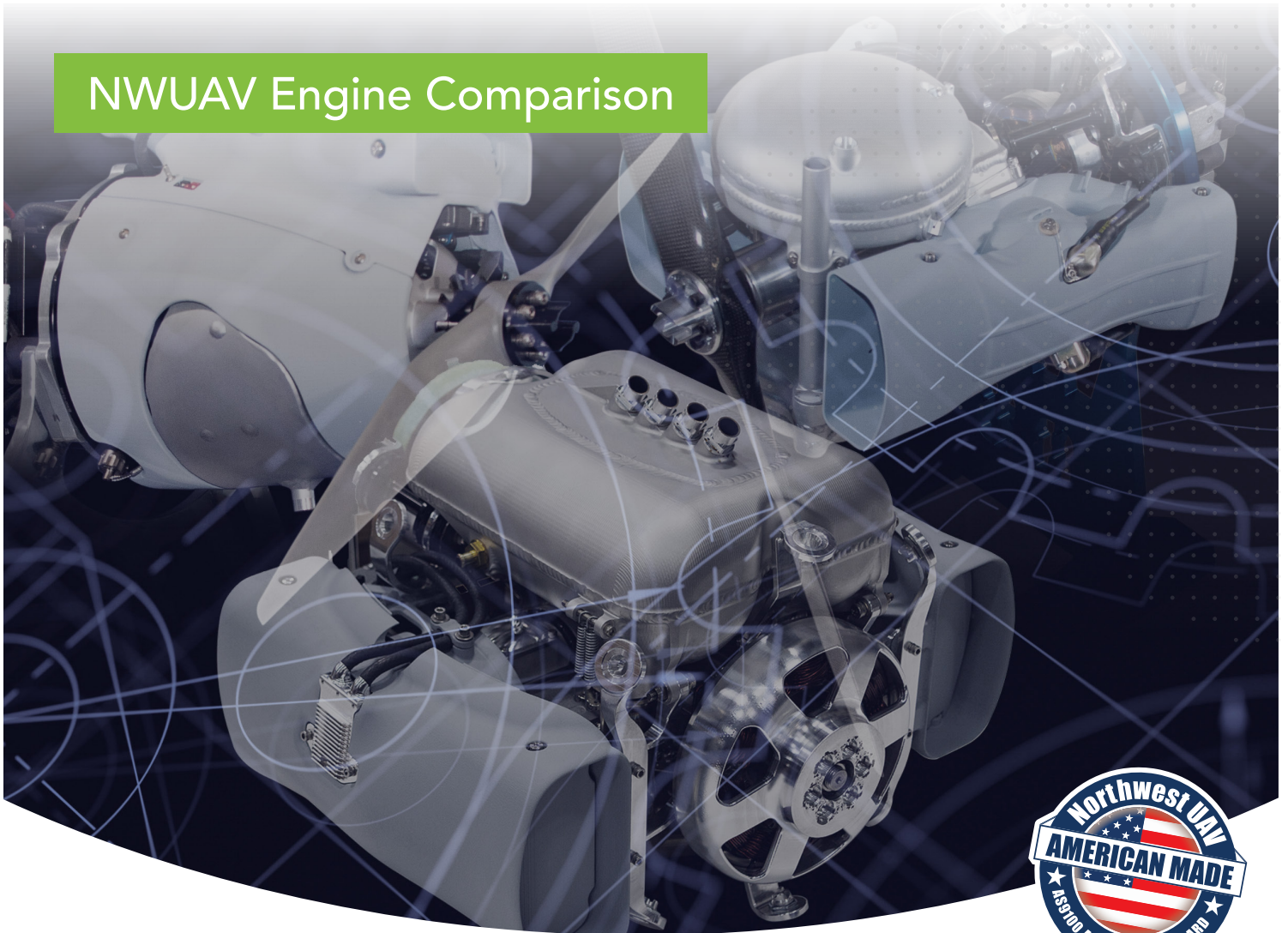


NWUAV Engine Comparison



NWUAV SERIES: PROPULSION COMPARISON MATRIX STRATEGIC SELECTION GUIDE FOR GROUP 2 & GROUP 3 UAS

To streamline the engine selection process for airframe designers and procurement officers, Northwest UAV has curated the following propulsion matrix. Every multi-fuel engine in this comparison is Made in the USA, AS9100-compliant, and designated EAR99, ensuring a seamless path from trade study to export.

