



Blades (see Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 10)	Approx. Max. Wt. Complete (For Reference Only) (see Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
8068-0 to 8068-8	285	2700	285	2700	80" to 72" (-0 to -8)	50.0 lb.	Aluminum Alloy
8459-0 to 8459-18	260	2800	260	2800	84" to 66" (-0 to -18)	48.0 lb.	Aluminum Alloy
8465-0 to 8465-14	315	2575	315	2575	84" to 70" (-0 to -14)	50.0 lb.	Aluminum Alloy
8467-0 to 8467-12	285	2700	285	2700	84" to 72" (-0 to -12)	52.0 lb.	Aluminum Alloy
8468-0 to 8468-12	285	2700	285	2700	84" to 72" (-0 to -12)	50.0 lb.	Aluminum Alloy
8470-0 to 8470-8	260	2700	260	2700	84" to 76" (-0 to -8)	49.0 lb.	Aluminum Alloy
8475+2 to 8475-4	310	2700	310	2700	86" to 80" (+2 to -4)	52.0 lb.	Aluminum Alloy
8475-4 to 8475-6	350	2700	350	2700	80" to 78" (-4 to -6)	51.0 lb.	Aluminum Alloy
8475-6 to 8475-14	310	2700	310 or 300	2700 or 2850	78" to 70" (-6 to -14)	50.0 lb.	Aluminum Alloy
8477-0 to 8477-4	310 or 260	2575 or 2700	310 or 260	2575 or 2700	84" to 80" (-0 to -4)	54.0 lb.	Aluminum Alloy
8477-4 to 8477-6	350	2700	350	2700	80" to 78" (-4 to -6)	53.0 lb.	Aluminum Alloy
8477-6 to 8477-14	310	2700	310 or 300	2700 or 2850	78" to 70" (-6 to -14)	52.0 lb.	Aluminum Alloy
9587-0 to 9587-2	320	2200	320	2200	95" to 93" (-0 to -2)	49.5 lb.	Aluminum Alloy
9587-2 to 9587-20	320 or 300	2200 or 2400	320 or 300	2200 or 2400	93" to 75" (-2 to -20)	50.0 lb.	Aluminum Alloy
<u>Non-Counterweighted Blades - Hub model HC-C2YR-1</u>							
N7605-0 to N7605-10	215	2700	215	2700	76" to 66" (-0 to -10)	43.0 lb.	Composite
<u>Counterweighted Blades - Hub models: all -2 and -4</u>							
C7068-0 to C7068-10	300	2700	300	2700	70" to 60" (-0 to -10)	57.0 lb.	Aluminum Alloy
C7495-0 to C7495-6	250	2700	250	2700	74" to 68" (-0 to -6)	54.0 lb.	Aluminum Alloy
C7496-0 to C7496-6	250	2700	250	2700	74" to 68" (-0 to -6)	54.0 lb.	Aluminum Alloy
C7663-0 to C7663-8	210	2800	210	2800	76" to 68" (-0 to -8)	50.0 lb.	Aluminum Alloy

