



## RAM AIRCRAFT, LP

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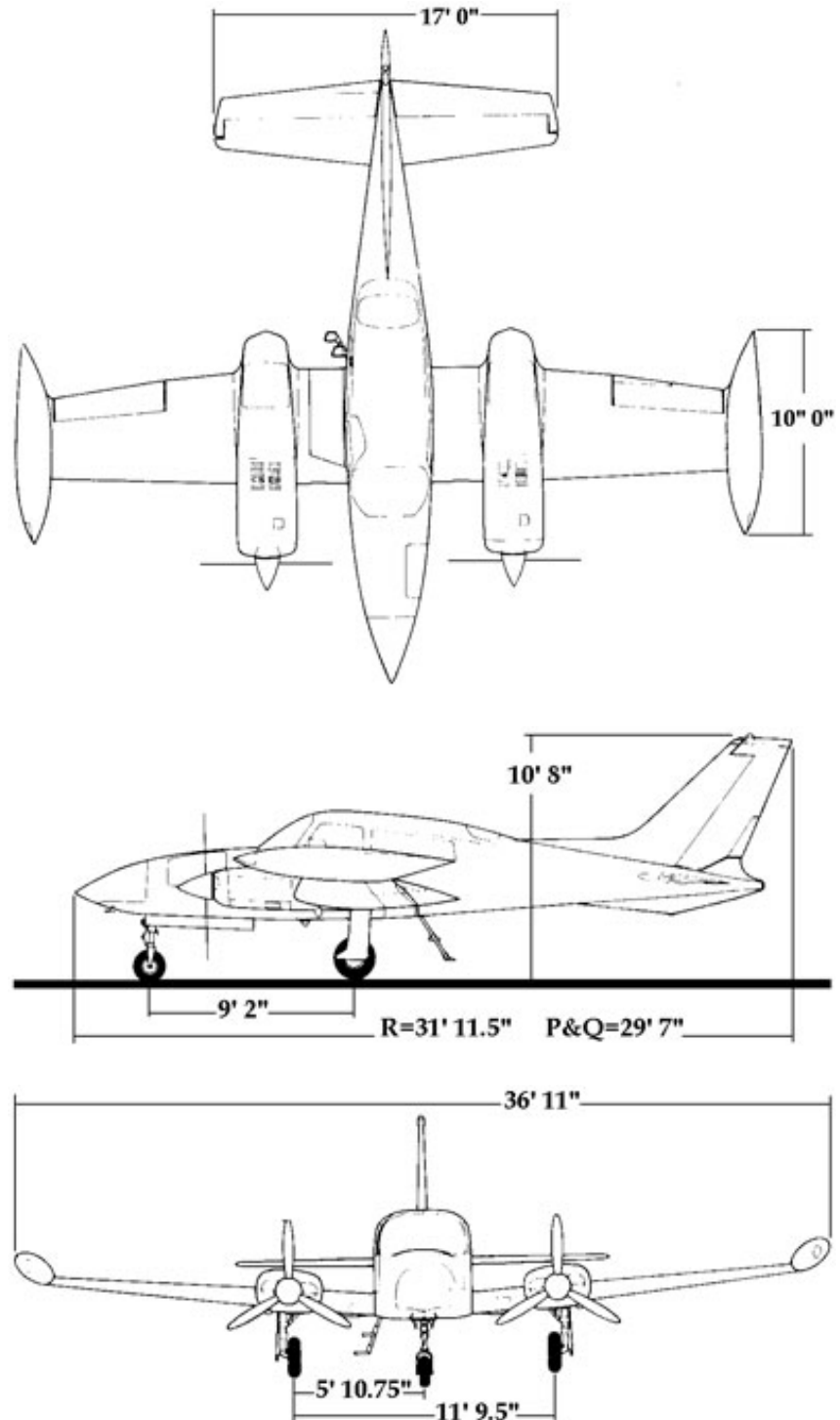
**ENGINES • PARTS • PROPELLERS • ACCESSORIES • STC'S**

### Performance - Cessna T310 RAM - Series I and IV

Primary Specifications	Cessna T310	RAM T310 300 hp Series I	RAM T310 325 hp Series IV
Engine Model: TCM - TS10-520	-B & -BB	-E & -EB	-NB
Horsepower:	285	300	325
TBO - hours	1,400	1,400	1,600
RAM STC's allow for the installation of numerous propellers, all of which perform well. Prop lines are removed. See Price sheets.			
Fuel - T310 w/63 gal. Aux. useable - gallons	163	163	163
Takeoff Manifold Pressure @ 2700 rpm	32"	34.5"	41"
Takeoff Runway Acceleration 0 to 100 mph	25 sec.	20 sec.	15 sec.
Twin Engine Climb - ISA	1700 fpm	1900 fpm	2500 fpm
Single Engine Climb - ISA	400 fpm	490 fpm	640 fpm
Climb Power - ISA + 30°F - RPM & MP	2350 & 29.0"	2500 & 32.0"	2500 & 35.0"
Cruise Climb - SL to 18,000 ft - min.	25	19	12
Cruise @ 75% - ISA - 23,000 ft. - ktas	209	217	—
Cruise @ 75% - ISA - 12,000 ft. - ktas	200	209	217
Useful Load Increase - lbs. - T310P	NA	+270	+270
Useful Load Increase - lbs. - T310Q	NA	+170	+170
Useful Load Increase - lbs. - T310R	NA	NA	NA
T310P Ramp Weight - lbs.	NA	5,700	5,700
T310P Gross Weight - lbs.	5,400	5,670	5,670
T310Q Ramp Weight - lbs.	NA	5,700	5,700
T310Q Gross Weight - lbs.	5,500	5,670	5,670
T310R Ramp Weight - lbs.	5,535	5,535	5,535
T310R Gross Weight - lbs.	5,500	5,500	5,500

Performance should vary from airplane to airplane, atmospheric day to atmospheric day, one gross weight and CG to another, and pilot to pilot.

## Cessna T310 Dimensions



Performance is based on a mid CG with mid cabin and fuel weight on an average day. Performance should always be calculated per flight environment while referring to the Manufacturer's Pilots Operating Handbook and applicable Flight Manual Supplements for the particular airplane. Aircraft Manufacturer's Pilot Operating Handbooks and Aircraft Owner's Manuals should always be available and adhered to by the aircraft Pilot in Command, including attention to applicable FAA approved Flight Manual Supplements and emergency procedures for each individual aircraft. Performance should vary from airplane to airplane, atmospheric day to atmospheric day, one gross weight and CG to another, and pilot to pilot.