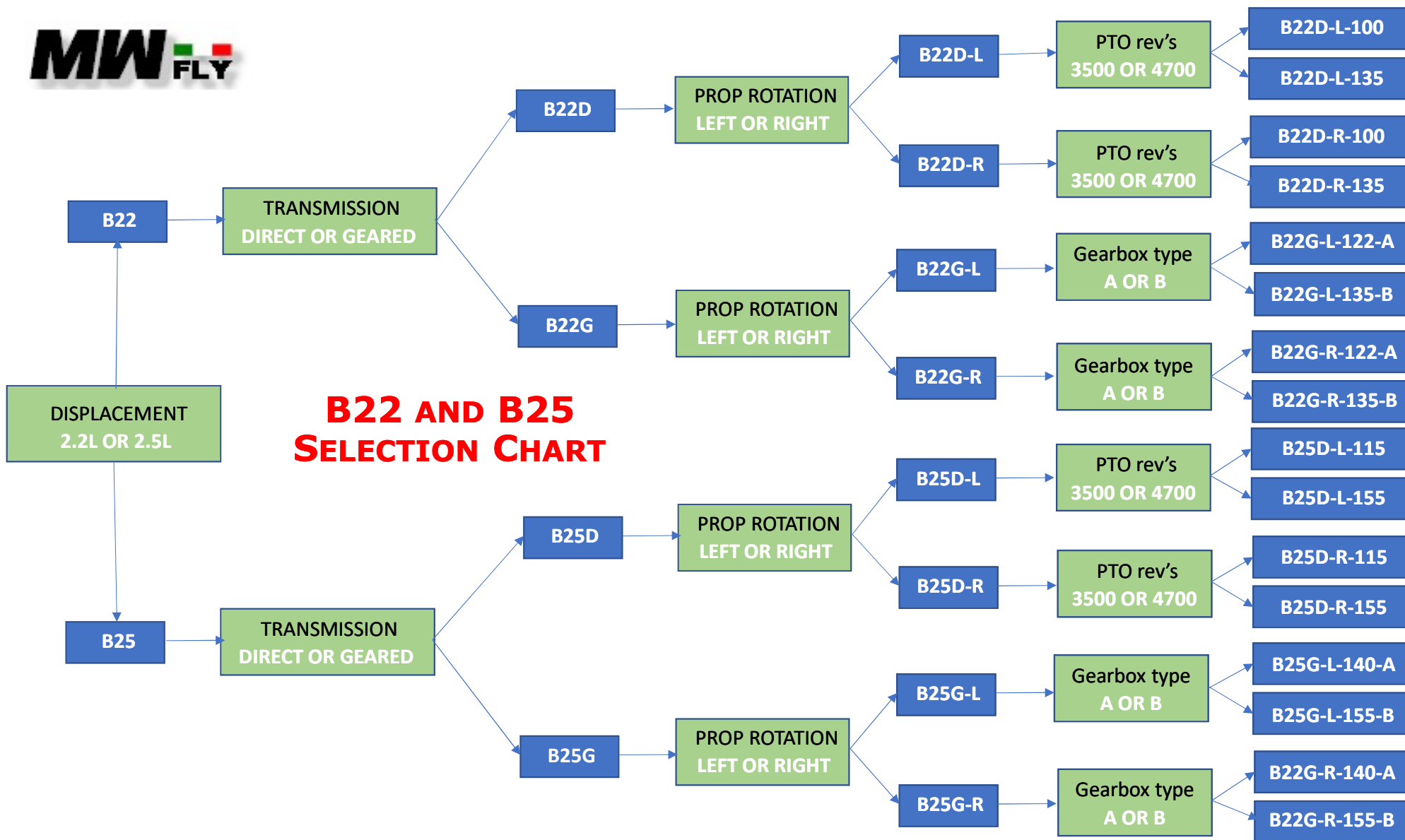




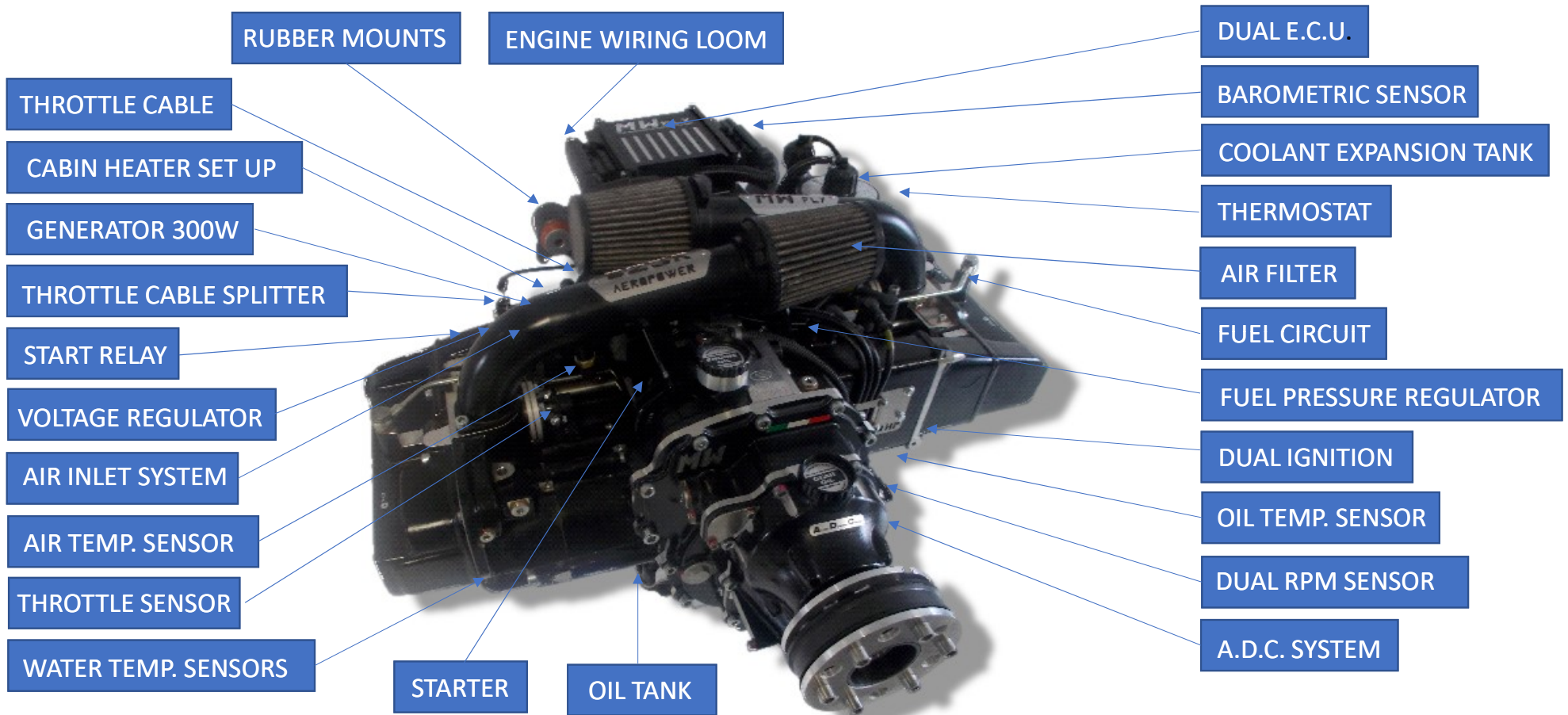
## ENGINE FEATURES OVERVIEW

- Engine selection chart
- Standard equipment
- Standard safety equipment
- Engine inside
  - crankshaft
  - timing system
  - lubrication system
- Optional & accessories
- Additional services
- MWfly network



