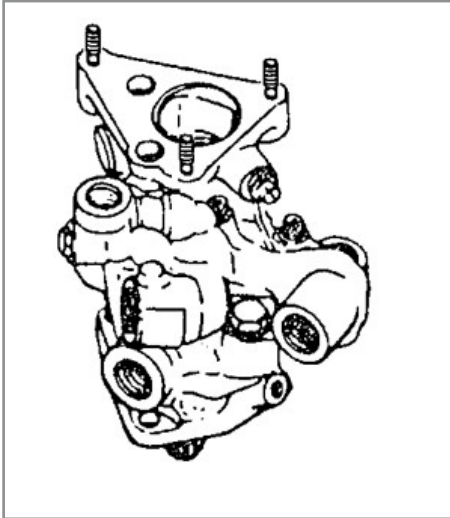
- Main body must be free from cracks, stripped port threads or external damage.
- The drive shafts and all fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

#### Modifications:

There are no CEB's released to this unit.

#### NOTE:

This pump is not available as an exchange unit, due to a lack of available cores. In addition, most parts are no longer being manufactured for this pump, and the customer's core will not be repairable.



### M250-C30 ARGO-TECH / EATON FUEL PUMP

ROLLS-ROYCE P/N:	6896810
Argo-Tech P/N:	394400-1
TBO:	3,000.0
Used on:	C30, C30G, C30G/2, C30M, C30R, C30S, C30U

**Note:** Argo-Tech / Eaton pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.

#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- The drive shafts and all fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

#### Modifications:

There is one CEB released to this unit, CEB-73-3043, which increases the seal bore size. The cost of this modification is included in the basic exchange price. The basic part number remains unchanged and the unit is re-identified by adding the letter "T" to the serial number.

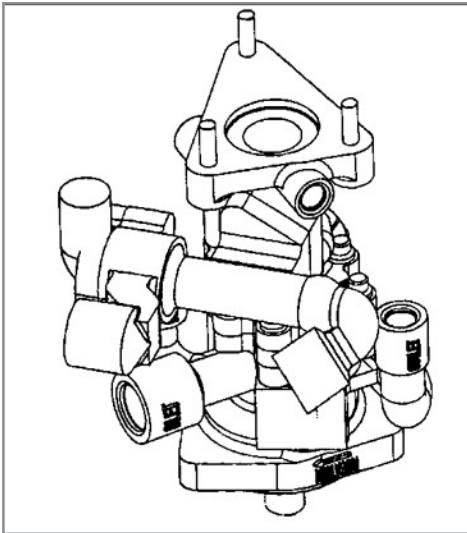
#### NOTE:

TBO extensions to 3,500 hours are available upon customer request, within 50 hours of time expiry.

The TBO was increased to 3,000 hours in accordance with Rolls-Royce book Fax R021-RAT-0993, dated 9 September 1993.

**Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.**





### M250-C30 TRIUMPH FUEL PUMP

<b>ROLLS-ROYCE P/N:</b>	<b>23074707</b>
Model:	MFP-264-2
Triumph P/N:	113320-04A1
TBO:	3,500.0
Used on:	C30, C30G, C30G/2, C30M, C30R, C30S, C30U

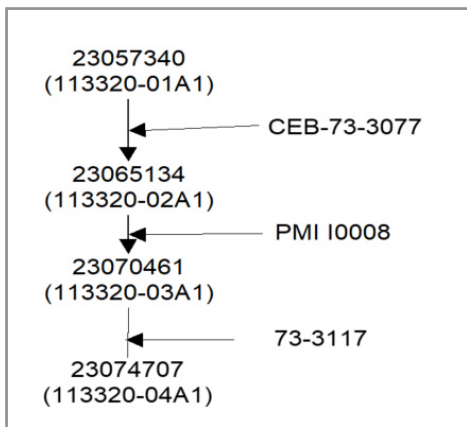
#### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- All fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

#### Modifications:

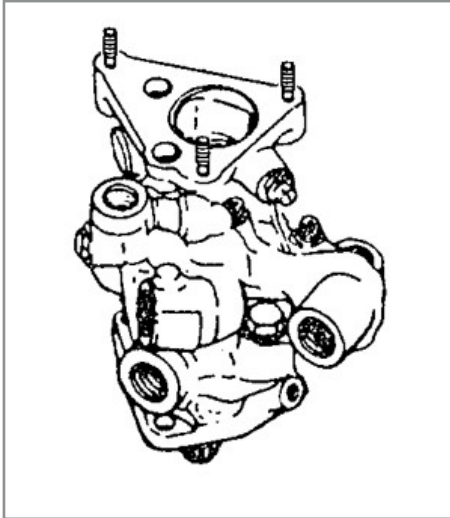
CEB	DESCRIPTION	U.S. NET
73-3077	Drive Seal	P.O.R.
PMI I0008	Gear Set, Seal and Drive Shaft	P.O.R.
73-3117	Gear Set and Driveshaft	P.O.R. (Customer option)

### HISTORY CHART



**NOTE:** Any cores previously dismantled, missing parts or are damaged are considered as unacceptable. Additional billing may apply to any cores received that do not meet the return core criteria.