Blades (see Note 2)	Maximum Continuous		Takeoff		Diameter Limits (See Note 10)	Approx. Max. Wt. Complete (For Reference Only) (see Notes 3 and 7)	Blade Construction (See Note 10)
	HP	RPM	HP	RPM			
C7666-0 to C7666-8	180 or 250	2850 2700	180 or 250	2850 2700	76" to 68" (-0 to -8)	55.0 lb.	Aluminum Alloy
C7681-0 to C7681-8	250	2700	250	2700	76" to 68" (-0 to -8)	55.0 lb.	Aluminum Alloy
C7692-0 to C7692-8	180 or 250	2900 2700	180 or 250	2900 2700	76" to 68" (-0 to -8)	50.0 lb.	Aluminum Alloy
C8052-0 to C8052-8	310	2600	310	2600	80" to 72" (-0 to -8)	54.4 lb.	Aluminum Alloy
C8459-0 to C8459-12	260	2800	260	2800	84" to 72" (-0 to -12)	52.0 lb.	Aluminum Alloy
C8465-0 to C8465-14	315	2575	315	2575	84" to 70" (-0 to -14)	54.0 lb.	Aluminum Alloy
C8465-6 to C8465-14	260	2700	260	2700	78" to 70" (-6 to -14)	53.0 lb.	Aluminum Alloy
C8467-0 to C8467-12	285	2700	285	2700	84" to 72" (-0 to -12)	56.0 lb.	Aluminum Alloy
C8468-0 to C8468-12	260	2700	260	2700	84" to 72" (-0 to -12)	54.0 lb.	Aluminum Alloy
C8470-0 to C8470-8	260	2700	260	2700	84" to 76" (-0 to -8)	53.0 lb.	Aluminum Alloy
C8475+2 to C8475-4	310	2700	310	2700	86" to 80" (+2 to -4)	56.0 lb.	Aluminum Alloy
C8475-4 to C8475-6	350	2700	350	2700	80" to 78" (-4 to -6)	55.0 lb.	Aluminum Alloy
C8475-6 to C8475-14	350	2700	350 or 300	2700 2850	78" to 70" (-6 to -14)	54.0 lb.	Aluminum Alloy
C8477-0 to C8477-4	310 or 260	2575 2700	310 or 260	2575 2700	84" to 80" (-0 to -4)	58.0 lb.	Aluminum Alloy
C8477-4 to C8477-6	350	2700	350	2700	80" to 78" (-4 to -6)	57.0 lb.	Aluminum Alloy
C8477-6 to C8477-14	310	2700	310 or 300	2700 2850	78" to 70" (-6 to -14)	56.0 lb.	Aluminum Alloy
C9587-0 to C9587-2	320	2200	320	2200	95" to 93" (-0 to -2)	54.0 lb.	Aluminum Alloy
C9587-2 to C9587-20	320 or 300	2200 2400	320 or 300	2200 2400	93" to 75" (-2 to -20)	54.0 lb.	Aluminum Alloy

\* Weights apply to -1 constant speed hub with "F" flange. Add 1.2 lb. for "L", "K" and "R" flanges, 3.0 lb. for feathering -2 hubs, 5.5 lb. for feathering -2R hubs, and 4.0 lb. for -4 model.

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**Certification Basis:**

Civil Air Regulations Part 14 effective December 15, 1956  
Type Certificate No. P-920 issued July 24, 1961. Models added on or after September 27, 1967 were approved under Delegated Option Authorization provisions of 14 CFR Part 21 Subpart J.

Date of application for Type Certificate: March 24, 1959.

The following models were included under the original certification basis:

HC-C2YF-(1,2); HC-C2YK-(1,2); HC-C2YL-(1,2); BHC-C2YF-(1,2);  
CHC-C2YF-(1,2); DHC-C2YF-(1,2); HC-C2YR-(1,2)

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 and 35-2 effective April 3, 1967:

HC-C2YF-(1,2,4); HC-C2YK-(1,2,4); HC-C2YL-(1,2,4); HC-C2YR-(1,2,4);  
BHC-C2YF-(1,2,4); CHC-C2YF-(1,2); DHC-C2YF-(1,2)

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-5 effective October 14, 1980:

HC-C2YF-(1,2,4); HC-C2YK-(1,2,4); HC-C2YL-(1,2,4); HC-C2YR-(1,2,4);  
BHC-C2YF-(1,2,4); CHC-C2YF-(1,2); DHC-C2YF-(1,2)

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-6 effective August 1, 1990:

HC-C2YF-(1,2,4); HC-C2YK-(1,2,4); HC-C2YL-(1,2,4); HC-C2YR-(1,2,4);  
BHC-C2YF-(1,2,4); CHC-C2YF-(1,2); DHC-C2YF-(1,2)

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-6 effective August 1, 1990 and reference to Special Conditions 35-002-SC dated October 3, 2001:

