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MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST

AIRCRAFT BATTERY

447CH3

SAFT P/N: 416441 (AMENDMENT C)

AUAE P/N: 200-0002

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Saft p/n 416441 | AUAE p/n 200-0002
447CH3

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INTRODUCTION

1. General

This manual provides the information necessary for an experienced shop technician to maintain Saft nickel-cadmium batteries. It describes the construction of the battery as well as the techniques used to operate, maintain, overhaul, and generally care for the battery. Following these instructions will make sure of optimal performances and life of the Saft batteries.

All aircraft batteries require checking and maintenance in order to make sure they are safe when installed and perform their required functions, especially in emergency conditions on board the aircraft. Maintenance permit to identify and correct any issues to be identified. Proper battery maintenance assures a low probability of failure. It achieves high levels of MTBUR and MTBF. Failure prevention on board the aircraft make sure of safe operation, reduces delays and operational costs.

Every effort has been made to provide complete and accurate instructions. If a situation should arise that is not adequately described in this manual, please contact Saft via the Internet at www.saft.com or at one of the following addresses:

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Website All Saft technical documentation, distributors and repair shops can be found at <https://saft4u.saft.com>.

2. Definitions

WARNING: WARNINGS ADVISE TO USE OF MATERIALS, PROCEDURES, OR LIMITS, WHICH MUST BE FOLLOWED PRECISELY TO AVOID PERSONAL INJURIES, OR EFFECT SAFETY OF FLIGHT.

CAUTION: CAUTIONS CALL ATTENTION TO PROCEDURES WHICH MUST BE FOLLOWED TO AVOID DAMAGE TO EQUIPMENT OR PARTS.

NOTE: NOTES call attention to procedures which make the job easier.

3. Safety

CAUTION: EXCEPT FOR THOSE STEPS THAT REQUIRE THE BATTERY TO BE CHARGED, DO ALL STEPS ON DISCHARGED BATTERIES (REFER TO [Residual discharge](#) PARAGRAPH) TO AVOID THE POSSIBILITY OF ELECTRIC SHOCK. TIGHTEN VENT-VALVES BEFORE THE START OF THE DISCHARGE. BATTERY CELLS DELIVER VERY HIGH CURRENT WHEN SHORT-CIRCUITED. BE CAREFUL. REMOVE RINGS, WATCHES, NECKLACES, METALLIC BELTS OR OTHER JEWELRY TO AVOID ELECTRIC SHOCK.

CAUTION: DO NOT TILT THE BATTERY WHILE DOING MAINTENANCE, ANY CONTACT OF SKIN WITH ELECTROLYTE CAN CAUSE SEVERE BURNS.

Local safety regulations should be followed as safety regulations are country-dependent.

There are three types of risks:

3-1. Physical

Handling: the battery is heavy. Use proper technique when lifting heavy loads. Bend your legs and not your back.

Wear protective shoes.

3-2. Electrical

Do not wear rings, watches, chains, belt buckles, necklaces or any other conductive objects.

Use insulated tools.

3-3. Chemical

For a complete listing of hazards, refer to the Battery Information Sheet (BIS) available on Saft's website at <https://saft4u.saft.com>.

Electrolyte is very corrosive and can damage the skin. Use proper personal protective equipment (PPE) such as gloves and an apron. If it touches the skin, flush affected area with large quantities of water. After flushing begins, remove all contaminated clothing.

Electrolyte is very dangerous to the eyes, use protective goggles. If the electrolyte comes in contact with the eyes, flush with water for 15 to 30 minutes and get immediate medical aid.

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Saft recommends the use of an amphoteric solution (both acidic and basic behavior) and chelator (able to trap cations as a chelate complex) to neutralize electrolyte according to the local regulation.

Electrolyte ingestion can cause damage to the throat and the respiratory tract. Do not try to vomit. Get medical aid immediately.

Skin contact with nickel can cause chronic eczema.

Inhalation of cadmium oxide can cause dry throat, headaches, vomiting, chest pain, and difficulties breathing. If inhaled, get fresh air. If stops breathing, give artificial respiration. If breathing becomes difficult, give oxygen. Get medical aid immediately.

Potassium hydroxide in the electrolyte can cause eczema.