**Note:** Triumph pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.



## M250-C30 SUNDSTRAND FUEL PUMP

ROLLS-ROYCE P/N:	6896344
Sundstrand P/N:	5004506
TBO:	1,500.0
Used on:	C30, C30M, C30S

**Note:** Sundstrand pumps may be noisy during start-up or shutdown. This is a common observation and should not be a cause for the premature rejection of a fuel pump that is otherwise operating satisfactorily. Please refer to CSL-3081, which provides further information.

### Exchange Conditions:

- Main body must be free from cracks, stripped port threads or external damage.
- The drive shafts and all fittings lockwired in place must remain with the core. Any other fittings should be removed, prior to returning the unit for core credit.

### Modifications:

There are no CEB's released for this unit.

### NOTE:

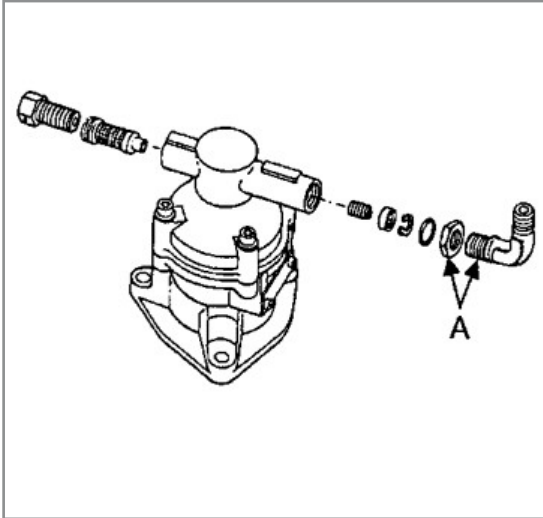
This pump is not available as an exchange unit, due to a lack of available cores. In addition, most parts are no longer being manufactured for this pump, and the customer's core will not be repairable. The only option may be to supply an overhauled outright 6896810 (394400-1) Argo-Tech pump in exchange for the Sundstrand core. Price is available on request.

**2023**

**ACCESSORY SUPPORT MANUAL**  
FOR ROLLS-ROYCE M250



**StandardAero**



### M250-C20 BLEED VALVE

ROLLS-ROYCE P/N: 23053176  
 TBO: 1,500.0  
 Used on: C20, C20B, C20F, C20J, B17

#### Exchange Conditions:

- Both bodies must be free from cracks, corrosion, or external damage.
- The bleed valve seat and all parts shown in the illustration above are to remain with the core, with the exception of the parts marked "A" which should be removed, prior to returning the unit for core credit.

#### Modifications:

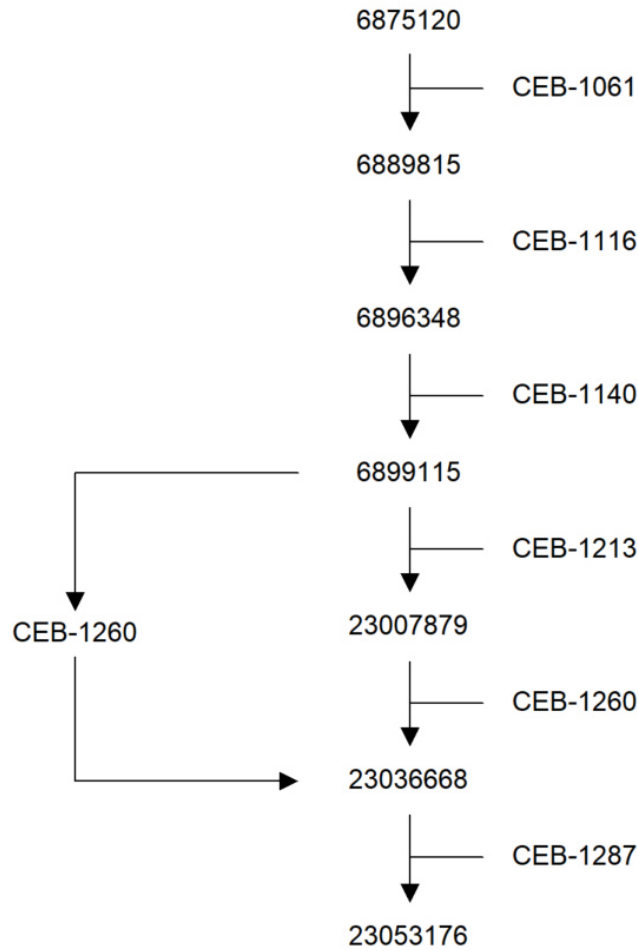
CEB	DESCRIPTION	U.S. NET
1061	Sharp Edge Jet and Body Rework	258.50
1116	Strainer Assembly	209.00
1140	Piston and Retainer	346.50
1213	Superseded by CEB-1260	N/C
1260	Superseded by CEB-1287	N/C
1287	Bronze Bushing	308.00

