



EUROJET

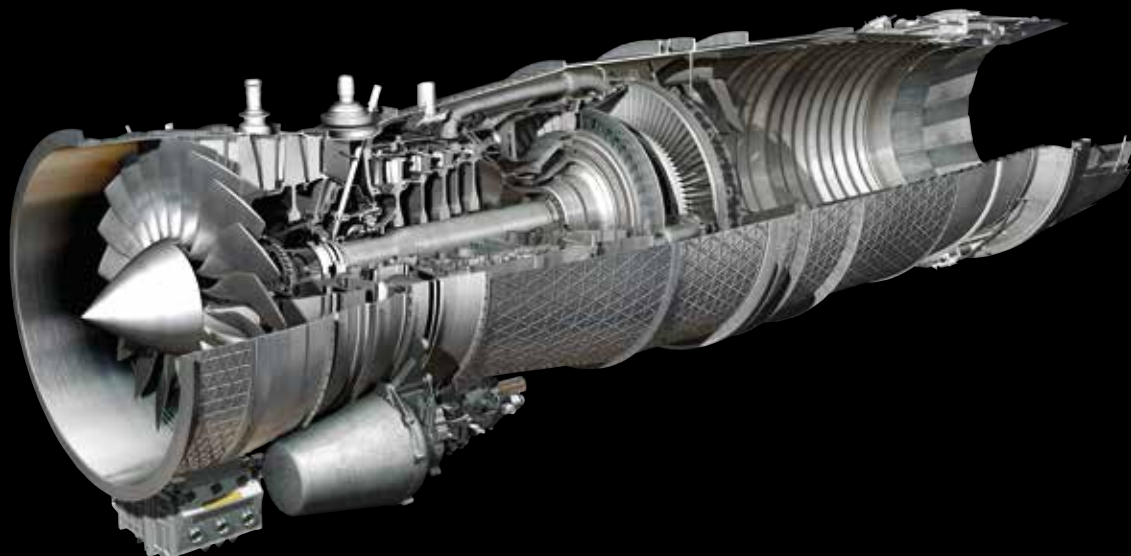
Power. Precision. Performance.

EJ200

SUPERIOR MILITARY TURBOFAN

EJ200 TECHNOLOGY

The EJ200 is produced as part of an international cooperation between Rolls-Royce, MTU Aero Engines, Avio Aero and ITP Aero Engines. The distribution of work makes best use of each partner company's expertise and technology, as indicated below, and assembly of the engine also takes place in four different assembly lines, one at each partner company. The EJ200 was designed to fulfil the most demanding of mission requirements for the Eurofighter Typhoon with equal priority given to performance and balancing life cycle costs. The ground-breaking technology in the EJ200 gives the Typhoon its agility, speed and dynamic performance while maximising the on-wing time.



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|-----------------------------------|----------------------------------------------|----------------------|------------------------|
| • Combustion System | • Low Pressure Compressor | • Exhaust Nozzle | • Low Pressure Turbine |
| • High Pressure Turbine | • High Pressure Compressor | • Jet Pipe | • Reheat System |
| • Engine Health Monitoring System | • Digital Engine Control and Monitoring Unit | • Exhaust Diffuser | • Gearbox |
| | | • By-pass Duct | • Air/Oil System |
| | | • External Dressings | |

TECHNOLOGICAL FEATURES

- High surge margin and automatic surge detection and recovery
- Advanced cooling and turbine aerodynamics – cycle efficiency
- Executive Lifing within DECMU and ground systems
- Modular construction (quick engine recovery)
- Variable parameter nozzle (additional thrust and better specific fuel consumption)
- Exceptional life of reheat components

OPERATIONAL BENEFITS

- Latest generation technology
- High performance
- High operational availability
- Power for multi-role capability
- High thrust-to-weight ratio
- High reliability levels
- Low cost of ownership

EJ200 ENGINE SPECIFICATIONS

Type	Twin Spool Turbofan with Afterburner
Application	Eurofighter Typhoon
Thrust	90 kN (20,000 lbf) with reheat 60 kN (13,500 lbf) without reheat
Bypass ratio	0.4:1
Fan pressure ratio	4.2:1
Overall pressure ratio	26:1
Specific fuel consumption	47–49 g/kNs with reheat 21–23 g/kNs without reheat
Airflow	75–77 kg/s
Compressor stages	3 LP, 5 HP
Turbine stages	1 HP, 1 LP
Combustion system	Annular Airspray
Weight	ca. 1,000 kg
Length	ca. 4 m