

P&WC Launches Most Powerful PT6 Turboprop

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Having developed the 867-shp PT6-140 turboprop engine for the [Cessna](#) Caravan, Pratt & Whitney Canada has unveiled a Dash A version with a twin, bifurcated exhaust that will suit it to many other potential applications. A -140AG variant is aimed at agricultural aircraft.

The engine is, P&WC claims, the most powerful turboprop available for general aviation, and brings with it 15% more power and 5% better specific fuel consumption than comparable engines in its class.

The company has not announced a customer for the twin-fork exhaust version, “but there are several potential applications and we don’t develop engines in a vacuum,” says Nicholas Kanellias, general manager for sales and marketing at P&WC. There are currently more than 70 PT6A engine models used for over 125 different aircraft applications around the globe.

The new PT6A-140A features no mandatory time requirements for warm-up or cool-down, and one of the longest time-between-overhaul (TBO) intervals available—it can be extended up to 8,000 hr. or 12 years, depending on the operation, and it is not tied to engine cycles. It has, P&WC says, a minimum component life limit that is 50% higher than that of competing engines.

Optimized for the hot-and-high environments, both PT6A-140A and -140AG engines have 867 mechanical shp and 1,075 thermal shp, and offer full-load take off at maximum power available at 111F (44C). It is suited to both pressurized and unpressurized aircraft, says Kanellias.

Although the engine does not have full authority digital electronic controls (FADEC), Pratt & Whitney continues to work on electronic controls for its PT6 turboshaft engines. “There’s nothing to announce yet, but you’ll not be waiting too much longer,” says Kanellias.

The PT6-140 engine was developed three years ago for the Cessna Grand Caravan EX. Most recently, the [FAA](#) has certified Blackhawk Modifications Inc.’s XP140 engine upgrade for Cessna 208A and 208B Caravans with that powerplant. Blackhawk claims the conversion provides up to a 44% increase in available horsepower over a stock aircraft and can replace the original 600/675-shp engine in non-G1000-equipped Caravans.