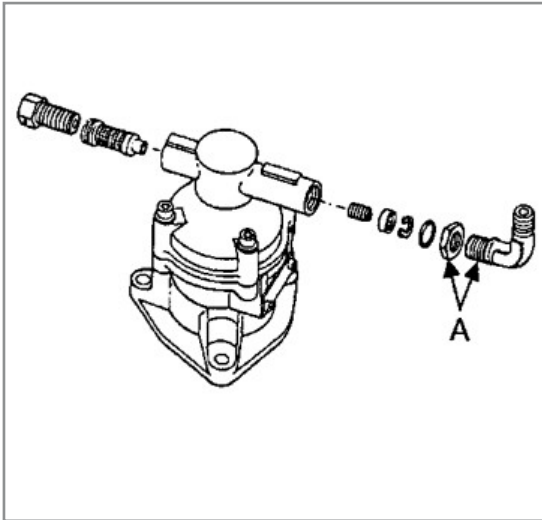
#### CONVERSION:

The C20 series bleed valves can be converted to C20R configuration P/N 23053178 at time of custom overhaul. The C20 bleed valve cannot be converted to the larger series C20R bleed valve P/N 23053190 or 23073207.



### HISTORY CHART





### M250-C20R BLEED VALVE

**ROLLS-ROYCE P/N:** 23053178  
**TBO:** 1,500.0  
**Used on:** C20R/1(RS), C20R/2, B17F  
 (small scroll engines)

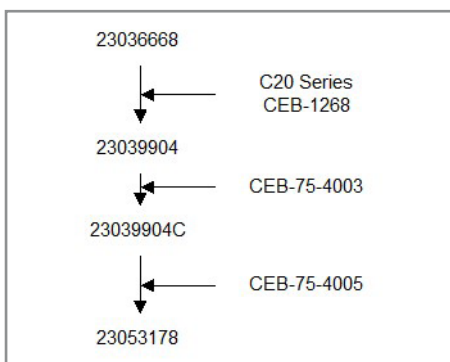
#### Exchange Conditions:

- Seat and all parts shown in the illustration above are to remain with the core, with the exception of the parts marked "A" which should be removed, prior to returning the unit for core credit.
- A C20 bleed valve can be used as a core for a C20R exchange.
- Both bodies must be free from cracks, corrosion, or external damage.

#### Modifications:

CEB	DESCRIPTION	U.S. NET
1268	Modify to C20R P/N 23053178	1,738.00
75-4003	Rework Body	693.00
75-4005	Bronze Bushing	308.00

### HISTORY CHART



**NOTE:** This configuration bleed valve was superseded by a new bleed valve P/N 23053179 / 23053190 in accordance with CEB-75-4002. Engine modifications are required for installation. The P/N 23053178 C20R bleed valve cannot be converted to the larger series C20R bleed valve P/N 23053190 or 23073207.

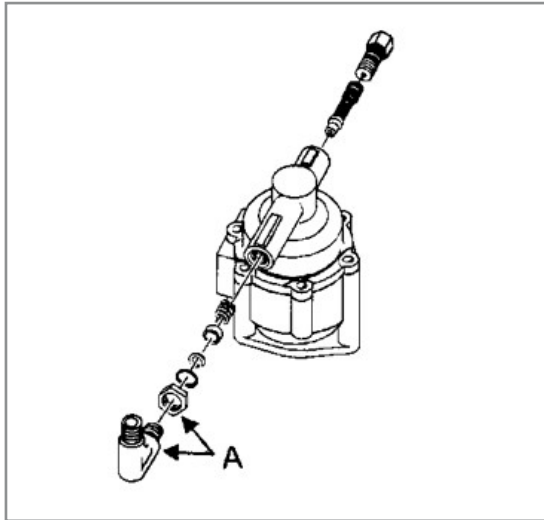


**2023**

**ACCESSORY SUPPORT MANUAL**  
FOR ROLLS-ROYCE M250



**StandardAero**



### M250-C20R BLEED VALVE

ROLLS-ROYCE P/N: 23053190  
 TBO: 1,500.0  
 Used on: C20R/1 (RS), C20R/2, B17F

### 250-C20R+ BLEED VALVE

ROLLS-ROYCE P/N: 23073207  
 TBO: 1,500.0  
 Used on: C20R+ enhanced engines ONLY

#### Exchange Conditions:

- Both bodies must be free from cracks, corrosion, or external damage.
- The bleed valve seat and all parts shown in the illustration above are to remain with the core, with the exception of the parts marked "A" which should be removed, prior to returning the unit for core credit.
- Bleed valves P/N 23039904C and 23053178 are NOT acceptable as cores for this unit.

