

- Modified from the original type certificate configuration
 - Overhauled or repaired in a manner that is inconsistent with the specifications, limits, and instructions provided in the Continental Instructions for Continued Airworthiness and FAA Airworthiness Directives
6. The “Hobbs Meter” is commonly used by the aviation industry as an acceptable device to record time elapsed while electrical power is applied to the device. The conditions under which the Hobbs Meter records operation vary widely within the aviation industry. Continental does not specify a method to record engine operating hours, rather, Continental defers to the end application installer.

NOTE: TBO periods specified in this document are only estimates and do not reflect warranty periods. For engine warranty coverage, refer to the original Aircraft Engine Warranty received with the engine.

Table 6-1. Engine Time Between Overhaul (TBO)

ENGINE MODEL		HOURS/YEARS	
		ENGINE S/N BEFORE 1006000	ENGINE S/N 1006000 AND LATER
A65, A75 and C75, C85, C90 Series	1	1800/12	
O-200-A, B	1, 2	1800/12	2000/12
O-200-D	1	2000/12	2200/12
IO-240-A, B	1, 2		
IOF-240-B	1, 2		
IO-346-A	1	1500/12	
C125, C145 Series and O-300-A, B, C, D	1	1800/12	
GO-300-A, C, D, E	1	1200/12	
IO-360-A, AB, B, C, D, G, H, J, K	1	1500/12	
IO-360-CB, DB, GB, HB, JB	1, 2	1500/12	1700/12
IO-360-AF, ES, KB	1, 2	2000/12	2200/12
TSIO-360-A, AB, B, C, D, E, F, H	1	1400/12	
LTSIO-360-E	1		
TSIO-360-CB, DB, HB, JB	1, 2	1400/12	1600/12
L/TSIO-360-EB, FB, GB, KB, LB, MB, RB, SB	1, 2	1800/12	2000/12
E165, E185, E225 Series	1	1500/12	
O-470-A, B, E, G, N, P	1		
O-470-J, K, L, M, R, S, U	1, 2	1500/12	1700/12
O-470-U	1, 2, 3	2000/12	2200/12
IO-470-C, D, E, F, G, H, J, K, L, M, N, P, R, S, U, V, VO	1, 2	1500/12	1700/12
TSIO-470-B, C, D	1	1400/12	
IO-520-B, BA, C, M	1	1700/12	
IO-520-A, BB, CB, D, E, F, J, K, L, MB	1, 2	1700/12	1900/12
L/IO-520-P	1, 2	2000/12	2200/12