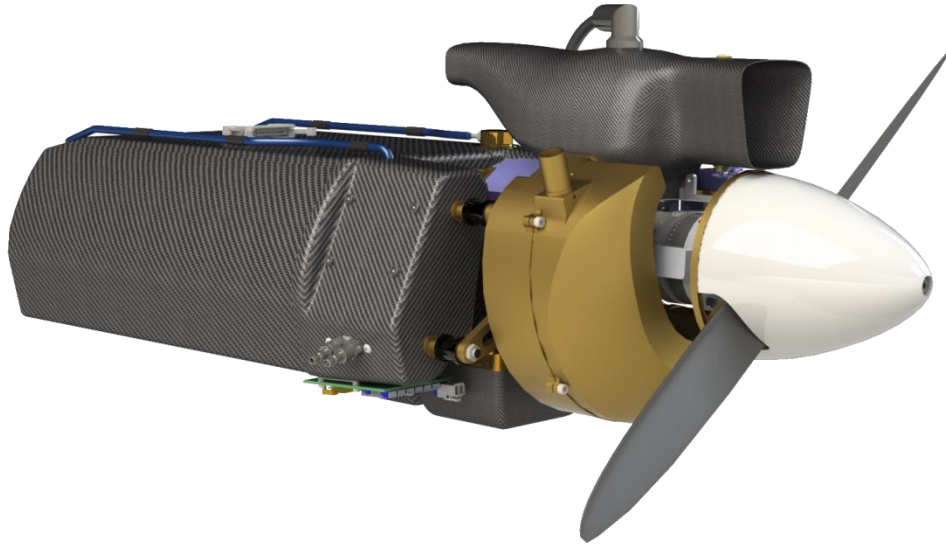


# ***Propulsion Module with fuel-injected 28cc gasoline engine***



## **Advantages**

- Electronic fuel injection with automatic temperature and pressure compensation
- Operational at extreme temperature range of -25° C to 50° C
- Automatic cold temperature enrichment
- Curved muffler for better crankcase fuel evaporation at low temperatures
- Automatic cylinder head duct with motorized flap
- Considerably higher reliability than carbureted engines
- No carburetor icing
- Injector provides superior fuel atomization at cold temperatures
- No user tuning as opposed to carbureted engines
- Over 20% higher efficiency compared to carbureted engines
- Propulsion module with integrated electronics, fuel level sensor, generator system
- Dyno-calibrated across entire performance envelope
- Very low noise signature

Propulsion module is fully integrated with a fuel injected 28cc two stroke engine and associated subsystems. Electronic Fuel Injection (EFI) offers many advantages over low-cost carbureted engines, such as order of

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magnitude better time between failures and operation at extended temperature range. EFI engine does not require manual tuning and will automatically compensate for difference in altitude and temperature.

Propulsion module is equipped with a unique automatic cylinder head temperature control duct that allows operation at wide temperature range that otherwise would not be possible. Motorized flap is automatically controlled to maintain the optimum cylinder head temperature and prevent the engine overcooling in descent as well as engine overheating in climb.

The EFI system has inherent advantages over carbureted engines during operation at cold ambient temperatures of lower than 10°C. Fuel injector provides fine atomization of fuel and there is no carburetor icing issues present compared to carbureted engines. Proprietary curved muffler provides superior crankcase heating for better fuel atomization at cold temperatures as well as very low noise signature.

Additional EFI advantages over carbureted engines include over 20% better fuel efficiency, automatic acceleration enrichment and cold temperature enrichment for easy starting.



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## Specifications

Parameter	Description
Engine type	28 cc with electronic fuel injection
Fuel Injection System	Currawong Engineering EFI
Temperature Control System	Duct with automatically controlled motorized flap
Calibration	Dyno-calibrated over entire performance envelope
Operational temperature	-20° to +50° C
Fuel type	98+ Octane, 2% oil mix
Generator system	Integrated 100W onboard generator system
Generator voltage output	6/12/24 Volts
Fuel level measurement	Integrated sensor
Noise detectability	<700 m at cruise
Cold temperature enrichment	Yes, fully automatic
Carburetor icing protection	Not needed
Maximum engine power output	3.5 hp

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