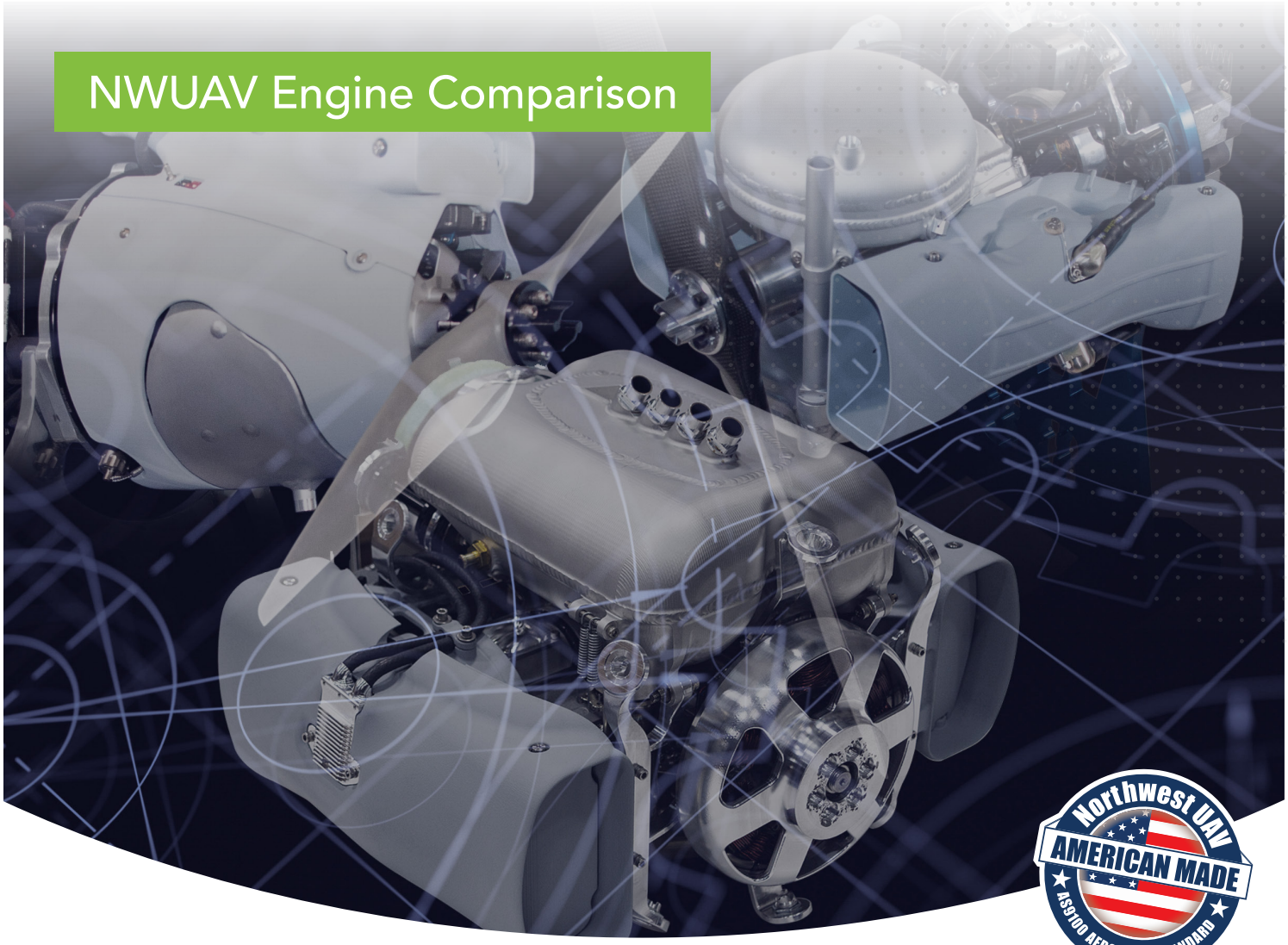
NWUAV Engine Comparison



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!

Northwest UAV 20 YEARS
A GLOBAL COMPANY

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. | [1]Jet-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. | [2]Depending 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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