4. Ground applications

Saft batteries can be used in ground applications for starting gas turbine generators, powering ground mobile equipment, or in shop testing equipment. The same principles used in flight operations apply when the battery is used in ground applications. Ventilation of the battery during ground use can be accomplished through a ventilation system or by simply removing the cover (only in a well-ventilated area). Check with your local authorities for regulations in effect.

5. Placing a new battery in service - initial commissioning

NOTE: Whether or not the battery has been subject to disassembly and reassembly, before to issue in service and installation certificate, check the tightness of all upper nuts to verify that torque values correspond with those specified (refer to chapter [Nut tightness](#)).

Before installation of the battery into the aircraft for service:

- If initial commissioning is performed within 12 months then do [Visual inspection](#), [Insulation check](#), [Nut tightness](#), [Charge Adjust electrolyte level](#), and repeat [Insulation check](#).
- If initial commissioning is performed after 12 months, do [Charge](#) and [Regular check](#).

Starting date for this period is the date of manufacturing (DMF).

6. Battery ratings capacity

Nickel-cadmium batteries are rated in terms of capacity in ampere-hours (Ah) (rated capacity).

American Standard AS8033 defines capacity as "the dis-chargeable ampere-hours (Ah) available from a fully charged cell/battery at any specified discharge rate/temperature condition".

Other definitions for battery ratings can be found in EN2570, IEC60952 and RTCA DO293.

A battery rated for 1C₁ Ah indicates that the battery is rated at a value based upon a discharge time of 1 hour at +23 °C ± 3 °C (+73.4 °F ± 5.4 °F).

7. Recycling

All batteries eventually lose their ability to perform and are eligible for scrapping and recycling. Saft takes environmental matters seriously and advocates proper recycling of nickel-cadmium batteries and their components. To that end, Saft operates recycling facilities worldwide.

Nickel-cadmium batteries contain nickel, cadmium, and potassium hydroxide and should be disposed of properly. In all cases, rely on local and national regulations for proper battery disposal and/or shipping to an appropriate recycling location.

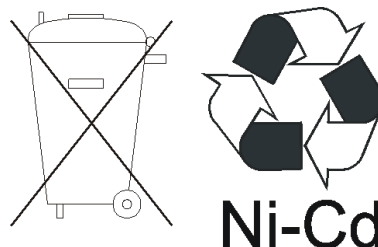


Figure INTRO-1 - Universal recycling symbols

You can find the nearest recycling collection point on our website at <https://www.saft.com/about-us/manufacturing-our-batteries/our-sustainability-global-approach>.

8. End of life cells

EASA and FAA regulations 'Part 145', require that end of life cells must be disposed of in a manner that does not allow them to be returned to service. The following procedure provides a means to comply with these regulations.

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While other authority requirements may be less explicit, Saft recommends that the following procedures be adopted in order to make sure that end of life cells cannot be re-used:

- Make sure that appropriate protective measures (refer to [Safety](#) paragraph and the BIS) are taken.
- Make sure that the cell(s) is (are) fully discharged (refer to [Cell shorting](#) paragraph).
- Break or cut the terminals. In the event of electrolyte leakage, make sure that appropriate spill clean up measures are observed as described in the BIS.
- Individually bag each cell in a liquid proof bag and dispose of the cell in accordance with applicable transport, health and safety and recycling regulations (Refer to [Recycling](#) paragraph).

9. Measurements

The measurements given in this manual come from the original manufacturer drawings.

This CMM uses the International System (SI) of units for quantities and values. Additionally US Imperial units are given in parenthesis.

9-1. Units of measure

9-1-1. SI Units

A	Ampere
Ah	Ampere hours
Bar	Bar
C ₁ A	Rated current
C ₁ Ah	Rated capacity for an hour
g	Gram
h	Hour
L	Liter
m	Meter
min	Minute
N	Newton
N.m	Newton meter
Pa	Pascal
VDC	Volt direct current
°C	Degree Celsius
%	Per cent
W	Ohm
μS/cm	Micro-Siemens per centimeter

9-1-2. US Imperial Units

ft	Foot
in	Inch
in.Hg	Inch of Mercury
lb	Pound
lbf	Pound force
lbf.in	Pound force inch
lbf.ft	Pound force foot
oz	Ounce
psi	Pound per square inch
°F	Degree Fahrenheit