#### Modifications:

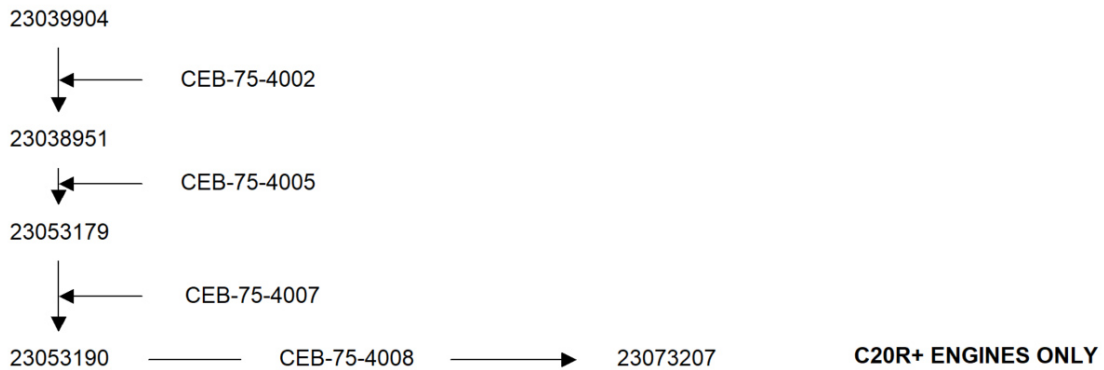
CEB	DESCRIPTION	U.S. NET
75-4002	New Bleed Valve Configuration	P.O.R.
75-4005	Bronze Bushing	308.00
75-4007	Refined Calibration Limits	N/C
75-4008	Convert to C20R+	N/C (At overhaul or exchange only)

Additional Hardware required to install bleed valve P/N 23053179 / 23053190 on engines originally equipped with bleed valve P/N 23053178, per CEB-75-4002:

QTY	P/N	DESCRIPTION
1	23066728	Bleed Manifold Adapter
1	23051624	Tube Assembly (Scroll to Bleed)
3	MS9556-32	Bolt
3	MS9320-09	Washer
3	MS21043-3	Nut

**NOTE:** This configuration bleed valve P/N 23053179 and P/N 23053190 can be used with fuel control series P/N 2549065 as well as series P/N 2549032 (REF: CSL-4076 and CEB-75-4017)

## HISTORY CHART

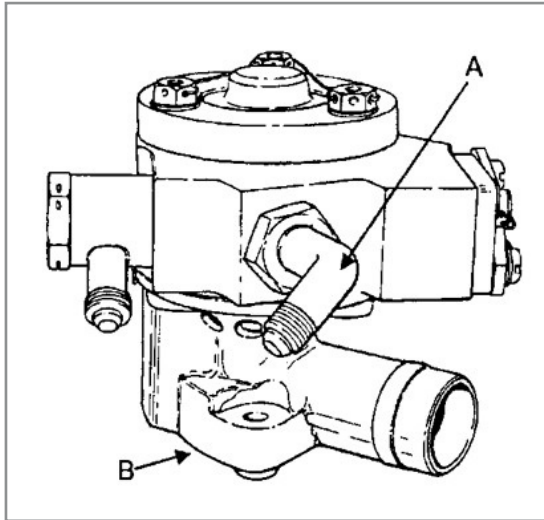


C20R bleed valves can be converted to C20R+ at the time of exchange, at no extra cost. A large series 23053190 C20R bleed valve is acceptable as a core for a C20R+ exchange.

**NOTE:**

Bleed valve P/N 23053190 is the current production version for the standard production C20R engine. The parts content between the P/N 23053179 and the P/N 23053190 are identical. Only the final calibration is different. Both bleed valves are interchangeable, as long as the customer is upgrading. A bleed valve P/N 23053179 should not be supplied for a core P/N 23053190. All new aircraft and Twinstar applications will require the P/N 23053190 bleed valve.

All C20R+ enhanced engines must use the 23073207 bleed valve, which has revised final test calibration limits.



**M250-C28 BLEED VALVE**

ROLLS-ROYCE P/N: 23074227  
 TBO: 1,500.0  
 Used on: C28B, C28C

**Exchange Conditions:**

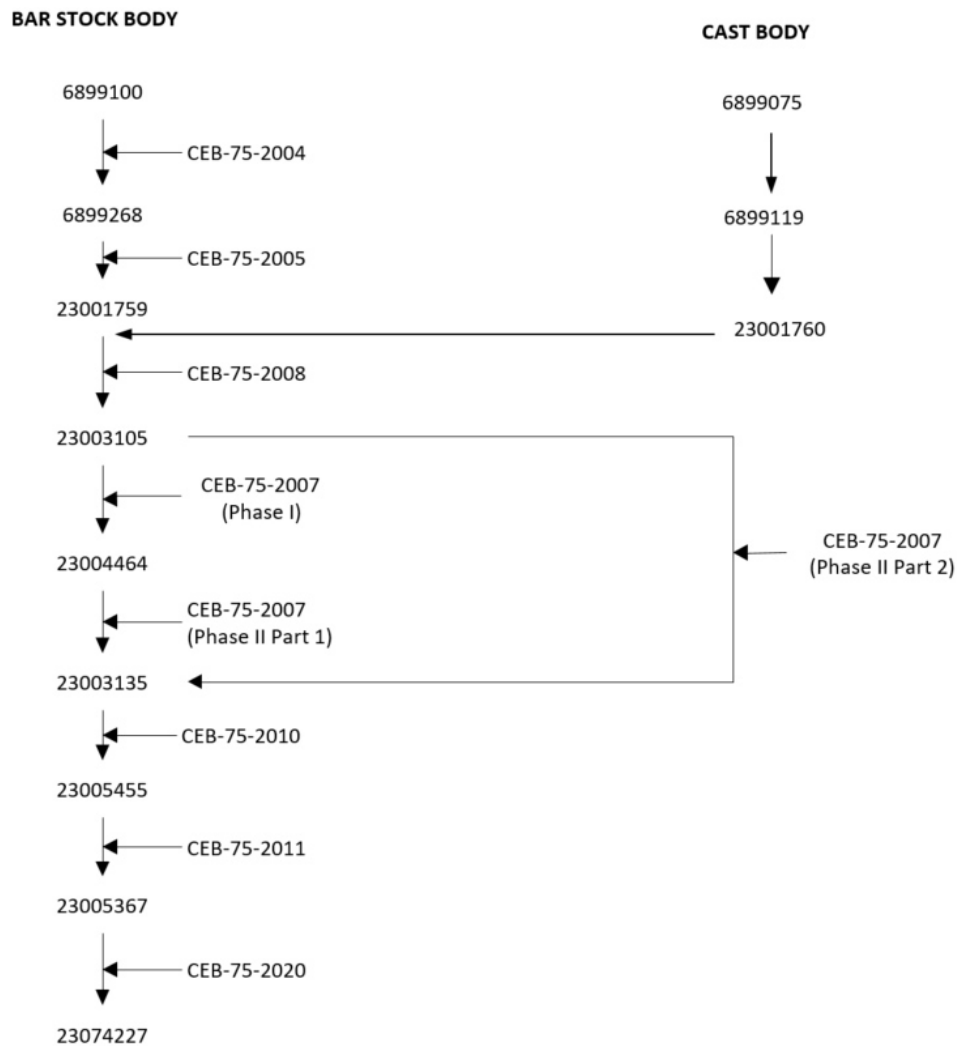
- The fitting marked (A) is the property of the customer and should be removed from the core prior to returning the unit for core credit. All other fittings and the valve seat (B) are part of the bleed valve and must be returned with the core.
- All bodies must be free from cracks, damage or excessive corrosion.