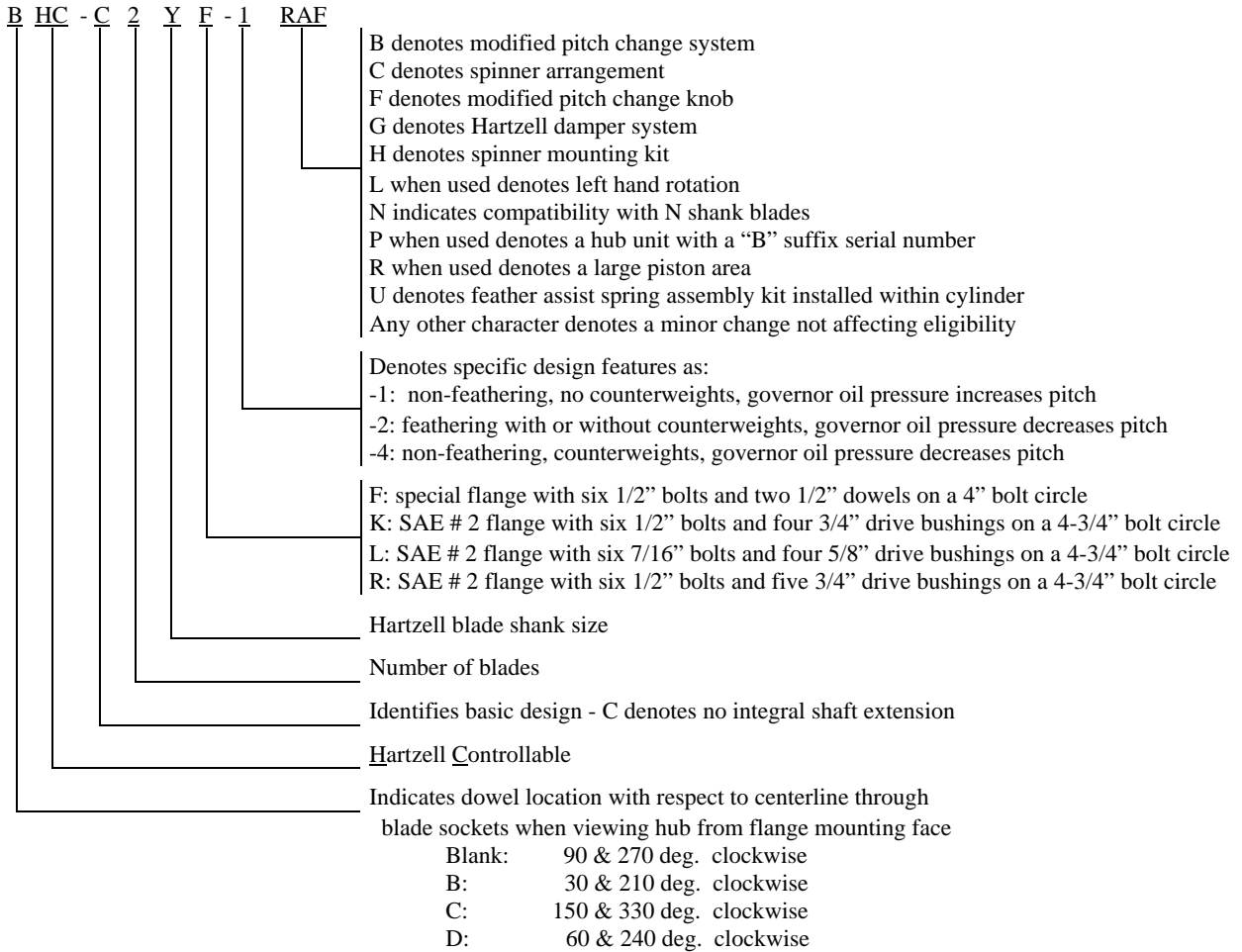
HC-C2YR-1 hub with N7605 blade model

The following models were added, updated or revised in accordance with 14 CFR Part 35 with amendments 35-1 through 35-8 effective December 23, 2008 using 14 CFR Part 21.101 for paragraphs 35.15, 35.35(c), 35.36, 35.38, 35.41 and 35.43:

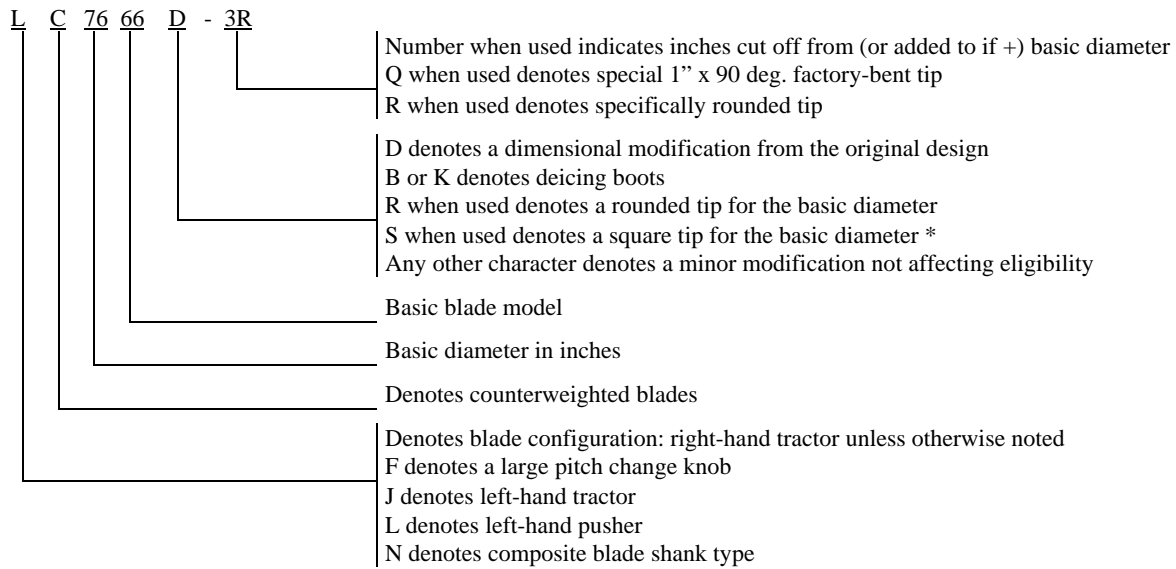
HC-C2YF-(2,4); HC-C2YK-(2,4); HC-C2YL-(2,4); HC-C2YR-(2,4);  
BHC-C2YF-(2,4); CHC-C2YF-2; DHC-C2YF-2