9-1-3. Multiplying prefixes

c	Centi
da	Deca
h	Hecto
k	Kilo
M	Mega
m	Milli
μ	Micro

9-2. Measurement conversion table

9-2-1. From SI unit to US Imperial unit

1 Bar	14.504 psi
1 cm	0.3937 in
1 cm ²	0.1550 in ²
1 cm ³	0.06 in ³
1 g	0.0353 oz
1 g/L	0.000578 oz/in ³
1 hPa	0.01450 psi
1 kg	2.2046 lb
1 kg/L	0.578 oz/in ³
1 mm	0.0394 in
1 N	0.2248 lbf
1 N.m	8.8507 lbf.in

9-2-2. From US Imperial unit to SI unit

1 gal (U.S.)	3.7854 L
1 in	2.54 cm
1 in	25,4 mm
1 in ²	6.4516 cm ²
1 in ³	16.4 cm ³
1 in.Hg	33.864 hPa
1 lb	0.4536 kg
1 lbf	4.4482 N
1 lbf.in	0.1130 N.m
1 lbf.ft	1.3558 N.m
1 oz	28.3495 g
1 oz/in ³	1,771.25 g/L
1 oz/in ³	1.771 kg/L
1 psi	68.948 hPa
1 psi	0.0689 Bar

9-3. Temperature conversion

9-3-1. From degrees Fahrenheit (°F) to degrees Celsius (°C)

Celsius = (Fahrenheit - 32) x 0.5555

9-3-2. From degrees Celsius (°C) to degrees Fahrenheit (°F)

Fahrenheit = (Celsius x 1.8) + 32

9-4. Abbreviations

The abbreviations given below are used in this manual:

ASD	Aerospace, Security, and Defence Industries Association of Europe
ATA	Air Transport Association of America
BIS	Battery Information Sheet
dia.	diameter
DMF	Date of Manufacturing
EASA	European Air Safety Authority
FAA	Federal Aviation Authority
fig.	figure
IATA	International Transport Air Association
IEC	International Electrotechnical Commission
IMDG	International Maritime Dangerous Goods
ipl	illustrated parts list
max.	maximum
mfr	manufacturer
min.	minimum
MTBF	Mean Time Between Failure
MTBUR	Mean Time Between Unscheduled Removal
n°	number
p/n	part number
para.	paragraph
PPE	Personal Protective Equipment
RTCA	Radio Technical Commission for Aeronautics
ref.	refer to
s/a	subassembly
SI	International System of Unit
TBD	To Be Defined
V	Voltage

10. Verification and technical review

The technical content of this document has successfully passed a verification process on testing, inspection, disassembly, and assembly procedures. The supplier declares the content of this document accurate and adequate.

Testing & fault isolation & inspection / check	Verified Jun 03/2024
Disassembly	Verified Jun 03/2024
Assembly	Verified Jun 03/2024
Engineering technical review	Completed Jun 03/2024



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DESCRIPTION AND OPERATION

1. Overview

The batteries are connected to the aircraft system:

- According to the aircraft manufacturer and / or operator, to start the engine or the APU.
- On the ground, to provide power before electrical power is supplied to the aircraft systems.
- In flight, if a malfunction or a failure occurs in the power supply system.

2. Battery specifications

Battery characteristics are indicated in the table below.

Technical data	Values
Type of cells	CVH441KH
Number of cells	20
Nominal voltage	24 V
Rated capacity C ₁	44 Ah
Charge or discharge current 1 C ₁	44 A
Charge current 0.5 C ₁	22 A
Charge current 0.1 C ₁	4.4 A
Electrolyte	Solution of KOH
Nozzle length	20 mm (0.79 in)
Consumable volume of electrolyte per cell	25 cm ³ (1.52 in ³)
Minimum end of charge voltage	1.55 V per cell
End of life criterion in %	100%
End of life criteria in hour or minutes	1 hour
Battery maximum weight	37 kg (82 lbs)
Battery terminals	Power connector according to ISO 5064/11 or MS 3509

3. Description

NOTE: The item numbers are those of the detailed parts list chapter (Refer to [Detailed part list](#)).