**Modifications:**

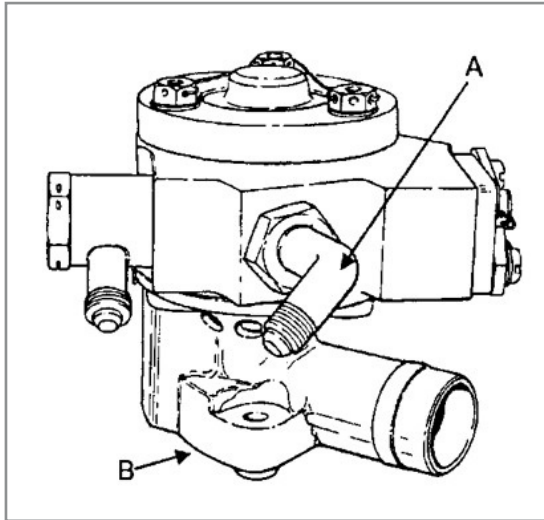
CEB	DESCRIPTION	U.S. NET
75-2004	Screen	66.00
75-2005	Replace Orifice	407.00
75-2007	Vented Plug	572.00
75-2008	Re-plumbed Configuration	2,035.00
75-2010	Test Re-calibration	N/C
75-2011	Bellows	1,529.00
75-2020	Bleed Valve Improvements	2,502.50

## HISTORY CHART

### CONVERSIONS:



The C28 bleed valve can be converted to the C30 configuration P/N 23073353 at custom overhaul or repair by modifying the bleed valve seat. Price on request.



**M250-C230 BLEED VALVE**

ROLLS-ROYCE P/N: 23073353  
 TBO: 1,500.0  
 Used on: C30, C30G, C30G/2,  
 C30M, C30P, C30S, C40,  
 C47B, C47M

**Exchange Conditions:**

- The fitting marked (A) is the property of the customer and should be removed from the core prior to returning the unit for core credit. All other fittings and the valve seat (B) are part of the bleed valve and must be returned with the core.
- All bodies must be free from cracks, damage or excessive corrosion.

