

AIRPLANE MODELS				SPECIFIC ENGINE				ENGINE MODELS						
B-25 C				B-25 D				R-2600-13						
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CONDITION	FUEL PRESSURE LB./SQ. IN.	OIL PRESSURE LB./SQ. IN.	OIL TEMP. °C	COOLANT TEMP. °C				MAX. PERMISSIBLE DIVING R.P.M.						
DESIRED	6-7	80-85		50-70				CONDITION	ALLOWABLE	OIL CONSUMPTION				
MAXIMUM	7	90		85				"MAX. CONTINUOUS"	46.6 IMP. PT./HR.	28	US. QT./HR.			
MINIMUM	6	75		95 (1.1 mb)				"ECONOMICAL MAX"	25 IMP. PT./HR.	15	US. QT./HR.			
IDLING	6-7	25						"MIN. SPECIFIC"	IMP. PT./HR.		US. QT./HR.			
SUPERCHARGER TYPE: TWO SPEED				FUEL OCTANE 100				OIL GRADE: (S) (W)						
OPERATING CONDITION	R.P.M.	MANIF. PRESS. (BOOST)	HORSE POWER	CRITICAL ALTITUDE (FEET)	USE LOW BLOWER BELOW	MIXTURE CONTROL POSITION	FUEL FLOW (GAL./HR./ENG.)	U.S.	IMP.	°C	°F	MAXIMUM CYL. TEMP.	MAXIMUM DURATION (MINUTES)	REMARKS
TAKE-OFF	2600	44.0	1700	SEA LEVEL	L ALWAYS FT. ALT.	FULL RICH	215	179	260	500		5		
EMERGENCY MAXIMUM	2600	42	1700	4,500	L 10,500	FULL RICH	215	179	260	500		5		
MAXIMUM CONTINUOUS	2400	38	1500	6,700	L 11,000	FULL RICH	180	150	218	420				
ECONOMICAL MAXIMUM	2100	31.5	1125	6,700	L 13,500	FULL RICH	115	96	205	400				
MINIMUM SPECIFIC CONSUMPTION	2100	31.5	1012	15,000	H FT. ALT.	FULL RICH	115	96	205	400				
MINIMUM CRUISING	2000	29.0	905	15,000	H FT. ALT.	CRUISING	90	75	205	400				
CONDITIONS TO AVOID	1600	20.9	390	S.L.	L	LEAN	100	83	205	400				
	1600	19.5	420	5,000	L	CRUISING	75	63	205	400				
	1600	18.5	450	10,000	L	LEAN	80	67	205	400				
	1600	18.0	490	15,000	L	CRUISING	31	26	205	400			Minimum Specific Fuel Flow	
NOTE: CRITICAL ALTITUDE IS THAT AT WHICH MAXIMUM POWER IS OBTAINED WITH FULL THROTTLE UNDER CONDITIONS SHOWN.														