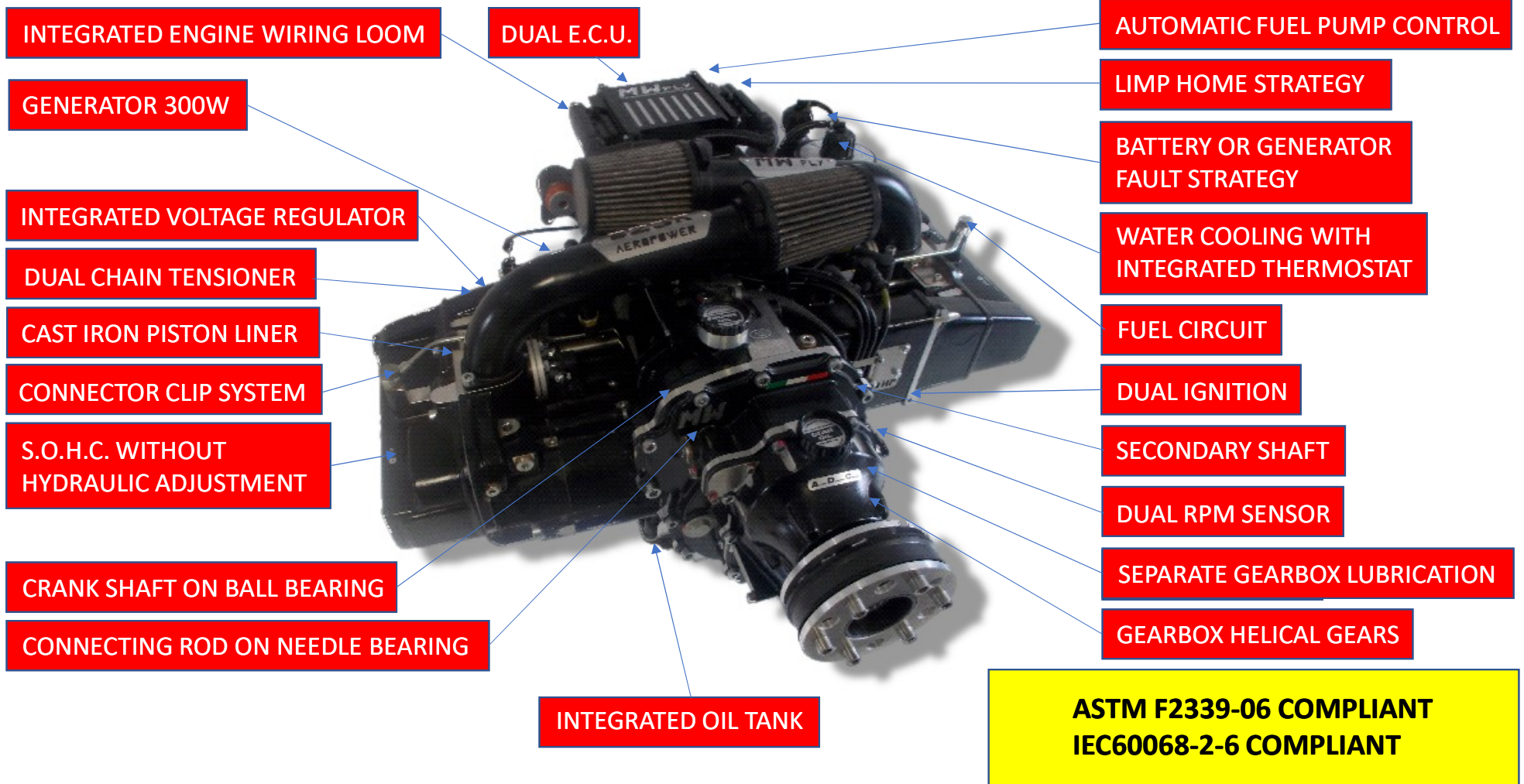


# B22 AND B25 STANDARD EQUIPMENT

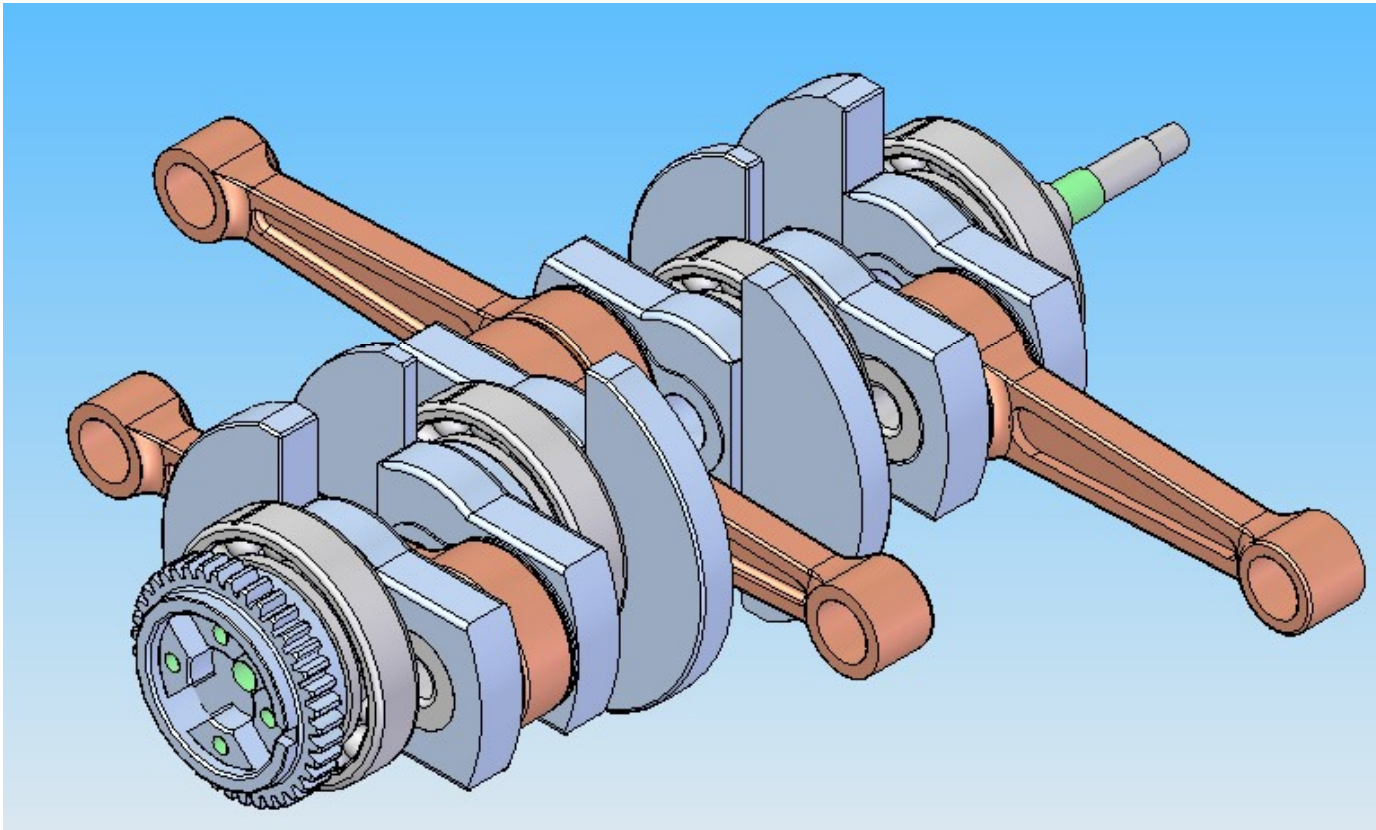




# B22 AND B25 STANDARD SAFETY EQUIPMENT



# ENGINE INSIDE – CRANKSHAFT



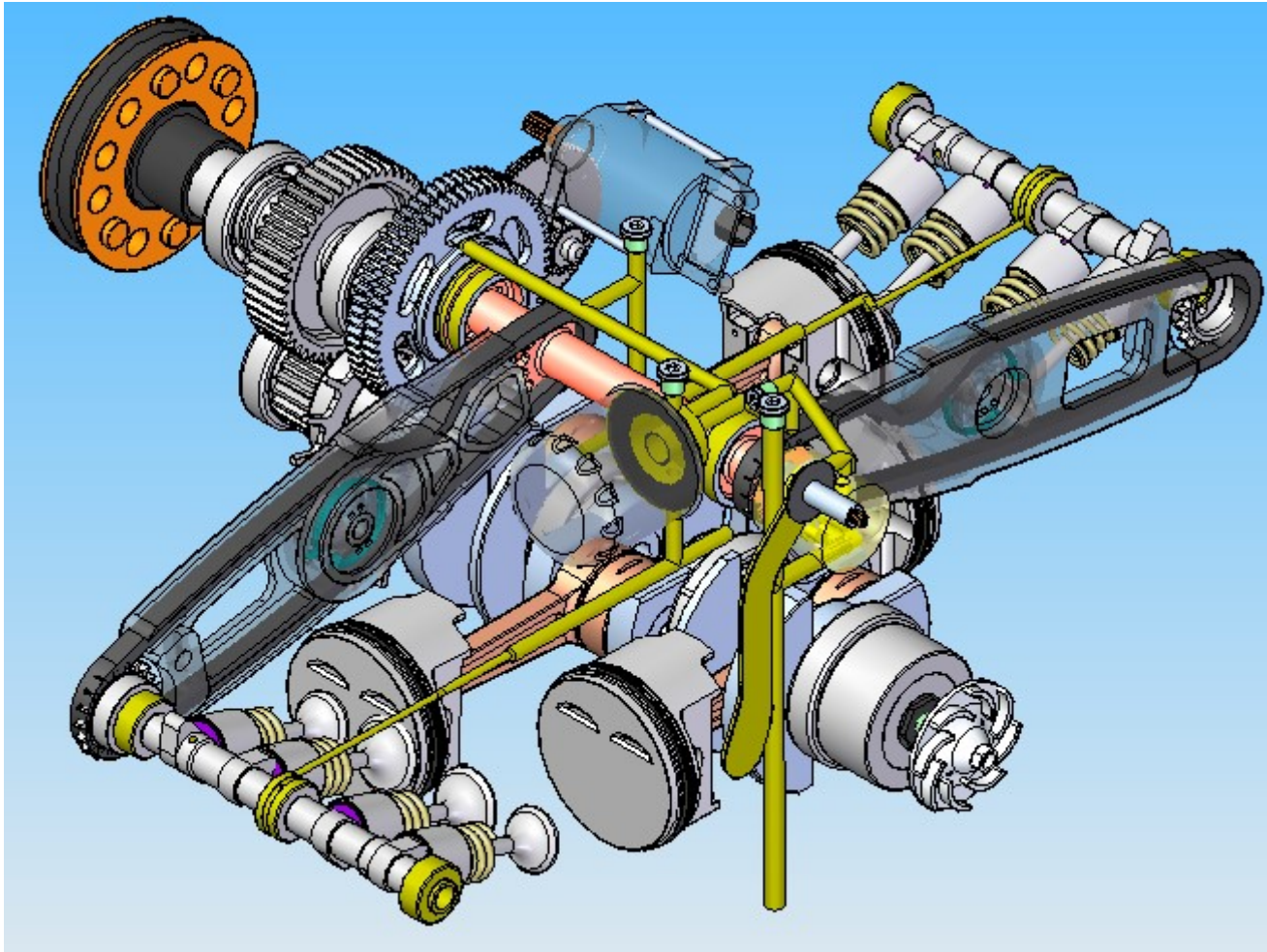
The engine crankshaft is a **composite type**: it consists of **6 counterweights** and **4 crankpins**, pressed together with high pressure, with a **dowel** that locks the parts in order to **avoid any mutual rotation**. This technology permits the use of a the crankshaft running on **4 big ball bearings** and **needle bearings** on the big end of the conrod. The use of roller bearings instead plane bearings **saves the crankshaft from a lubrication system fault**. The crankshaft has **4 supports**; the balance of centrifugal forces on each support is 98%, so that the remaining **centrifugal load on the ball bearings is almost zero**.

The crankshaft main components are obtained by **forging and then carburized**.

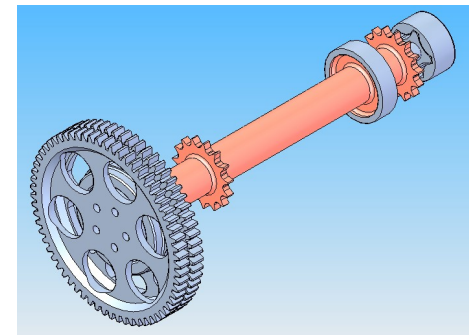
The main generator and coolant pump are mounted directly on the crankshaft to **increase safety**.