Production Basis: Production Certificate no. 10

Note 1: Hub Model Designation (See Notes 2, 4, 5 and 6)



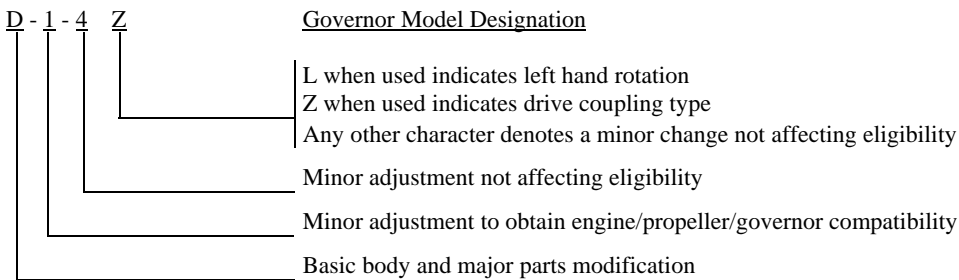
Note 2: Blade Model Designation (See Note 6)



\* Blades may incorporate either round or square tips, yet may not be marked with an "R" or "S" in their model designation. This character is used to distinguish between two or more tip shapes available at the same diameter. Certain blades use "S" to denote shot peening of the exterior surface.

Note 3: Pitch Control (See Notes 4, 6 and 10)

(a) Approved with Hartzell governors per drawings C-4770, C-4771 and C-4772. Wt.: 4.5 lb.



(b) The -2 and -4 models have counterweighted blades and use oil to decrease pitch. The -1 models do not have counterweighted blades and use oil to increase pitch.

(c) Maximum governor output pressure: 350 psi for all propeller models

(d) All governors must be approved as part of the aircraft installation regardless of manufacturer.

Note 4: (a) Feathering The -1 and -4 models do not feather. The -2 models incorporate feathering and unfeathering features.

(b) Reversing Not applicable

(c) Piston size The -2R model differs from the -2 model in that the -2R model has a piston area of 20.2 sq. in. and the -2 has a piston area of 16.25 sq. in.

Note 5: Left-Hand Models (see Notes 1 and 2)

The left-hand version of an approved propeller model is approved at the same rating and diameter as listed for the right-hand model.

Note 6: Interchangeability (See Notes 1, 2 and 3)

(a) Blades

Blades with counterweights (having "C" prefix) can replace non-counterweighted blades on feathering propellers (hub model suffix -2 or -2R) only, provided the air charge is reduced to 80 psi at 70°F. Attached decal specifying air charge must be changed accordingly.

Shot-peened blades may replace non shot-peened blades either individually or as a set

(b) Propellers

"F" type propellers with large pitch change knobs are interchangeable with corresponding propellers with the standard pitch change system.

Propeller models containing a "P" suffix, for example HC-C2YR-1BFP, may replace corresponding models without the "P" suffix, for example HC-C2YR-1BF. Propeller models without the "P" suffix may not replace those containing the "P" suffix.

(c) Governors

Hartzell governors with a "Z" suffix in their model designation may be used interchangeably with corresponding governors without the "Z". For example, the F-6-24Z is a replacement for the F-6-24 and the F-6-24 is a replacement for the F-6-24Z.

(d) Ice protection systems

Refer to Hartzell Service Letter HC-SL-30-260 for ice protection system component interchangeability.