The [447CH3](#) Saft nickel-cadmium battery consists of a box equipped ([380](#)), containing [20](#) individual cell assemblies [CVH441KH](#) ([140](#)). These cells are connected in series to provide a [24 V](#) nominal system. Individual cells are enclosed in a polyamide container that provides insulation, allowing them to be fitted side-by-side in the battery box. Cells are interconnected with rigid, highly conductive, nickel-plated copper links ([090](#) to [130](#)). Each link is held in position by nuts ([060](#) and [150](#)) and washers ([070](#) and [160](#)) on the cells' terminals. Inside the battery box equipped ([380](#)), cell assemblies ([140](#)) are held in position by the liner-spacer kit ([240](#)), and a cover complete ([020](#)).

The power connector complete ([250](#)) connects the battery to the aircraft DC power.

The cover complete ([020](#)), which can be removed, is attached to the box equipped ([380](#)) by latches.

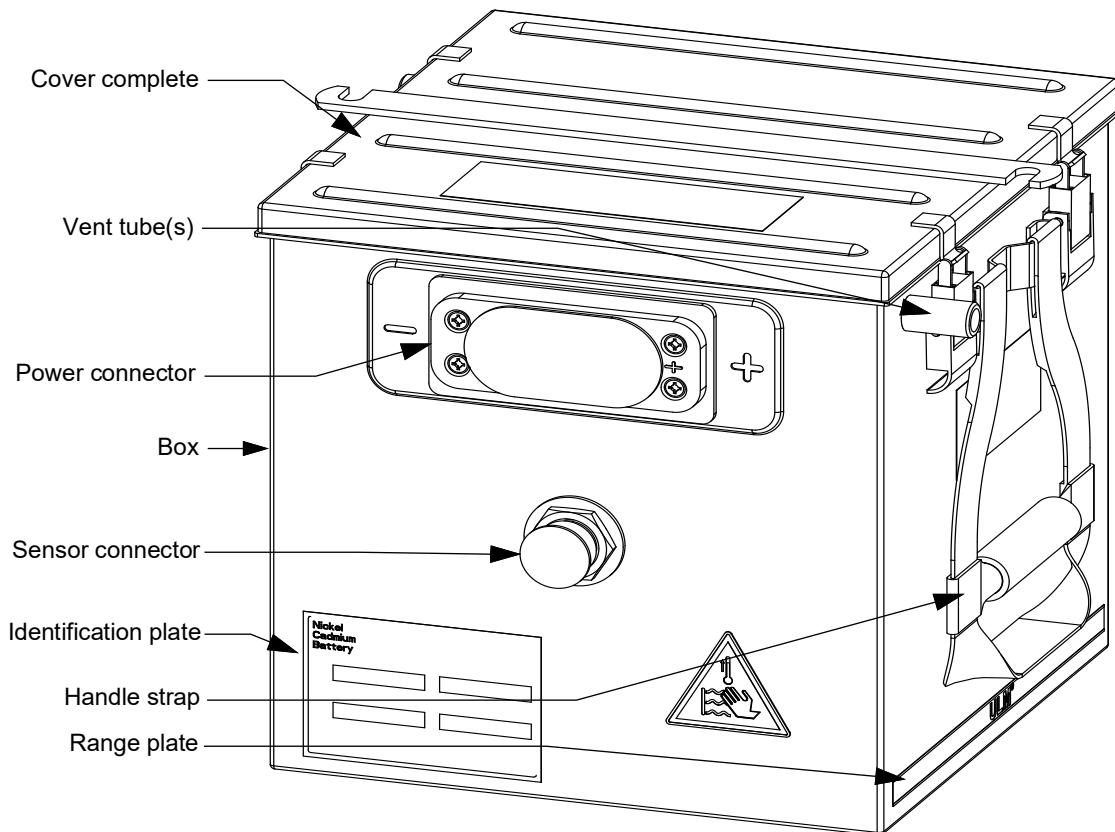


Figure 1 - 447CH3 Nickel-Cadmium aircraft battery

4. Operation

4-1. Climatic requirement

Although Saft nickel-cadmium batteries are capable of operating in a wide temperature range -40°C (-40°F) and $+71^{\circ}\text{C}$ ($+160^{\circ}\text{F}$), optimum performance is reached between $+5^{\circ}\text{C}$ ($+41^{\circ}\text{F}$) and $+45^{\circ}\text{C}$ ($+113^{\circ}\text{F}$). Charging is inefficient at temperatures below -30°C (-22°F) and is not recommended above $+57^{\circ}\text{C}$ ($+135^{\circ}\text{F}$). Charging must be stopped at temperatures above $+71^{\circ}\text{C}$ ($+160^{\circ}\text{F}$).

