

PRESS RELEASE

## **Centurion: 155 hp for Diamond DA40**

**Lichtenstein, Germany, October 27, 2011 – Centurion Aircraft Engines now also offers the 155 hp diesel aircraft engine Centurion 2.0s for retrofitting the Diamond DA40. The European Aircraft Safety Agency (EASA) authorized the retrofit at the beginning of September 2011, and production of the new Centurion product has already been launched. Orders are being accepted as of immediate effect and deliveries will commence at the end of November. Diamond DA40 operators using a Centurion engine can now choose between two replacement engines: the well-known, fuel-efficient Centurion 2.0 and the more powerful Centurion 2.0s. Both engines feature excellent performance, efficiency, and reliability. The Diamond DA40 is the third aircraft model — after the Cessna 172 and Robin DR400 — that can be equipped with the Centurion 2.0s. The Piper PA-28 is to follow.**

The 155 hp Centurion 2.0s power pack is now certified in Europe for retrofitting the Diamond DA40 TDI. The DA40 is one of the best-selling aircraft of the last ten years and in most cases it is equipped with a Centurion 1.7 or Centurion 2.0 (both with 135 hp). These engines can now be replaced by the Centurion 2.0s (155 hp), which fits under the existing cowling. The Centurion 2.0s is the more powerful version of the well-known and proven fuel-efficient Centurion 2.0. Despite having identical weight and dimensions, its power exceeds the one of the basic model by 20 hp. In combination with the Diamond aircraft it makes a powerful team. “The DA40 became a top seller as a state-of-the-art diesel engine in a state-of-the-art aerodynamic airframe. With 20 hp more power thanks to the Centurion 2.0s, it will also become a top performer,” commented Centurion’s CEO, Jasper M. Wolffson.

At 100 percent load, it reaches a top cruising speed of 148 KTAS. This 100 percent performance can be obtained up to an altitude of 8,000 ft. The average fuel consumption during flight is 22.1 l/h at a speed of 128 KTAS (at 70% power, 6,000 ft.). The very good climb rate up to an altitude of 6,000 ft. averages approximately 800 ft/min and the takeoff roll of 316 m is also very short. The range with a 106-liter standard tank is 475 NM (all values with MTOW and standard ISA). The maximum takeoff weight is 1,150 kg. Like all aircraft equipped with a Centurion engine, the DA40 also has a fully electronic engine and propeller control system with single-lever control. The time between replacement (TBR) for the Centurion 2.0s is currently still 1,200 flight hours. The goal is to extend the TBR to 1,500

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hours, as it is the case for the Centurion 2.0. On the production side, the company has intensively prepared itself for the new product in the recent weeks, which will be deliverable as of the end of November.

Centurion is also pursuing additional plans for the Centurion 2.0s. The certification of the 155 hp version for the Piper PA-28 is already being addressed. The Centurion series engines are distinguished by a high degree of fuel efficiency and reliability. In contrast to the competition, they were developed under the assumption that they could be integrated with the same weight under existing cowlings. This enables their use in a wide range of aircraft, as well as the technically simple replacement of the Centurion 1.7 with the Centurion 2.0, which can be carried out in all aircraft. Both engines feature above-average reliability. According to data from the FAA, general aviation aircraft experience an average of 10 in-flight shutdowns (IFSD) for every 100,000 flight hours. The shutdown rate of Centurion engines is approximately 50 percent lower and may be even less. For example, in the period since the market launch in 2003, the shutdown rate for all Centurion engine models has been 5.46 shutdowns per 100,000 flight hours. Over the past 52 weeks, the shutdown rate of the currently latest engine model, the Centurion 2.0, was actually only 2.32 IFSD per 100,000 flight hours. This makes it one of the most reliable piston engines in general aviation. As logical technical enhancements, the Centurion 2.0 and 2.0s possess a range of advantages over the 1.7 since they incorporate the entire field experience gained with the predecessor model. The cumulative flight hours of the Centurion fleet increased over the same period by half a million to now 2.75 million hours. "With the market launch of the Centurion 1.7 in 2002, we provided the decisive stimulus for the development of alternative propulsion systems for small aircraft. So far, the currently series-produced Centurion 2.0 and Centurion 2.0s successor models account for 1.4 million flight hours. In sum, well over 3,000 Centurion engines have been delivered so far," explained Centurion's CEO Jasper M. Wolffson.

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**ABOUT CENTURION AIRCRAFT ENGINES**

CENTURION is the leading brand for certified kerosene (diesel) piston aircraft engines in general aviation. As early as 2001, the manufacturer of CENTURION engines was the first company in the

world to be authorized to produce kerosene piston aircraft engines. In addition, CENTURION pilots have a global network of more than 325 authorized service centers at their disposal. To date, the approximately 2,600 CENTURION engines in use in general aviation have cumulatively logged more than 2.75 million flight hours.