Note 7: Accessories (See Note 10)

(a) Propeller anti-icing (weight of anti-icing system extra)

- (1) Approved with fluid feed boots listed on Hartzell approved type design data when installed in accordance with Hartzell specification H-S-2 or Hartzell Manual no. 133( ).
- (2) Approved with fluid feed equipment listed in Hartzell approved type design data on propeller models for which equipment is available.

(b) Propeller deicing (weight of deicing equipment extra)

- (1) Approved with Goodyear Ice Guards (electrical propeller deicer) when installed in accordance with instructions outlined in Goodyear Report no. AP-147 dated October 23, 1961.
- (2) Approved with Goodrich electrical deicing kit 5EXXXX-X, 7EXXXX-X, 77-XXX, 67-XXX, or 65-XXX when the specific kit number is listed on Hartzell type design data and installed in accordance with Goodrich Report no. ATA 30-60-07.
- (3) Approved with ice protection equipment when listed on Hartzell type design data.

(c) Propeller spinner (weight of spinner extra)

- (1) Approved with Hartzell and other manufacturer's spinners when listed on Hartzell approved type design data.

(d) Propeller Damper C-1576

- (1) Approved for use with Hartzell Propeller model HC-C2Y( ). Wt: 8.0 lb.

Note 8: Shank Fairings Not applicable.

Note 9: Special Limits

Table of Propeller - Engine Combinations  
Approved Vibrationwise for Use on Normal Category Single Engine Tractor Aircraft

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reduction below the minimum diameter listed is permissible, since this figure includes the diameter reduction allowable for repair purposes.

The engine models listed below are the configurations on the engine type certificate unless specifically stated otherwise. Modifications to the engine or airframe that alter the power of the engine models listed below during any phase of operation have the potential to increase propeller stresses and are not approved by this list. Such modifications include, but are not limited to, the addition of a turbocharger or turbonormalizer, increased boost pressure, increased compression ratio, increased RPM, altered ignition timing, electronic ignition, full authority digital engine controls (FADEC), or tuned induction or exhaust. Also, any change to the mass or stiffness of the crankshaft/counterweight assembly is not approved by this list.

Hub Model	Blade Model	Engine Model	Max. Dia. (inches)	Min. Dia. (inches)	Placards
HC-C2YR	F7068( )	LYC IO-360-B1A, -B1B, -B1C, -B1D, <b>B1E</b> , -B1F, -E1A, -F1A, LYC O-360-A1A, -A1AD, -A1C, -A1D, -A1F, -A1G, -A1H, -A1LD	68	67	Stabilized operation is prohibited above 25 inches manifold pressure between 2300-2350 RPM and below 15 inches manifold pressure above 2600 RPM
HC-C2YR	F7068	LYC O-360-A1F6, -A1F6D, -A1G6, -A1G6D, -A1H6, -F1A6, -G1A6 LYC IO-360-A1B6, -A1B6D, -A1D6, -A1D6D, -B1F6, -C1C6, -C1D6, -C1E6, -C1E6D	68	66	none
HC-C2YR-1BFP	F7497	LYC O-360-A1A, -A1C, -A1D, -A1F, -A1G, -A1H, -A1P	74	72	none
HC-C2YR-1BFP	F7497	LYC IO-360-B1A, -B1B, -B1D, -B1E, -B1F, -E1A, -M1A	74	72	none
HC-C2YR-1BFP	F7497	LYC IO-360-A1A, -A1B, -A1C, -A1D, -C1A, -C1B, -C1C, -C1F, -D1A	74	72	Continuous operation is prohibited above 24 inches manifold pressure between 2350 and 2550 RPM
HC-C2YR-1BFP	F7497	LYC IO-360-A1B6, -A1B6D, -A1D6, -A1D6D, -C1C6, -C1D6, -C1E6, -C1E6D LYC O-360-A1F6, -A1F6D	74	72	none
BHC-C2YF	7663	TCM O-300-A, -B, -C, -D, -E	72	70	none
HC-C2YF	7663	TCM IO-346-B	76	76	none
BHC-C2YF	7663	TCM IO-360-A, -B, -C, -D, -E	76	72	none
BHC-C2YF	F7663( )	TCM IO-360-H, -HB	76	72	none
HC-C2YL	7663	LYC O-290-D2A	72	70	none
HC-C2YL	7663	LYC O-320-A3A, -A3B, -A3C, -B3A, -B3B, -B3C, -C3A, -C3B, -C3C, -D1A, -D1B, -D1D, -D1F, -E1A, -E1B, -E1C, -E1F, -E1J	72	70	none
HC-C2YL	7663	LYC IO-320-A1A, -B1A, -B1B, -B1C, -B1D, -B1E, -C1A, -C1B, -D1A, -D1B, -D1C, -E1A, -E1B, -F1A	72	70	none