Unless otherwise stated, charge and discharge testing should be done when;

- The battery temperature is between $+15^{\circ}\text{C}$ ($+59^{\circ}\text{F}$) and $+35^{\circ}\text{C}$ ($+95^{\circ}\text{F}$).
- Pressure 750 to 1060 hPa (22.15 to 31.3 in.Hg).
- Relative humidity $< 85\%$.

4-2. Maintenance

All maintenance, including charging and discharging, should be done specifically in accordance with the instructions contained in this Component Maintenance Manual (CMM).

5. Charge

The charge, also called maintenance charge, is done in 2 steps:

- Step 1: called "charge" or "main charge", is a constant current charge with three possible charge rates.
- Step 2: called "overcharge" or "final charge", is also a constant current charge with only one possible charge rate.

5-1. Constant current charge

NOTE: Check cell voltage at the beginning of the charge. If any cell indicates an immediate voltage rise above 1.5 V, add 5 cm³ (0.3 in³) of distilled or deionized water [M01](#) to that cell.

NOTE: Always apply the main charge for no less than the minimum duration.

Starting with a discharged battery;

- Remove the cover complete [\(020\)](#).
- Loosen, but do not remove, all vent-valve assemblies [\(220\)](#).
- Remove the power connector cover [\(270\)](#) -if present-.
- Charge using one of the methods shown in the table below (step 1) main charge.
- After the minimum charge duration is reached, measure the voltage on each cell assembly [\(140\)](#) and compare the values with the end of (step 1) main charge criteria in the table below.
- During the last 15-30 minutes of the final charge cycle (step 2), [Adjust electrolyte level](#).

Charge of the battery				
(step 1) Main Charge			(step 2) Final Charge	
Current	Minimum duration	End of main charge criteria	Current and time	Minimum voltage criteria
0.1 C ₁ A* (4.4 A)	10 hours	Every cell > 1.5 V or 12 hours which ever comes first	4.4 A for 4 hours	1.55 V per cell
0.5 C ₁ A (22 A)	2 hours	Every cell > 1.55 V or 2 hours 30 min which ever comes first	4.4 A for 4 hours	1.55 V per cell
1 C ₁ A (44 A)	1 hour	Every cell > 1.57 V or 1 hour 15 min which ever comes first	4.4 A for 4 hours	1.55 V per cell

(*) Low charge rate 0.1 C₁A [\(4.4 A\)](#) is suggested after cell shorting.

Example: main charge (step 1) at [44 A](#) for 1 hour:

- If the voltage of each cell is lower than 1.57 V, continue the charge for 15 minutes maximum (0.25 hours) and stop if the voltage reach 1.57 V before 15 minutes. Then continue with the final charge (step 2).
- If the voltage of each cell is higher than 1.57 V, continue with the final charge (step 2).

5-2. Rapid partial charge

NOTE: Do not use this procedure for charging the battery during normal maintenance.

One of the following two charge procedures can be used in an emergency situation to charge the battery to approximately 80 % of its capacity.

- Charge the battery at [22 A](#) until the battery reaches an average of 1.55 V/cell. Do not charge for more than 2 hours and 30 minutes.

or

- Charge the battery at [44 A](#) until the battery reaches an average voltage of 1.57 V/cell. Do not charge for more than 1 hour and 15 minutes.

5-3. Constant potential charge

CAUTION: DO NOT CHARGE AT CONSTANT POTENTIAL IF THE OPEN-CIRCUIT BATTERY VOLTAGE IS LESS THAN 1.0 V PER CELL.

NOTE: Do not use this procedure for charging the battery during normal maintenance.

In case of emergency, it is possible to recharge a partially discharged battery by using a constant potential charging system used on the aircraft. With the use of a constant potential system, it is imperative to check the precision of the charge rate periodically, and to set the charger voltage according to the average ambient operating temperature.