## ENGINE INSIDE – TIMING SYSTEM

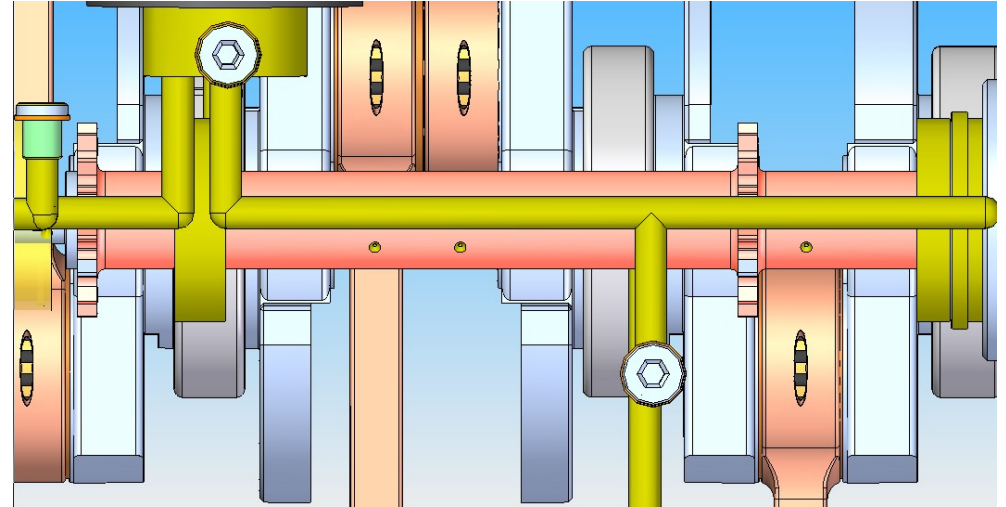
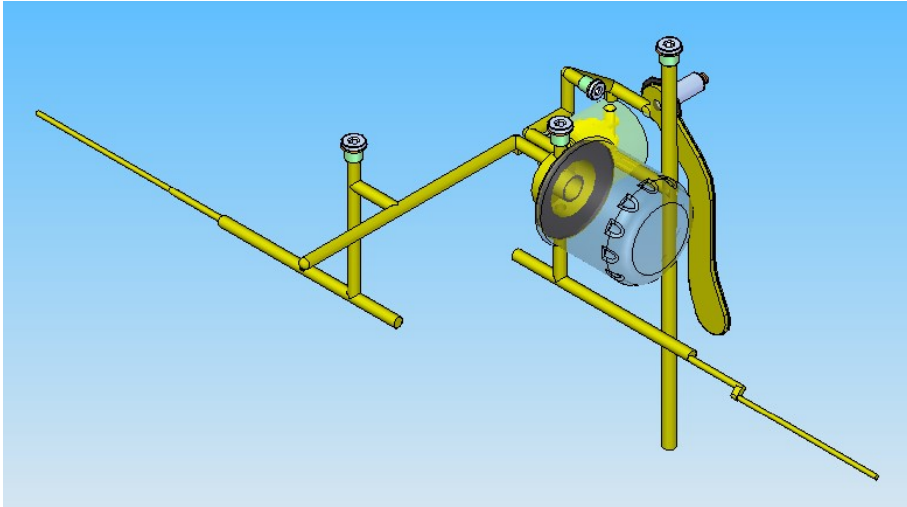


The timing system of the engine is an **OHC (Over Head Camshaft)**. The camshafts are driven by a **two step driving system**: the **first step is by gear**, from the **crankshaft to the secondary shaft**; the **second step is by chain**, from the **secondary shaft to the camshaft**. By the use of a two step driving system, the **chains run at lower RPM** and that **increases chain life** and **engine safety**. The chains are completely driven and the tension is guaranteed by an **automatic double spring system**.