<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C2YK HC-C2YR	7666 F7666	LYC O-360-A1A, -A1AD, -A1C, -A1D, -A1F, -A1G, -A1LD, -B1A, -B1B, -C1A, -C1C, -C1F, -C1G, -D1A	76	72	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK HC-C2YR	7666 F7666A	LYC O-360-C1E, -C1F	76	72	Avoid continuous operation between 2000 and 2350 RPM
HC-C2YK HC-C2YR	F7666A-2Q	LYC O-360-A1A, -A1C, -A1D, -A1F, -A1G, -B1A, -B1B, -C1A, -C1C, -C1F, -D1A	74	74	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK	7666	LYC IO-360-A1A, -A1B, -A1C, -C1A, -C1B, -C1C, -D1A	74	72	Avoid continuous operation between 2000 and 2350 RPM
HC-C2YK	7666	LYC IO-360-B1A, -B1C	74	72	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK HC-C2YR	F7666( )-3Q	LYC IO-360-A3B6D	73	73	none
HC-C2YK HC-C2YR	F7666 F7666A	LYC O-360-E1A6D	74	72	none
HC-C2YK HC-C2YR	F7666A-2	LYC O-360-A1F6D	74	73	none
HC-C2YR	F7666A-( )R	LYC TO-360-E1A6D	74	72	none
( )HC-C2YK ( )HC-C2YR	( )7666( )-4Q	LYC IO-360-B1A, -B1B, -B1D, -B1E, -B1F, -E1A, -F1A	72	72	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK HC-C2YR	F7666A-4Q	LYC O-360-A1A, -A1C, -A1D, -A1F, -A1G, -B1A, -B1B, -C1A, -C1C, -D1A	72	72	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK	F7666A-4Q	LYC IO-360-A1B6	72	72	none
HC-C2YK HC-C2YR	7666-4Q	LYC IO-360-A1A, -A1B, -A1C, -C1A, -C1B, -C1C, -D1A	72	72	Avoid continuous operation between 2000 and 2350 RPM
HC-C2YK	7666	LYC IO-360-B1A, -B1B, -B1C, -B1D, -B1E, -B1F, -E1A, -F1A	74	72	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK	7666	LYC IO-360-B1A, -B1B, -B1C, -B1D, -B1E, -B1F, -E1A, -F1A	76	74 1/2	Avoid continuous operation between 2000 and 2250 RPM
HC-C2YK HC-C2YR	7666	LYC IO-360-A1B6, -A1D6, -C1C6, -C1E6	76	76	None when used with Hartzell C-1576 damper
HC-C2YK HC-C2YR	7666	LYC IO-360-A1B6, -A1D6, -C1C6, -C1E6	76	76	Avoid continuous operation between 2000 and 2400 RPM
HC-C2YK HC-C2YR	7666	LYC O-360-F1A6	74	72	none

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C2YK HC-C2YR	( )7666	LYC IO-360-A1B6D	74	72	none
HC-C2YK HC-C2YR	7666A F7666A	LYC IO-360-C1C	74	72 1/2	Avoid continuous operation between 2000 and 2350 RPM
HC-C2YK HC-C2YR	F7666A	LYC TIO-360-C1A6D LYC TO-360-C1A6D	76	75	Do not operate above 36 inches manifold pressure at engine speeds below 2400 RPM
HC-C2YR	F7666A	LYC IO-360-M1A, -M1B	76	74	Avoid continuous operation between 2000 and 2350 RPM
HC-C2YK HC-C2YR	F7666	LYC IO-360-A1B6, -A1D6, -C1C6, -C1E6	74	72	none
BHC-C2YF	8052	TCM TSIO-520-BE	80	78	none
HC-C2YR- 1BFP	F8068	LYC IO-540-D4A5, -D4B5, -D4C5, -T4A5D, -T4B5, -T4B5D, -T4C5D, O-540-E4A5, -E5B5, -E4C5	80	78	none
BHC-C2YF	F8459	TCM TSIO-360-E, -EB, -KB	76	75	Avoid continuous operation between 2000 and 2200 RPM with engine manifold pressure above 32 inches. Avoid continuous ground operation in cross and tail winds of over 10 knots between 1700 and 2100 RPM.
BHC-C2YF	F8459-( )R	TCM TSIO-360-F, -FB, -G	76	75	Avoid continuous operation between 2000 and 2200 RPM with engine manifold pressure above 32 inches. Avoid continuous ground operation in cross and tail winds of over 10 knots between 1700 and 2100 RPM.
BHC-C2YF	F8459( )-( )R	TCM IO-360-ES	76	75	Avoid continuous ground operation between 1700 and 2100 RPM in cross and tail winds of over 10 knots.
HC-C2YF	8459	Franklin 6A-350-C1, -C2	80	76	none
HC-C2YL	8459	LYC O-320-A3A, -A3B, -A3C, -B3A, -B3B, -B3C, -C3A, -C3B, -C3C, -D1A, -D1B, -E1A, -E1B, -E1C, -E1F	66	66	none
HC-C2YL	8459	LYC IO-320-A1A, -B1A, -B1B, -B1C, -B1D, -B1E, -C1A, -C1B, -D1A, -D1B, -E1A, -E1B, -F1A	66	66	none
BHC-C2YF CHC-C2YF DHC-C2YF	8465	TCM IO-470-L, -LO	78	76	none