NOTE: Do a battery maintenance check as soon as possible to verify battery performance.

- Connect the battery to a constant voltage supply. Charge for a minimum of 1 hour to 1.425 V/cell to get approximately 90% of the rated capacity of the battery.

5-4. Other methods of charging

NOTE: Do not use this procedure for charging the battery during normal maintenance.

Other methods that fully charge the battery can be used, for example pulse charging. However, in any case, individual cell voltage checks ($U \geq 1.55 \text{ V per cell}$) and electrolyte adjustments must be carried out using a final overcharge sequence at constant current [4.4 A](#) for 4 hours. If specific instructions are not given in the charger operating manual, you must first contact Saft.

5-5. Active standby mode (use of a trickle charge)

WARNING: THIS MAY CREATE CONDITIONS FOR A THERMAL RUNAWAY WITH ALL ITS CONSEQUENCES (UN-SCHEDULED REMOVAL WITH THE POSSIBILITY OF THE TOTAL LOSS OF THE BATTERY AND A DELAYED OR CANCELED FLIGHT).

CAUTION: WATER CONSUMPTION.

The battery is continuously charged to an overcharge condition. Saft does not recommend this method, however some operators take responsibility for its use.

This method is not reliable due to quantity and inaccuracy of water consumption.

Example: if a 40 Ah battery remains on a continuous trickle charge of 3 mA/Ah for one month, the total consumption of water is 35 cm^3 (2.1 in^3) per cell.

The operator must adjust the electrolyte level before placing the battery on board the aircraft. Otherwise the risk of a battery incident exists (cells dry out before the normal end of the interval maintenance).

TESTING AND FAULT ISOLATION

1. Introduction

This chapter is a maintenance guide for the technician.

It shows, for the main causes of failure, either removed for unscheduled maintenance or during scheduled maintenance, the procedures to apply by referring to the corresponding chapter of the CMM. In no case can this diagnosis help replace the technician's expertise or a training on the functioning of the batteries.

2. Battery faults

2-1. Battery electrical faults

Problem	Probable cause	Correction
(1) Zero battery open-circuit voltage	(a) Defective electrical connector (no contact made) (b) Link broken	- Check electrical contacts, links and tightness of nuts (refer to Inspection/check)
(2) Zero volt with the battery set to "discharge"	(a) Battery fully discharged (b) Battery circuit open or contacts defective (c) Cell completely dry	- Do an insulation check (refer to Inspection/check) - Examine the contacts and links - Make sure the terminal nuts are tight (refer to Inspection/check) - Refer to related subsequent steps - Replace the cell
(3) Low insulation	(a) Leakage of electrolyte	- Disassemble and clean the battery (refer to Disassembly and Cleaning) - Do an electrolyte level check (refer to Inspection/check)

Table 1001 - Battery electrical faults

2-2. Cell faults

Problem	Probable cause	Correction
(1) Too much water decrease for all battery cells	(a) Charge much more than the limit or too much charge at high temperature (b) Previous maintenance has not been done	- Examine the cause of excessive charge - If necessary, adjust to normal operating temperature (refer to Description and operation)
(2) High water dispersion: water consumption in one or more cell(s) is very different from the other cells in the battery	(a) more than 30% above the average value of added water in all cells: leaking cell(s) (b) less than 30% below the average value of added water in all cells: cell(s) with damaged separator(s)	- Disassemble the battery (refer to Disassembly). Clean the battery (refer to Cleaning). Replace the cell(s). Charge and do an electrolyte level check (refer to Inspection/check) - Do the Supplementary test (refer to Inspection/check). If necessary, replace the cell(s) - Note the cell location and check the level of water consumption versus other cells at the next maintenance
(3) A cell has a higher voltage at the start of charge than is defined in paragraph. Charge chapter Description and operation	(a) Dry cell	- When the defect occurs, add 5 cm ³ (0.3 in ³) of distilled water M01 to the cell. Do not adjust more accurately until the end of the charge
NOTE: If a cell is charged with an insufficient quantity of electrolyte, the temperature may increase too much		
(4) A cell has a lower voltage at the end of charge than is defined in paragraph Charge chapter Description and operation	(a) The cell was operated at temperatures and charge rates outside the limits, and the separator is damaged (b) Usual wear after long operation	- Replace the cell (refer to Disassembly, Assembly AND Storage (including transportation))
(5) Low capacity cell	(a) Insufficient balancing (b) Usual wear after long operation (c) Unusual operation, operation at high temperature or operation with low electrolyte	- Repeat Charge and discharge at 44 A up to three times - Replace the cell (refer to Disassembly, Assembly AND Storage (including transportation)) - Do the applicable procedure (refer to Inspection/check)
(6) Cell with a swollen case	(a) Cell operated with low electrolyte level; deterioration of separators and damaged plates	- Replace the cell (refer to Disassembly)
(7) Cell with zero voltage when the battery circuit is open	(a) Short-circuited cell	- Replace the cell (refer to Disassembly)