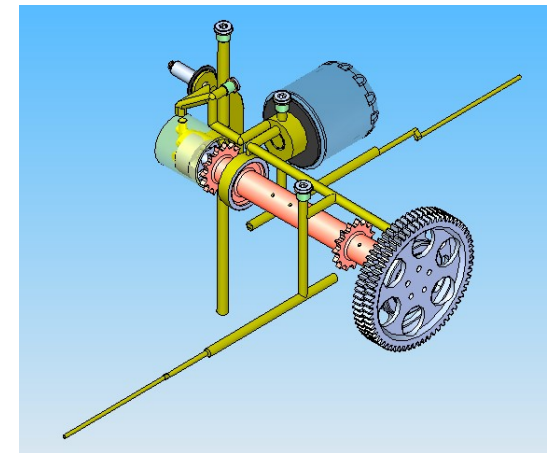




## ENGINE INSIDE – LUBRICATION SYSTEM

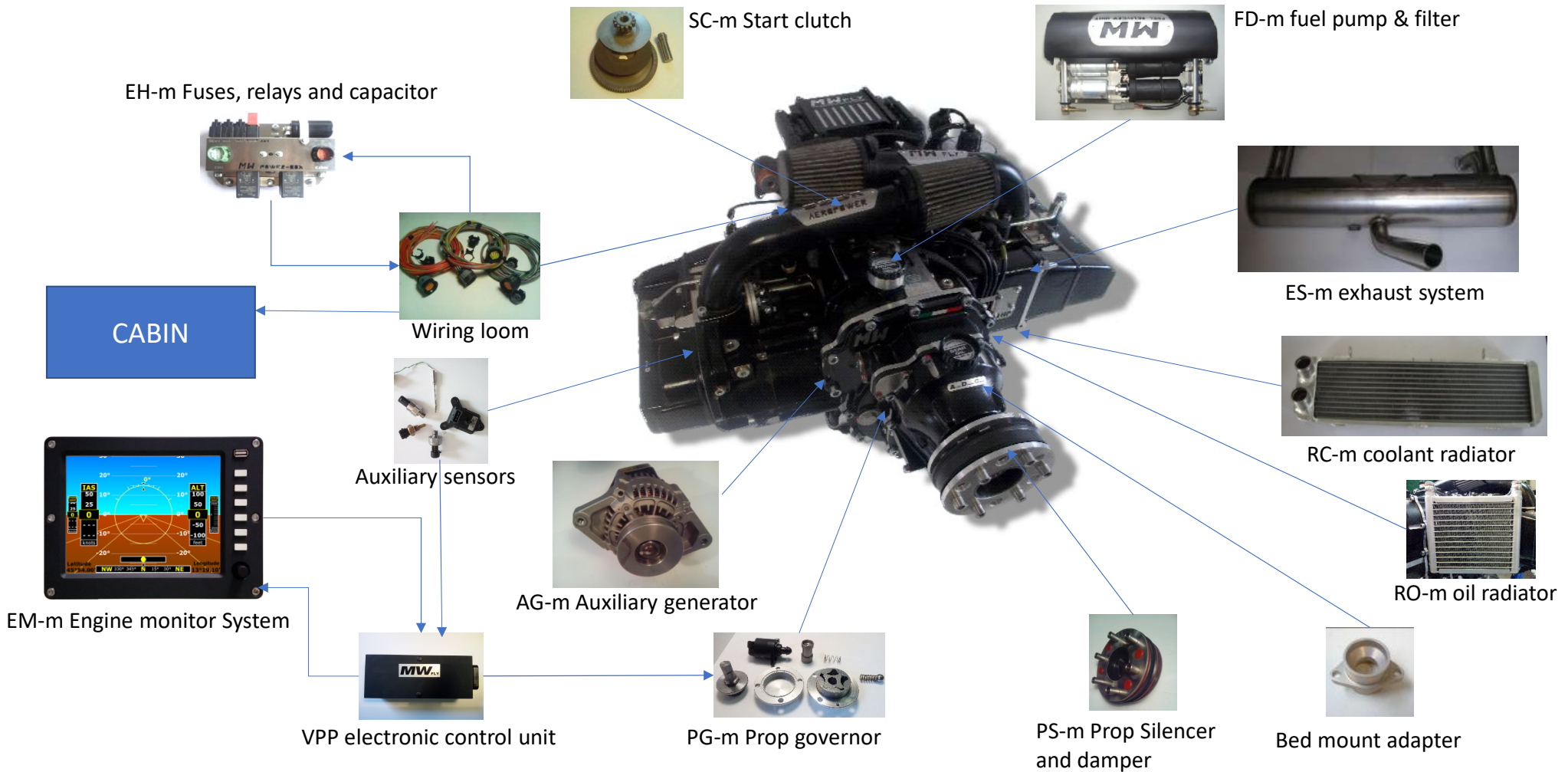


The engine uses a **semi dry sump**, with **integrated oil tank**. All the lubrication system circuit is **inside the engine**, to **eliminate any risk of leakage** on external rails and to **reduce the risk of fire** in case of accident. The oil **pump is a gerotor type**. A **special spray nozzle** has been designed to keep the piston head and the conrod needle bearings cool. A cartridge oil filter includes overpressure and a non-return valve. As an option is it possible to mount an **oil cooler**.