Hub Model	Blade Model	Engine Model	Max. Dia. (inches)	Min. Dia. (inches)	Placards
HC-C2YK HC-C2YR	8467	LYC IO-540-D4A5	77	75	Avoid continuous operation between 2500 and 2600 RPM above 25 inches manifold pressure.
HC-C2YK HC-C2YR	F8467-8R	LYC IO-540-E4A5	76	76	Avoid continuous operation between 2500 and 2600 RPM above 25 inches manifold pressure.
HC-C2YK HC-C2YR	F8467	LYC IO-540-R1A5 with RayJay turbocharger (up to 29 inches manifold pressure absolute)	77	75	none
HC-C2YK HC-C2YR	8467-( )R	LYC O-540-B4A5, -B4B5, -E4A5, -E4B5, -E4C5	77	75	Avoid continuous operation between 2500 and 2600 RPM above 25 inches manifold pressure.
HC-C2YK HC-C2YR	8467-( )R	LYC IO-540-T4A5D	77	75	none
HC-C2YF BHC-C2YF	8468	TCM O-470-R	84	80	none
HC-C2YF	8468	TCM IO-470-D, -E, -F, -G, -H, -M, -N, -R, -S	84	84	Avoid continuous operation between 2100 and 2225 RPM.
HC-C2YF	8468	TCM IO-470-D, -E, -F, -G, -H, -M, -N, -R, -S	82	80	none
HC-C2YF	8468	TCM IO-470-D, -E, -F, -G, -H, -M, -N, -R, -S	78	78	Do not exceed 23 inches manifold pressure below 2300 RPM.
BHC-C2YF	8468R	TCM IO-520-BA	84	84	none
BHC-C2YF	F8468R F8468AR	TCM IO-520-BB	84	84	none
HC-C2YL	8468 F8468 F8468R F8468AR	LYC O-320-A3A, -A3B, -A3C, -B3A, -B3B, -B3C, -C3A, -C3B, -C3C, -D1A, -D1B, -E1A, -E1B, -E1C, -E1F	80	74	none
HC-C2YL	8468-6Q	LYC O-320-A3A, -A3B, -A3C, -B3A, -B3B, -B3C, -C3A, -C3C, -D1A, -D1B, -E1A, -E1B, -E1C, -E1F	78	78	none
HC-C2YK	8468-10R	LYC TIO-360-A1A, -A1B	74	74	Avoid continuous operation between 1975 and 2200 RPM.
HC-C2YK HC-C2YR	8468	LYC O-540-B4A5, -B4B5	84	77	none
HC-C2YR	F8468AR	LYC O-540-B4B5, -J1A5D, -J3A5, LYC IO-540-W1A5, -W1A5D	81	77	none