**Modifications:**

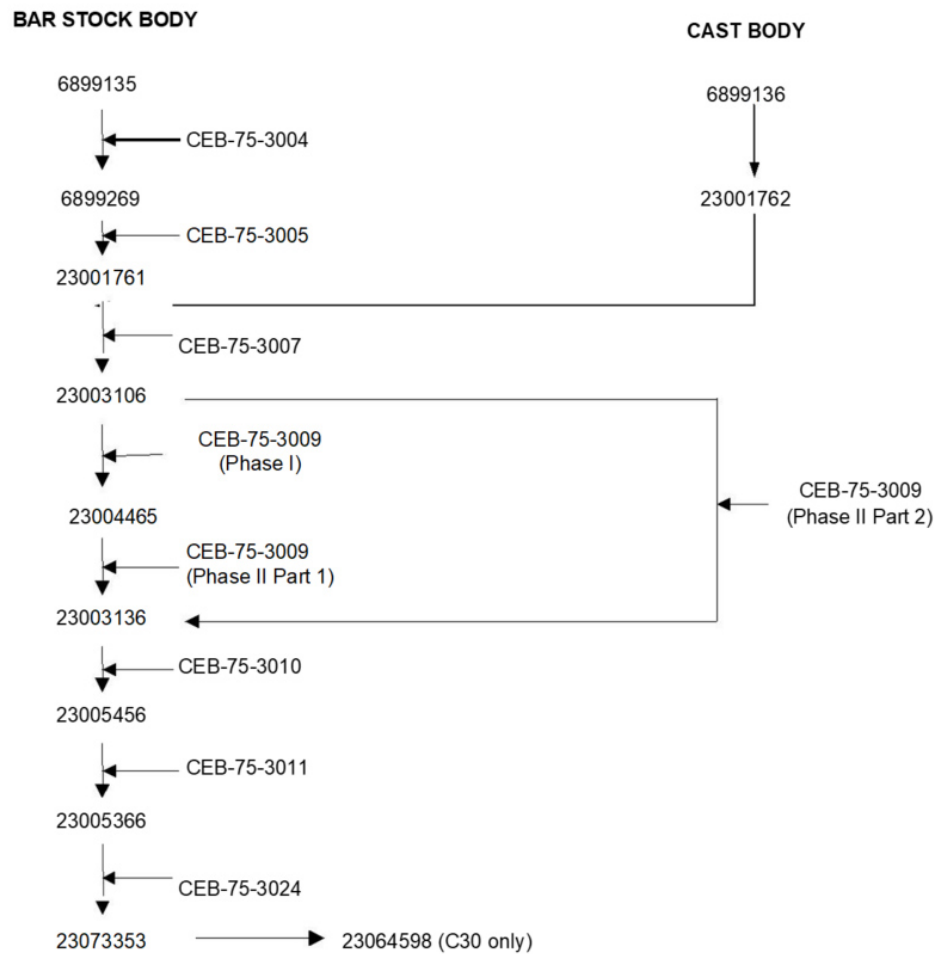
CEB	DESCRIPTION	U.S. NET
75-3004	Screen	66.00
75-3005	Orifice	407.00
75-3007	Re-plumbed Configuration	2,035.00
75-3009	Vented Plug	572.00
75-3010	Test Re-calibration	N/C
75-3011	Bellows	1,529.00
75-3024	Bleed Valve Improvements	2,502.50

(C40) = 75-5001 and (C47) = 75-6001

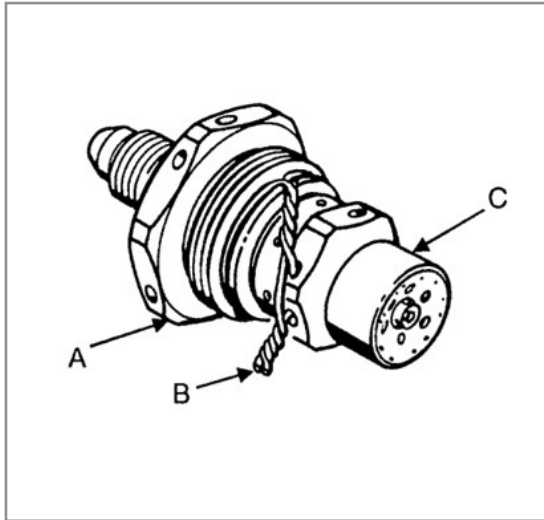


## HISTORY CHART

### CONVERSIONS:



The C30 bleed valve can be converted to the C28 configuration P/N 23074227 at custom overhaul or repair by replacing the bleed valve seat. This would add \$875.00 US to the cost of the Custom Overhaul.



### M250-C20 FUEL NOZZLE

ROLLS-ROYCE P/N: M250-10603  
 TBO: 2,500.0  
 Used on: C20, C20B, C20F, C20J, C20R, B17

**NOTE:** TBO extensions are no longer available for the Series II fuel nozzles.

#### Exchange Conditions:

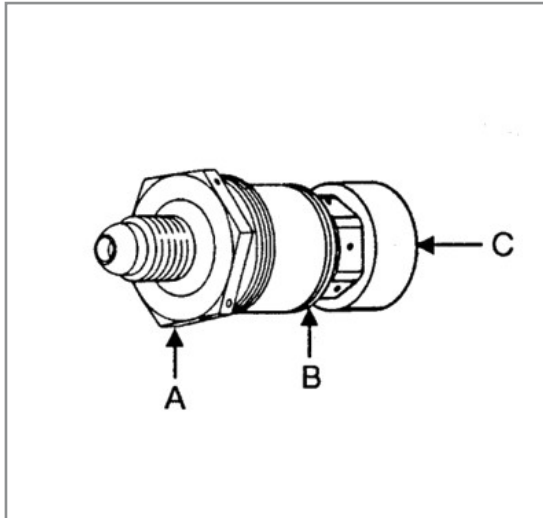
- Wrench flats on body must be intact.(A)
- Factory lockwire must be in place. (B)
- Spray tip must be free from physical damage or cracks. (C)

#### Modifications:

CEB	DESCRIPTION	U.S. NET
123	C18 to C20 Conversion	1,369.50
1067	V-slot Metering Valve	1,391.50
A-1394	Inlet Filter	176.00
1411	Inner Air Shroud	390.50

### HISTORY CHART





### 250-C28 / C30 / C40/ C47 FUEL NOZZLE

ROLLS-ROYCE P/N:

M250-10604 (Long Thread)

TBO:

2,000.0

Used on:

C28B, C28C, C30, C30G,  
C30G/2, C30M, C30P,  
C30S, C30U, C40, C47B,  
C47M

**NOTE:** It is important to replace the nozzle P/N: M250-10604 with the same configuration nozzle on C28 and C30P applications, due to the shimming requirements. C30 and C30S applications are less critical and normally use the nozzle with seven threads, P/N: M250-10606, however, installation of the smokeless combustion liner may require the longer thread P/N: M250-10604 nozzle.