Table 1002 - Cell faults

2-3. Physical faults

Problem	Probable cause	Correction
(1) Leakage of electrolyte	<p>(a) Incorrect adjustment of electrolyte level</p> <p>(b) Cell polarity incorrect during high-rate discharge (for example, during the engine start)</p> <p>(c) Too much charge at high temperature or too much current</p> <p>(d) The lower nut is not correctly tightened</p>	<p>- Disassemble and clean the battery (refer to Disassembly and Cleaning chapters). Do an electrolyte level check (refer to Inspection/check)</p> <p>- Disassemble and clean the battery (refer to Disassembly and Cleaning) Do an electrolyte level check (refer to Inspection/check)</p> <p>- Investigate the cause of excessive charge. If necessary, adjust to normal operating temperature (refer to Description and operation)</p> <p>- Disassemble and clean the battery (refer to Disassembly and Cleaning)</p> <p>- Do an electrolyte level check (refer to Inspection/check)</p> <p>- Torque the lower nut (refer to Assembly chapter)</p>
(2) Electrolyte found in the battery box	<p>(a) Damaged cell case</p> <p>(b) Leakage of electrolyte</p>	<p>- Replace the cell if necessary and refer to related subsequent steps</p> <p>- Disassemble and clean the battery (refer to Inspection/check and Cleaning)</p> <p>- Do an electrolyte level check (refer to Inspection/check)</p>
(3) Corrosion on the links	<p>(a) Operation in acidic air</p> <p>(b) Mechanical damage to nickel plating</p>	<p>- Make sure the battery test bench and the storage areas have no materials which can give off acid fumes</p> <p>- Replace the damaged links (refer to Disassembly, Assembly)</p>
(4) The links are too hot	(a) Loose terminals nuts	- Make sure the nuts are torqued (refer to Inspection/check)
(5) Battery box & cover damages - Scratches - Dents, deformations which affect fit or impede the electrical performances of the battery or any of its components - Visible cracks to box or cover	<p>(a) Various, transport</p> <p>(b) Mechanical stress, drop, transport</p> <p>(c) Mechanical stress, drop, transport</p>	<p>- Clean, make sure labels are readable, if not readable replace label(s)</p> <p>- Replace battery box, cover, and affected component(s) refer to Disassembly, Assembly)</p> <p>- Replace battery box and / or cover</p>

Table 1003 - Physical faults



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DISASSEMBLY

1. Introduction

1-1. General

CAUTION: BATTERY DISASSEMBLY SHOULD ONLY BE PERFORMED ON A FULLY DISCHARGED BATTERY. REFER TO CHAPTER [Residual discharge](#) and [Cell shorting](#).

NOTE: Refer to [Testing and fault isolation](#) to identify possible causes of problems. This chapter gives the necessary level of disassembly to identify and correct possible issues.

The instructions found in this chapter are designed to allow the maintenance personnel to completely disassemble the battery for the purpose of [General overhaul](#). However, some maintenance operations do not require complete disassembly.

The figure and item numbers are those of the [Illustrated parts list](#).

1-2. Safety

Refer to chapter [Safety](#) for caution, risks, and proper personal protective equipments (PPE).

1-3. Job set-up Information

1-3-1. Standard tools

Refer to chapter [Standard tools](#) in [Special tools, fixtures, equipment and consumables](#).

