



## RAM AIRCRAFT, LP

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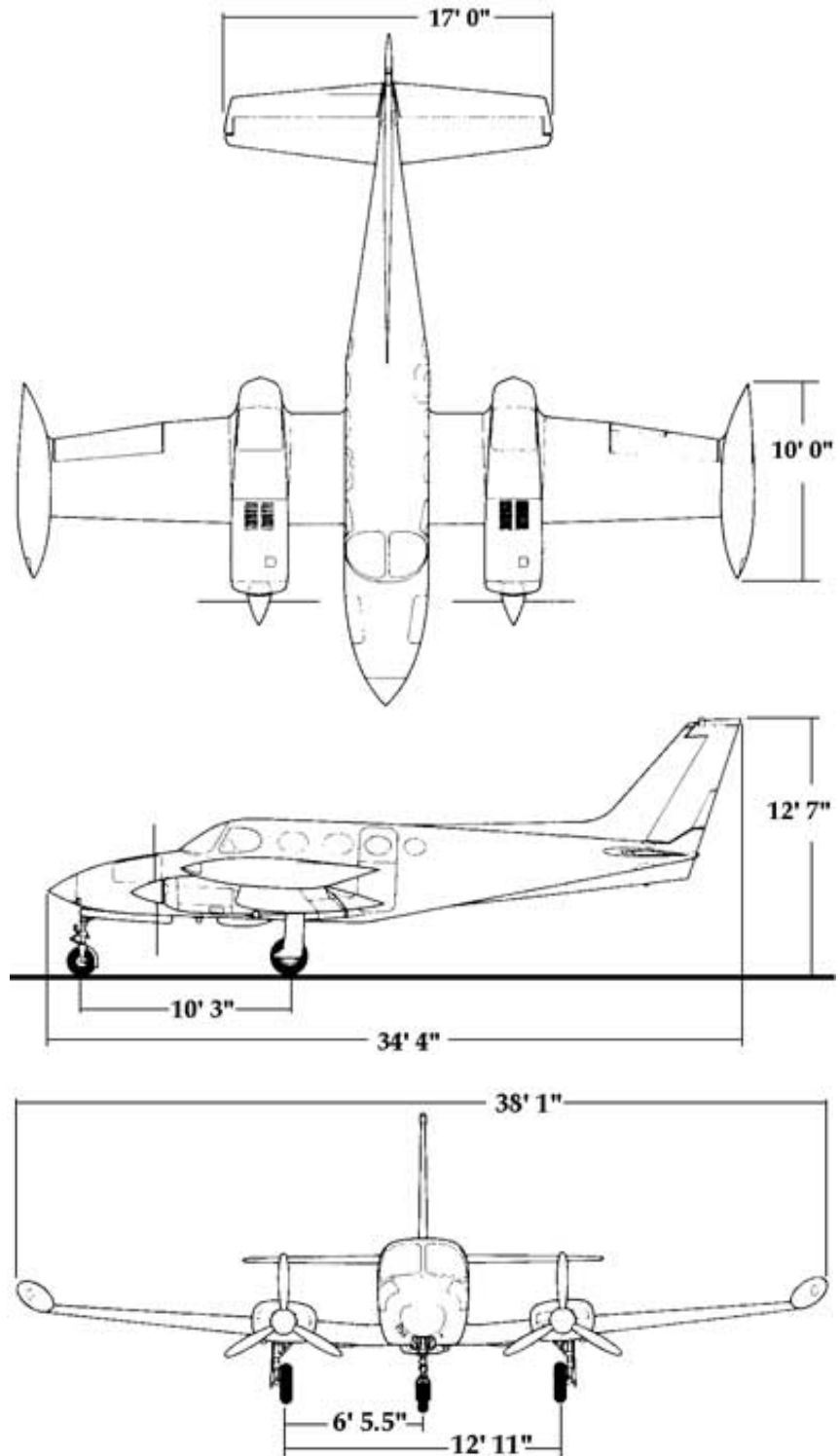
**ENGINES • PARTS • PROPELLERS • ACCESSORIES • STC'S**

### Performance - Cessna 340/A RAM - Series IV and VI

Primary Specifications	Cessna 340/A	RAM 325 hp Series IV	RAM 335 hp Series VI
Engine Model: TCM - TSIO-520	-N & -NB	-NB	-NB
Horsepower:	310	325	335
TBO - hours	1,400 & 1,600	1,600	1,600
Fuel - with 63 gal. Aux.- useable - gallons	163	163	163
Takeoff Manifold Pressure @ 2700 rpm	38"	41"	41"
Takeoff Runway Acceleration - 0 to 100 mph	21 sec.	16 sec.	15 sec.
Twin Climb - ISA - Cessna 5,990 lbs. / RAM 6,290 lbs.	1650 fpm	1815 fpm	1930 fpm
Single Climb - ISA - Cessna 5,990 lbs. / RAM 6,290 lbs.	315 fpm	340 fpm	355 fpm
Climb Power - ISA + 30°F - rpm / MP	2450 / 31.5"	2500 / 35.0"	2500 / 35.0"
Cruise Climb - SL to 18,000 ft - min.	22	16	15
Cruise @ 75% - ISA - 20,000 ft. - ktas	215	225	228
Cruise @ 65% - ISA - 20,000 ft. - ktas	200	210	213
Cruise @ 55% - ISA - 20,000 ft. - ktas	185	195	198
Useful Load Increase - lbs. 340 & 340A	NA	+315 & +300	+415 & +400
Ramp Weight - lbs. 340 & 340A	NA	6,330 & 6,330	6,430 & 6,430
Gross Weight - lbs. 340 & 340A	5,975 & 5,990	6,290 & 6,290	6,390 & 6,390
Landing Weight - lbs. 340 & 340A	5,975 & 5,990	5,975 & 5,990	6,075 & 6,075
Zero Fuel Weight - lbs. 340 & 340A	NA & 5,630	5,690 & 5,630	5,790 & 5,630

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

## Cessna 340/A 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.