

Sealed lead-acid batteries

Mainship batteries



Key features

- 99.99% pure lead construction for enhanced life and performance
- Batteries shipped fully charged and ready to install, and are non-hazardous material for shipment by ground or air
- True no-maintenance with unsurpassed cranking power
- Hot and cold performance exceeds competing products
- Monobloc replacement significantly less than the list price of a new one.

Securaplane Sealed Lead Acid (SLA) main ship batteries have technology that beats NiCad, lead-calcium and lead antimony in every category of performance, ultimately saving operators thousands of dollars annually.

Securaplane is master distributor and design and certification authority for EnerSys Hawker brand batteries for commercial and business aviation in the USA.

Hawker mainship batteries offer significant performance enhancements compared to competing products.

Securaplane

Our product competencies and services: Aircraft security systems | Airborne video cameras
Aircraft batteries | Battery chargers | Inverters | Converters | Wireless integration

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Comparison category	NiCad	Other SLA (lead-calcium, etc)	Hawker 'pure lead' SLA	Hawker vs. NiCad annual savings (USD)
Battery lifespan/ reblocking	Cells replaced (approx 3/year)	Lowest lifespan; <1 year typical	Third year reblocking	\$1,387
Maintenance requirements and cost	Deep cycling, fluid checks, battery cell replacement on a regular basis	Replace each year	Capacity check only until reblocking in third year	\$1,600 to \$2,600
Cold weather performance lower limit for engine start	-10°C/-14°F	-20°C/-4°F	-40°C/-40°F	
Starting power	Greater power than Hawker	1/3 power of Hawker	Lowest internal resistance. Less power than NiCad, more than other SLA	
Recovery after full discharge	Full service required	Unable	Recover 97% capacity	
Battery recharge time	Identical to pure SLA in rate of charge acceptance. Risk of thermal runaway at high charge rates	Slower than pure SLA in rate of charge acceptance. Risk of thermal runaway, significant outgassing and electrolyte expulsion at high charge rates	Low internal impedance permits very efficient and rapid recharge. 90% charge recovery in less than 60 minutes from discharged .	
Storage life, charged (25° C)	1 month	5 months	30 months	\$5,000+
Shipping requirements	Hazardous materials. Ground shipping only, ships discharged and shorted.	Non-hazardous, non spillable, ships fully charged.	Non-hazardous, non spillable, ships fully charged.	\$2,500
Environmental concerns	Cadmium requires special disposal	Lead is easily recycled	Lead is easily recycled	
Weight	10 lb less than Hawker	7 lb more than NiCad	10 lb more than NiCad	(\$250)

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 smart engineering for
 extreme environments

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Applications

Aircraft	Battery rating	Part number	Qty	Certification	
				FAA	World
ATR 42 & 72 Series	40 Ah & 18 Ah	9750W0538 and 9750W0350-5	1 ea.	X	EASA, Canada, China
Beechjet 400, 400A, 400XP	43Ah	9750W0370-8 or 9750W0370 (no thermal)	1	X	
B747-100, -200, -300, SP	43Ah	9750W0370-10	2	X	
Caravan 208, 208B	40Ah	9750W0538	1	X	Canada
Citation I, II, Bravo (500, 501, 550, 551, S550)	43Ah	9750W0370-11	1	X	Canada (EASA pending)
Cessna 560 Ultra, V, Encore, Encore+, Excel, 560XLS, 560XLS+	43Ah	9750W0370-11	1	X	Canada (EASA pending)
Challenger CL-600, -601	40 Ah	9750W0538	1	X	
CRJ-100, -200, -700, -900	40 Ah & 18 Ah	9750W0370-1 and 9750W0350-1	1 ea	X	Canada (EASA pending)
Dash 8/QSeries 100, 200, 300	43Ah	9750W0370-6	2	X	Canada
EMB-120	43Ah	9750W0370-7	1	X	
Falcon 2000, 2000EX	43Ah	9750W0370-8	1	X	Canada (EASA pending)
Gulfstream II, III (DC)	40 Ah	9750W0538	2	X	
Gulfstream III (AC), IV	43Ah	9750W0370-3	2	X	Canada (EASA pending)
Gulfstream 350 & 450	45Ah	9750W0380-1	2	X	
Hawker HS125 thru 900XP series (including 750)	25Ah	9750W0640	2	X	Canada EASA
King Air 100, 200, 300, 90 series (Excludes dual battery B100, H90)	43Ah	9750W0370-8 or 9750W0370 (no thermal)	1	X	Canada EASA Brazil
MU-2B-36, -36A, -60	40 Ah	9750W0538	2	Pending	Canada
DC-9/MD-80	43Ah,	9750W0370-19	2	X	Canada
Piaggio P-180	43Ah	9750W0370-7		Pending	Canada pending

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