01. Design: Expert Engineering & Testing for Complex Requirements
02. Build: Precision AS9100 Aerospace Standard Manufacturing & Assembly
03. Support: Made In The USA / Lifecycle Solutions / One-Stop UAV Shop

PRECISION. POWER. PROVEN.

MILITARY PROVEN PROPULSION SOLUTIONS!







WHICH ENGINE FOR YOUR MISSION?

We've eliminated the risks of fragmented supply chains by housing the entire development cycle within our AS9100D/ISO9001 certified ecosystem. By controlling every variable from initial concept to final assembly, we ensure that your platform meets its performance benchmarks every time.


01. THE NW-44: THE "ENDURANCE SPECIALIST"

➤  **CHOOSE THIS IF:** Your priority is maximizing "time-on-station" for a smaller airframe. Its reduced frontal area is specifically designed to slash parasitic drag, making it the industry standard for 40-75 lb class aircraft that need to stay up for 12+ hours.

02. THE NW-88: THE "WORKHORSE"




➤  **CHOOSE THIS IF:** You are operating a Group 3 asset with a sophisticated sensor suite. The dual-cylinder architecture provides the vibration profile and "RPM Hold" precision required for high-resolution imaging at altitudes up to 18,000 ft.

03. THE NW-230: THE "STRATEGIC ASSET"

➤  **CHOOSE THIS IF:** You are deploying a heavy-lift or High-Altitude Long-Endurance (HALE) platform. With a ceiling of 36,000 DA and integrated telemetry, this engine is built for "Enterprise" level operations where the aircraft is a critical, high-value node in a larger network.

ENGINEERING SUPPORT & INTEGRATION

Every engine in the NWUAV lineup includes access to our domestic technical support team. We provide 3D CAD models for integration, wiring schematics for EFI coupling, and fuel-mapping consultation to ensure your airframe reaches its theoretical maximum performance.

FEATURE	 NW-44	 NW-88	 NW-230
UAS Classification	Group 2	Group 3	Group 3
Target MTOW Range	18-34 kg (40-75 lbs)	34-68 kg (75-150 lbs)	90-160 kg (198-352 lbs)
Displacement	43.6 cc	88 cc	230 cc
Power Rating	3.5 hp @ 7250 rpm	7.3 hp @ 7250 rpm	Max 7200 rpm / 15-18 hp2
Max Density Altitude	Optimized for Low/Mid Alt	Flown to 18,000 ft	Validated to 36,000 DA
Fuel Compatibility ¹	Heavy Fuel / Gasoline	Heavy-Fuel / Gasoline	Heavy-Fuel / Gasoline
Primary Advantage	Minimized Drag/Endurance	Combat-Proven Stability	High TBO & Telemetry
Best For...	Long-soak ISR / Small Tac	Tactical Relay / SAR	HALE Missions / Heavy Cargo

NOTE: Actual performance will vary depending on PMU configuration, application, propeller, fuel type, oil, environmental conditions, type of operation, direction of rotation, generator losses, and cowling configuration. | ¹Jet-A, JP-5, JP-8 and non-ethanol gasoline (R+M)2 (93-100 octane). Fuel is subject to regional and seasonal variations. The user is responsible for testing, validating, and defining operational limits with their local gasoline source. | ²Depending on propeller/rpm.

Engine application is dependent on airframe factors including: Aerodynamics, propeller, and operational concept. Please contact NWUAV for guidance.



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