MICRO POWER UNIT
REQUIREMENTS

Power Source
- High power/weight ratio
- Compact size
- Runs on heavy fuels (Jet-A, JP-4, JP-8)
- Full output capability on a hot day

Generator
- Very light weight permanent magnet alternator
- Solid state power electronics
- 28V/400A output
- Small enclosure
- Light weight, less than 75lbs
- Low noise relative to turbine engine

TARGETS

Aerospace
- Small Jets & Turboprops without APUs
- OEMs
- Charter Companies
- Fractional Companies
- Corporate Fleets
- Special Mission Aircraft

Adjacencies
- Military Vehicles: M1 Tank, Joint Light Tactical Vehicle, Paladin
- Mobile Command Posts
- Mobile Medical Facilities
- Emergency Response

PARAMETER/FEATURE | CORE | HELICOPTER
--- | --- | ---
Performance (Power Output) amps | 400 | 400
Power Quality | MIL-PRF-704 | MIL-PRF-704
Voltage Regulation, Vdc | 28 | 28
Fuel Burn (SL, 59F) gal/hr | 3 | 3
System Weight (dry) lbs | 75 | 75
Core Reliability, APU Op hours | 1500 | 1500
Average Time on Wing | 1000 | 1000
Maintainability | Minimal | Minimal
Inflight Operable | Ground | Ground
Cockpit/Operation interface | Simple | Simple
Acoustics, 5m perimeter (dB) | 75 | 75
Acoustics, Aircraft door (dB) | 70 | 70
Starting Envelope, ft | 14,000 | 14,000
Ambient Temperature, F | -40 to 130 | -40 to 130
Dimensions (inches, width, height, length) | 12X13X24 |

FEATURES & BENEFITS

Operation Assistance
- Self-reliance for secondary power
- Charges batteries
- Assists main engine start

Flight Planning
- Run cockpit systems 45 minutes prior to departure
- Plan course without running main engine

Increased Aircraft Value
- Sell or lease aircraft for top dollar
- Increased value to passengers = increased revenue for chartered flights

Comfortable Environment
- Control temperature inside cabin prior to passenger arrival
- Keep pilot and passengers comfortable while planning flights and preparing for departure

Fuel Consumption & Reliability
- Up to 80% less fuel burn compared to running main engine
- Increase reliability of engines by running less while on ground

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