# B22 AND B25 OPTIONAL ACCESSORIES



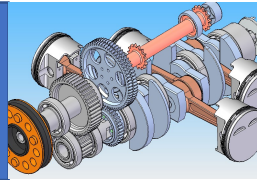




# ADDITIONAL SERVICE

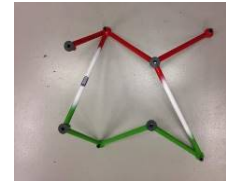
## ENGINE CUSTOMIZATION

- Mechanical modification
- Performance modification



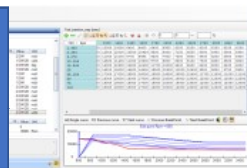
## ENGINE FRAME:

- Engine frame design
- Engine frame manufacturing



## ENGINE ECU MAP

- Remote service of engine map
- On site service engine map



## INSTALLATION SUPPORT

- On line technical support
- On site technical support



## COURSES

- For user
- For service center



## ACCESSORY DESIGN

- Exhaust design&manufacturing
- Radiator design&manufacturing



## FLIGHT TEST

- Flight test service



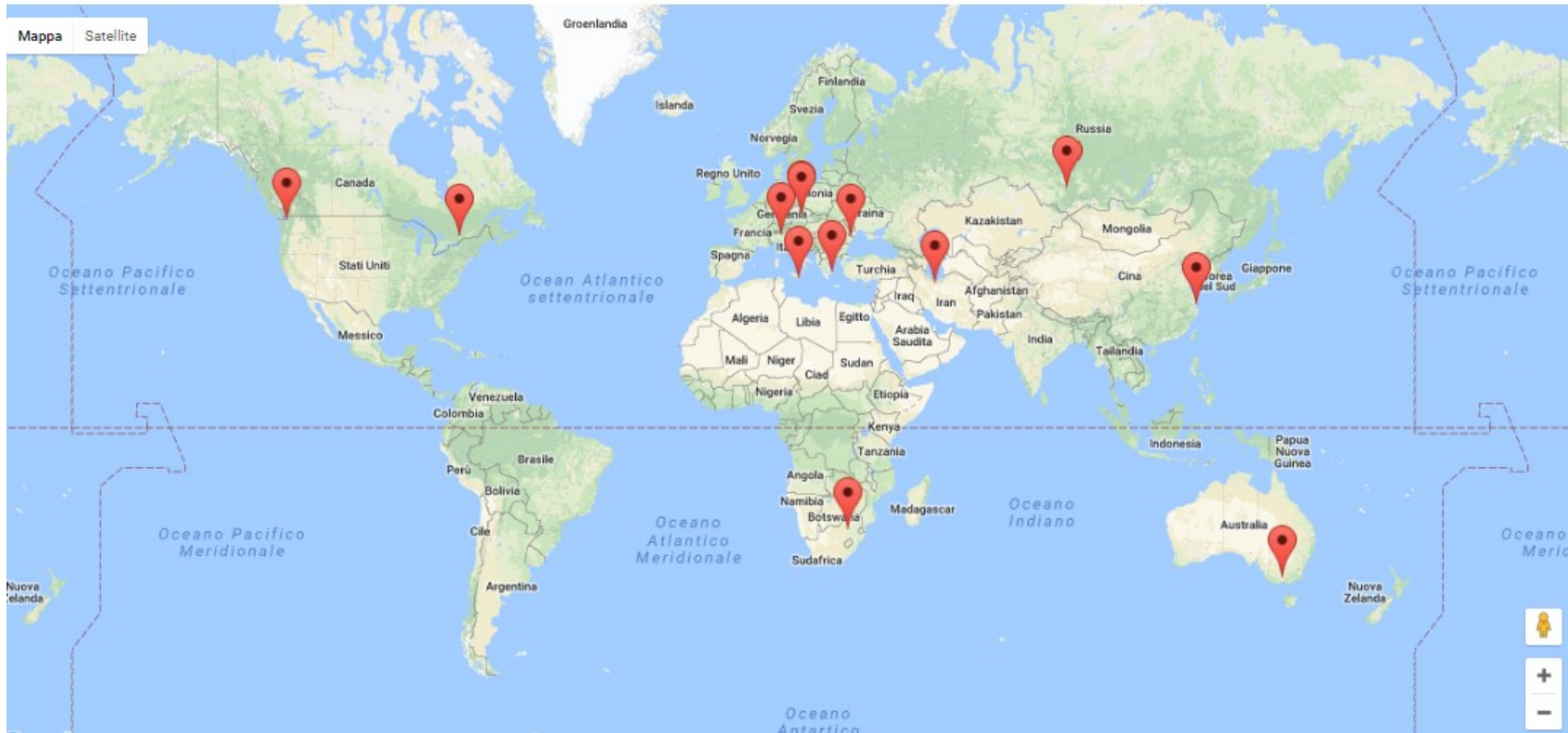
## AIRCRAFT PANEL

- Aircraft panel design
- Aircraft panel manufacturing





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