EUROCOPTER EC145 Model Guide

EUROCOPTER EC145 (MBB-BK117-C1 and C2 series) is covered here only through the Air Comm Corporation air conditioner service manual. No performance, weight or price data was supplied. Registry data lists the family as turboshaft, but the library row says piston, so confirm the engine type from the aircraft's own records.

KEY TAKEAWAYS

- The only source is an air conditioner manual (Revision 16), so this guide covers that retrofit system, not the whole aircraft.
- The manual applies to Air Comm kits EC145-200, EC145-202, EC145-203 and EC145-205, approved under STC SR00601DE.
- Refrigerant charge is 4.5 lbs with dual forward evaporators or 4.3 lbs with a single forward evaporator.
- Ask for the compressor and condenser blower replacement history; the recommended interval is five years or 3000 airframe hours.

WHAT THE A/C RETROFIT IS

The vapor cycle system has two forward cockpit evaporators (a single one is optional), one aft evaporator above the main cabin, one condenser and a belt-driven compressor. It has A/C and Fan modes and runs only with the engines operating. The control panel is on the center console between the pilot and co-pilot seats.

INSPECTION AND REPLACEMENT SCHEDULE

Annual and 300-hour checks cover the blowers, compressor, compressor mount, drive pulley, drive belt tension and wear, and plumbing leaks. The compressor and condenser blower assemblies have a recommended replacement of five years or 3000 airframe hours, but may be run on condition. Forward and aft evaporator blower motors may be run to failure.

SERVICING POINTS TO VERIFY

The system uses R134a, with either polyolester (POE) or double end capped PAG oil. Mineral oil is not allowed. Keeping refrigerant and oil at the correct level is critical to compressor life. The manual says a small compressor shaft seal leak of about one ounce per year is normal. A new belt should be re-checked after two hours.

SAFETY NOTES

- Refrigerant servicing must be done by qualified personnel. Wear goggles; liquid R134a can injure skin and eyes.
- Overcharge, or running the A/C in low ambient temperature, may cause tail rotor pedal feedback, per the charging placard.
- When charging with the compressor running, use the low-side (blue) port only. Never open the high-side (red) valve while the system operates.

AI-aggregated guide for the EUROCOPTER EC145 · sources: AIR CONDITIONER SERVICE MANUAL EC145-200M-1 (#100073) · generated 2026-11-26 · Reference only, not for flight. Check the original documents before relying on this guide.