Pipistrel: the freedom of flight

The widest range of light sport aircraft in the world

PIPISTREL

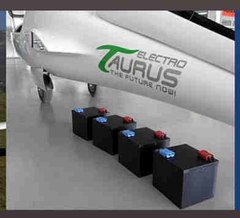
TAURUS ELECTRO
All Electric
2-seat
by side
aeroplane

Same price, more performance. This changes everyhing, again!

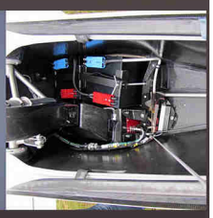
High performance synchronous 3-phase electric outrunner with permanent magnets.

Quick recharge, maintenance free!

Taurus Electro G2 is the first and the only electric 2-seat aeroplane in serial production available on the market. It offers complete freedom and independence thanks to the retractable electric engine, double retractable main landing gear, excellent gliding performance, inexpensive maintenance and a well ventilated spacious cockpit.



TAURUS ELECTRO

Taurus M
15-meter wingspan

Taurus Electro
15-meter wingspan

Apis/Bee
15-meter wingspan
13.5-meter
New FAI class ready

Sinus 912
15-meter wingspan

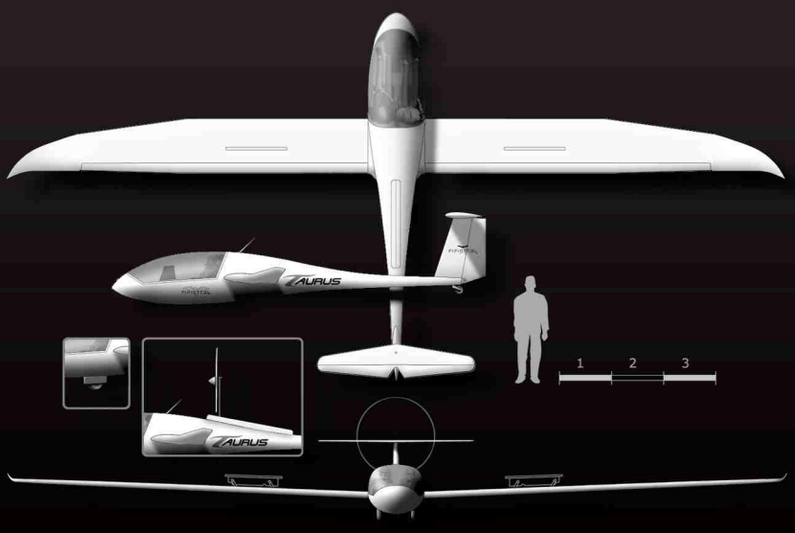
Virus 912
12.5-meter wingspan

Virus SW 80/100
10.7-meter wingspan

Panthera
Four seat fast cruiser

Taurus electro G2 represents a leap forward inperformance, safety, functionality and user-friedliness.

Taurus Electro G2 is the only truly high-performance electric aeroplane and is available on the market in serial production.



MBVision

ecolution by Pipistrel

Taurus Electro G2

Can electric perform better than conventional? Absolutely!
For the first time electric power outperforms its gasoline-powered counterpart - the Taurus.
Taurus Electro G2 can use a shorter runway, climbs faster and is performs much better than the gasoline-powered version when it comes to high altitude operations.
All this is possible thanks to the specially-developed emission-free Pipistrel's 40kW electric power-train. The tailor-developed Lithium-technology batteries come in two configurations, capable of launching the aeroplane to 1200 m (4000 ft) or 2000 m (6500 ft) respectively. They are placed in self-contained boxes, monitored constantly by the super-precise Pipistrel's own battery

Motor	High performance synchronus 3-phase electric outrunner with permanent magnets
Max power	40 KW for takeoff, 30 KW contionus
Propeller	2 blade Pipistrel 1650 mm diam special for Taurus Electro G2
Sizes	
Wing span	14.97m
Length	7.27 m
Height	1.41 m
Wing area	12.33 m^2
Aspect ratio	18.6
Positive flaps	5 deg, 9 deg, 18 deg
Negative flaps	-5 deg
Weights	
Empty weight	306 kg
Max. weight (MTOW)	450 kg/472.5 Kg/550 kg
Min. pilot weight	60 kg
Max. total pilots weight	220 kg
Performance	
Stall with flaps	63 km/h
Stall without flaps	71 km/h
Manoeuvring speed	163 km/h
Max. speed airbrakes	225 km/h
VNE	225 km/h
Min. sink speed	94 km/h
Min. sink	0,70 m/sec
Best glide ratio	41:1
Best glide ratio speed	107 km/h
Best glide at 150 km/h	33:1
Best glide at 180 km/h	23:1
45° - 45° Roll time	3.9 sec
Take off run (MTOW)	180 m
Take off over 15 m (MTOW)	265 m
Best climb speed	100 km/h
Max climb rate (MTOW)	3.1 m/sec
Service ceiling (MTOW)	3.900 m
Relative climb (Elevation independent!)	1100 m/2000 m
Fuel consum. @ full power	18 l/h
Load factor permitted	+5.3g -2.65g
Max load factor tested	+ 7.2g - 7.2g

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management system (BMS), compete with data-logging and battery health forecasting. The propulsion motor weighs an impressive 11 kg (rather than 16 kg) and generates 10 kW more power, resulting in a total of 40 kW. Due to this 33% increase in power and 40% decrease in weight we developed a whole new propeller, which has proven to be more efficient than the version flying on the Taurus Electro Prototype.

More than just a touch of Innovation!
With the Taurus Electro G2 we are introducing a World's first - a full set of on-board networked avionics providing for a fly-by-wire powertrain management with built-in multi-layer protection logic. Let us tell you that this represents a great improvement over the system used in the Taurus Electro prototype, where everything was handled by the pilot.

Introducing the ESYS-MAN cockpit interface instrument!
The most noticable addition to the networked system is the color-display cockpit interface instrument. The screen is really bright, in fact brighter than most displays out there, and is readable in the strongest of sunshine! It indicates the drive mode and important parameters to the pilot and provides the interface for engine retraction and extension. Everything is operated via two (2) toggle switches and a rotatable knob. The first toggle switch is the power on/off switch and does exactly that - powers up the motor controller.
The second toggle switch is the motor position selector »up/down« i.e. extended or retracted. This process is fully automated - the propeller is positioned and held in place while the motor extends or retracts. The pilot only selects the desired mode with the toggle switch. The rotary encoder acts as the throttle selector.

Combining all elements, we have developed an aircraft which offers more performance and an almost care-free use of this revolutionary technology.

PIPISTREL

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