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C2YF	8475	TCM IO-520-A, -J, TCM TSIO-520-A, -C, -G, -H	80	77	none
HC-C2YF	8475	TCM IO-520-D, -E, -F, -K, -L	78	77	none
BHC-C2YF	8475	TCM IO-520-B, -C, -CB, TCM TSIO-520-B, -D	80	77	none
BHC-C2YF	8475	TCM TSIO-520-E	78	77	none
HC-C2YK HC-C2YR	8475R	LYC IO-540-K1B5, -K1C5, -L1A5, -M1A5	84	84	none
HC-C2YK HC-C2YR	8475R	LYC IO-540-K1A5, -K1D5, -K1G5	84	78	none
HC-C2YK HC-C2YR	8475D	LYC IO-540-K1A5, -K1G5, -K1A5D, -K1G5D	83	78	none
HC-C2YK HC-C2YR	8475	LYC IO-540-K1A5, -K1B5, -K1C5, -L1A5, -M1A5	83	78	none
HC-C2YK HC-C2YR	8475	LYC TIO-540-A1A	80	80	none
HC-C2YK HC-C2YR	8475+2	LYC IO-540-K1A5, -K1B5, -K1C5, -K1D5, -L1A5, -M1A5	86	86	Do not exceed 24 inches manifold pressure between 2300 and 2475 RPM.
HC-C2YR	F8477( )	LYC O-360-A1F6, -A1F6D, -A1G6, -A1G6D, -A1H6, -F1A6, -G1A6 LYC IO-360-A1B6, -A1B6D, -A1D6, -A1D6D, -B1F6, -C1C6, -C1D6, -C1E6, -C1E6D	84	78	none
HC-C2YR	F8477	LYC IO-360-A1A, -A1B, -A1C, -A1D, -B1A, -B1B, -B1D, -B1E, -B1F, -C1A, -C1B, -C1C, -C1F, -D1A, -M1A, -M1B LYC O-360-A1A, -A1C, -A1D, -A1F, -A1G, -A1H, -A1P, -C1A, -C1C, -C1E, -C1F, -C1G	80	78	Propeller must be equipped with Hartzell model C-1576 damper assembly.
HC-C2YK HC-C2YR	F8477-6Q	LYC IO-540-D4A5, -D4B5, -D4C5	78	78	none
HC-C2YK HC-C2YR	8477	LYC O-540-A4A5, -A4B5, -A4C5, -A4D5, -E4A5, -E4B5, -E4C5	84	76	none
HC-C2YK HC-C2YR	8477-8R	LYC O-540-A4A5, -A4B5, -A4C5, -A4D5, -E4A5, -E4B5, -E4C5	76	76	none
HC-C2YK HC-C2YR	8477	LYC O-540-G1A5	84	83	none
HC-C2YK HC-C2YR	8477	LYC IO-540-C4B5, -C4C5, -D4A5, -D4B5	84	76	none
HC-C2YK HC-C2YR	F8477D-( )R	LYC O-540-A4A5, -A4B5, -A4C5, -A4D5, -E4A5 LYC IO-540-C4B5, -D4A5	84	76	none

<u>Hub Model</u>	<u>Blade Model</u>	<u>Engine Model</u>	<u>Max. Dia. (inches)</u>	<u>Min. Dia. (inches)</u>	<u>Placards</u>
HC-C2YK HC-C2YR	8477	LYC IO-540-V4A5, -V4A5D, -T4A5D, T4B5D, -T4C5D	84	76	none
HC-C2YK HC-C2YR	8477	LYC IO-540-K1A5, -K1B5, -K1C5, -K1D5, -L1A5, -M1A5	80	80	Do not exceed 23 inches manifold pressure below 2200 RPM.
HC-C2YK HC-C2YR	F8477A	LYC IO-540-K1D5	80	78	Do not exceed 23 inches manifold pressure below 2200 RPM.
HC-C2YR	F8477-4	LYC TIO-540-AB1AD	80	78	none
HC-C2YF	9587A	TCM 6-285-B, -C	95	93	Avoid continuous operation on the ground between 1900 and 2300 engine RPM in winds above 15 MPH.

Note 10: Propeller installation must be approved as part of the aircraft Type Certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.

Propeller models listed herein consist of basic hub and blade models. Most propeller models include additional characters to denote minor changes and specific features as explained in Notes 1 and 2. Refer to the aircraft Type Certificate Data Sheet for the specific propeller model applicable to the installation.

Propellers with composite blades must be evaluated for bird impact resistance prior to approval on any type aircraft. Hartzell Propeller must perform tests and/or analyses based on aircraft configuration and operating conditions to determine the potential hazard as a result of a bird strike.

Note 11: Retirement Time

(a) Life Limits and Mandatory Inspections

(1) Airworthiness limitations, if any, are specified in Hartzell Manuals 113(), 115N, 117() or 145()

Note 12: Special Notes

(a) Refer to Hartzell Manual no. 202() for overspeed and overtorque limits.

(b) Refer to Hartzell Service Letter HC-SL-61-61() for overhaul periods.

END