**CAUTION:** The C40 and C47 applications **MUST** use the long thread P/N: M250-10604 long thread nozzle at all times.

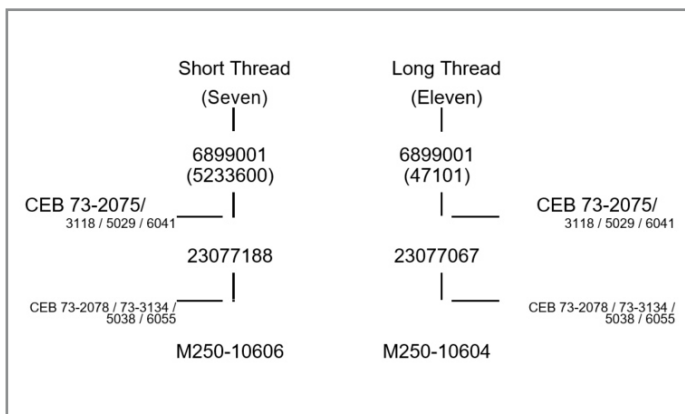
#### Exchange Conditions:

- Wrench flats on body must be intact. (A) Factory lockwire must be in place. (B)
- Spray tip should be free from physical damage or cracks. (C)

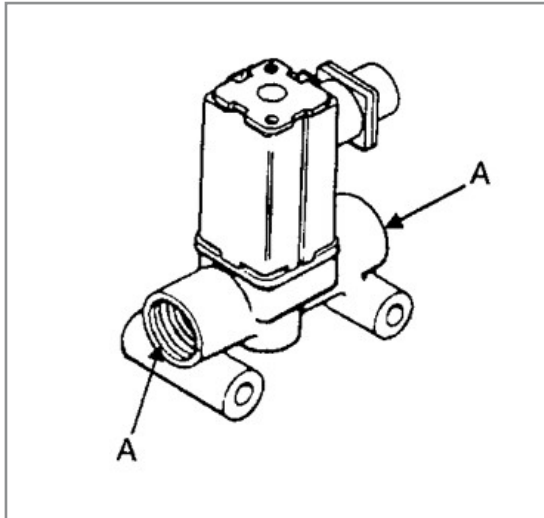
#### Modifications:

- CEB 73-2075 (C28), 73-3118 (C30), 73-5029 (C40) and 73-6041(C47) have been released, which incorporates a new fuel inlet filter at a cost of \$176.00 US.
- CEB 73-2078 (C28), 73-3134 (C30), 73-5038 (C40) and 73-6055(C47) have been released, which incorporates a new inner air shroud at a cost of \$649.00 US.

### HISTORY CHART



**NOTE:** All exchange fuel nozzles will be upgraded to the long thread body style P/N: M250-10604. Any cores received with a short thread style body will have an additional charge of \$770.00 US added to the exchange billing for the new style body. If the short thread style P/N M250-10606 is required, then the unit must be sent in for custom overhaul.



**M250 AIR SOLENOID VALVE**

**ROLLS-ROYCE P/N:** 23007826  
**Valcor P/N:** V5000-171  
 Used on: C20R, C30, C30S, C30P, C30M (N2 Overspeed).

**ROLLS-ROYCE P/N:** 23007827  
**Valcor P/N:** V5000-172  
 Used on: C20R/C30P/C40B/C47B/C47M  
 (Anti-Ice) C28B (Anti-Ice/Particle Separator)  
 C28C, C30, C30S, C30M (Anti-Ice/Bleed Valve)

**ROLLS-ROYCE P/N:** 23007828  
**Valcor P/N:** V5000-173  
 Used on: C28B, C28C (N2 Overspeed)

**ROLLS-ROYCE P/N:** 23007829  
**Valcor P/N:** V5000-174  
 Used on: C28B (Bleed Valve)  
 TBO: On Condition

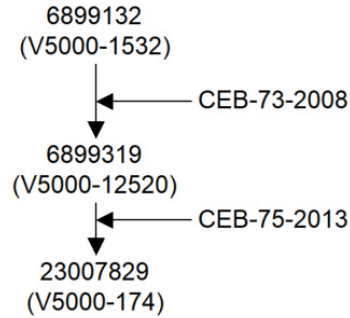
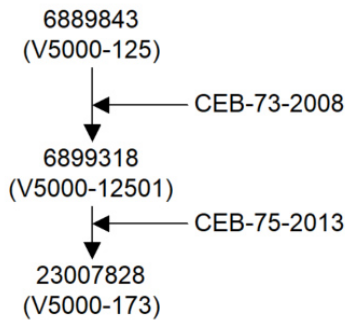
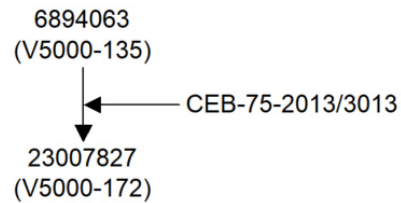
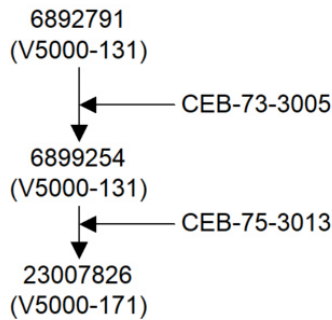
**Exchange Conditions:**

