

28V LITHIUM AIRCRAFT GPU

RUGGED, MOBILE DC GROUND POWER FOR MAINTENANCE, AVIONICS AND ENGINE START

17.7 kWh

ENERGY
690 Ah LFP

200 A

CONTINUOUS OUTPUT
28V aircraft power

400 A

30-SECOND OUTPUT
high-demand support

1,450 A

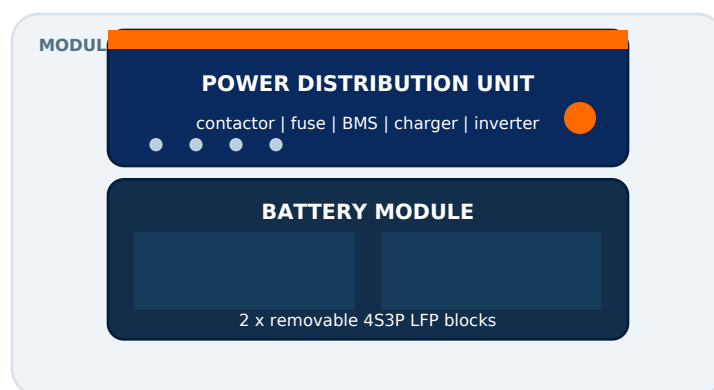
10-SECOND PEAK
engine-start capability

ELECTRICAL ARCHITECTURE

BATTERY CHEMISTRY	Grade A EVE 230 Ah LiFePO4
CONFIGURATION	8S3P total; two 4S3P blocks
VOLTAGE	25.6 V nominal / 29.2 V full
MINIMUM VOLTAGE	22 V design target under discharge
MAIN DISCHARGE	Fuse -> contactor -> aircraft output
NEGATIVE RETURN	Aircraft -> 1,000 A shunt -> battery

BUILT FOR THE FLIGHT LINE

- IP65 battery and power-distribution enclosures
- Hoistable, base-mountable stacked steel construction
- Emergency stop, ON/OFF selector and status beacon
- Modular lower enclosure for service and replacement



INTEGRATED SYSTEMS

POWER	750 A main fuse, 800 A contactor and fabricated copper busbars
CONTROL	BMS monitoring, charge control, fault-triggered contactor opening
CHARGING	24 V / 40 A LiFePO4 charger with external charge connection
AUXILIARY AC	2,000 W pure-sine inverter with outdoor 120 VAC receptacle
MONITORING	Voltage, current, SOC/SOH and SmartShunt communications
AIRCRAFT	High-current output connection; AN2551 aircraft cable interface

CORE OPERATING ROLES

MAINTENANCE

Stable external DC power

AVIONICS

Ground operation and testing

BATTERY SUPPORT

Aircraft charging assistance

ENGINE START

High-current turbine starts

TYPICAL 28VDC AIRCRAFT

Cessna Citation | King Air | Pilatus PC-12 | TBM | Piper Meridian