- Body must be free from cracks or external damage.
- Threaded ports (A) must be undamaged, with no excessive corrosion on the threads or the o-ring sealing surface.
- Valves subjected to excessive corrosion, or those that have been overheated or burned out during operation may not be acceptable as cores.

**Modifications:**

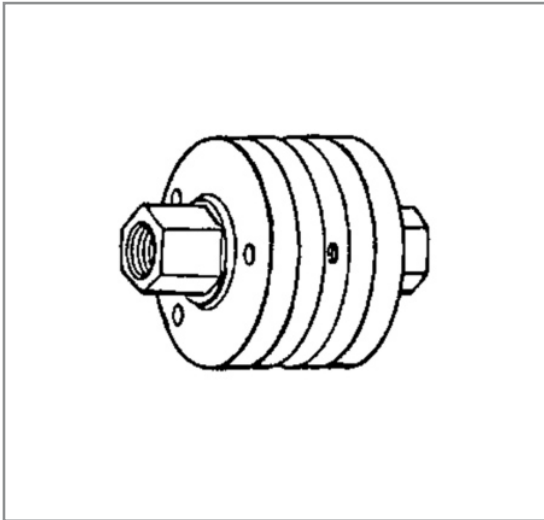
CEB	DESCRIPTION	U.S. NET
73-2008 / 3005	Plunger Spring	346.50
75-2014 / 3013	AN/MS Hardware	60.50

### HISTORY CHART



**NOTE:**

Single engine helicopters using 250-C28B, C30, C30M and C30P series engines can have the N2 overspeed system removed in accordance with CEB-73-2037 / 3047. This will remove the P/N 23007826 solenoid from the C30 series and P/N 23007828 solenoid from the C28B series.



**M250-C20/C28 HONEYWELL  
DOUBLE CHECK VALVE**

<b>ROLLS-ROYCE P/N:</b>	<b>6876557</b>
Honeywell P/N:	2524502-1
TBO:	On Condition
Used on:	C20, C20B, C20R, C28B, C28C

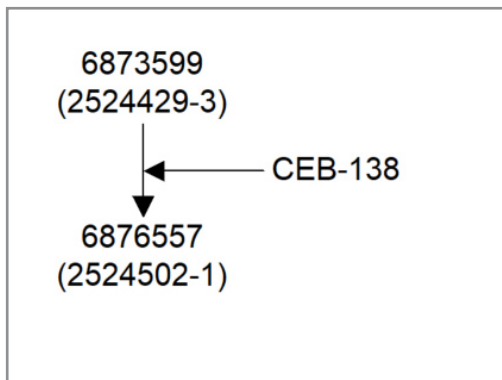
**Exchange Conditions:**

- Bodies must be free from external damage or stripped threads.

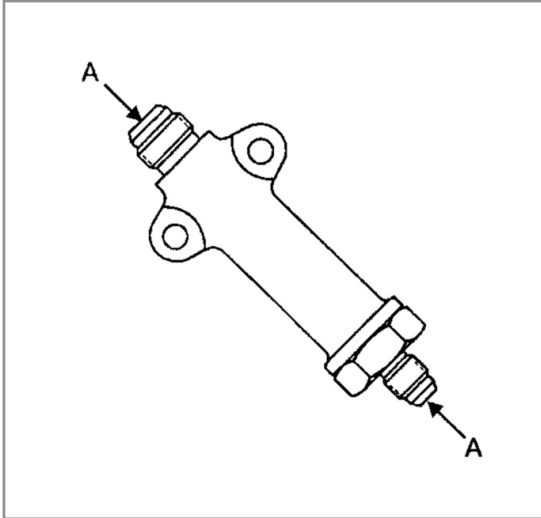
**Modifications:**

- There are no CEB's released to the C20/C28 series valve.
- The C18 double check valve P/N 6873599 is acceptable as a core. Incorporation of CEB-138 will convert it to C20 configuration for an additional \$1005.00 U.S. at time of custom overhaul.

**HISTORY CHART**





**M250-C28 / C30 AIR VALVE**

ROLLS-ROYCE P/N:

6899080

TBO:

On Condition

Used on:

C28B (Particle separator),  
C30, C30G, C30G/2, C30P,  
C30S (Anti-ice)**Exchange Conditions:**

- The threads and flare surface (A) on the fittings must be free from damage.

**Modifications:**

- This unit is affected by CEB-75-2009/3008 which reduces the piston diameter. The cost of this modification is included in the exchange price. Air valves with change letter "B" or subsequent indicate incorporation of the modified piston.