1-3-2. Special tools

When special tools are used in this chapter, they are identified by a code number listed in [Special tools, fixtures, equipment and consumables](#) chapter.

2. Disassembly of the battery

NOTE: All item numbers from the Illustrated Part List (IPL, Fig. 1) are referred by "(###)". Item numbers are linked by hypertext to the IPL. Decimal of item numbers referred by "(###.#)" are for illustration aid only and are not listed in the IPL.

2-1. Removal of the cover complete

CAUTION: AVOID CONTACT BETWEEN THE COVER AND THE CELL TERMINALS OR LINKS.

- Undo the retaining latches.
- Remove the battery cover complete ([020](#)).

2-2. Removal of the cell assemblies

CAUTION: DO NOT PINCH CABLE HARNESS AGAINST SHARP EDGES.

NOTE: Make note of the proper placement of the links ([090](#) to [130](#)) and each cell in relation to one another before removal (per log book or equivalent).

NOTE: To facilitate cell removal, remove the center cell in each row first.

- Remove cable ties ([080](#)).
- Remove the nuts ([060](#) and [150](#)), the washers ([070](#) and [160](#)), and the stirrups ([370](#)).
- Remove the sensor harness (310.2 through 310.5) refer to figure: [7003 - Battery layout](#).
- Remove all links ([090](#) to [130](#)).
- Fully screw the cell extractor tool [T04](#) onto a cell terminal, then pull up to remove the cell assemblies ([140](#)).

2-3. Removal of the liner-spacer kit

- Remove each the liner-spacer kit ([240](#)) taking note the location, position, and count (refer to figure: [7002 - Liner-spacer kit](#)).

2-4. Removal of the power connector complete

- Remove the power connector cover ([270](#)) -if present-.
- Remove the screws ([280](#)) with the washers ([290](#)).
- Remove the power connector complete ([250](#)) and the O-ring ([260](#)).

2-5. Removal of the sensor connector complete

CAUTION: CARE MUST BE TAKEN NOT TO PULL ON WIRES.

- Remove the sensor connector cover ([350](#)) -if present-.
- Remove the nut ([330](#)) and the washer ([340](#)) [from outside the box equipped \(380\)](#).
- Remove the sensor connector assembly ([310](#)) and O-ring ([320](#)) [from inside the box equipped \(380\)](#).
- Remove the sensor R1 (310.1) nut ([360](#)) and screw ([370](#)) (refer to figure: [7001 - Sensor connector complete](#)).



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CLEANING

1. Introduction

The instructions in this chapter are for the general cleaning of your Saft aircraft battery. The instructions under "[Light cleaning](#)" are to be done each time the battery is removed from the aircraft, and can be accomplished with no disassembly of the battery. The section "[Thorough cleaning](#)" includes the instructions for the cleaning of a disassembled battery for the purpose of a [General overhaul](#).

2. Safety

Refer to chapter [Safety](#) for caution, risks, and proper personal protective equipments (PPE).

3. Equipment

3-1. Standard tools

Refer to chapter [Standard tools](#) in [Special tools, fixtures, equipment and consumables](#).

3-2. Special tools

When special tools are used in this chapter, they are identified by a code number listed in [Special tools, fixtures, equipment and consumables](#) chapter.

3-3. Consumables

When consumables are used in this chapter, they are identified by a code number listed in [Special tools, fixtures, equipment and consumables](#) chapter.

4. Light cleaning

On an assembled battery.

CAUTION: DO NOT USE SOLVENT, PETROLEUM SPIRITS, OR OTHER PRODUCTS CONTAINING CHLORIDE FOR CLEANING THE BATTERY. THE USE OF SOLVENTS CAN DEGRADE METAL AND PLASTIC PARTS.

NOTE: All item numbers from the Illustrated Part List (IPL, Fig. 1) are referred by "(###)". Item numbers are linked by hyper-text to the IPL. Decimal of item numbers referred by "(###.#)" are for illustration aid only and are not listed in the IPL.

4-1. Procedure

WARNING: TO PREVENT INJURY WHEN USING COMPRESSED AIR, POINT AIRFLOW AWAY FROM THE BODY. USE SAFETY GOGGLES TO PREVENT EYE INJURY FROM AIRBORNE PARTICLES.

- Remove the battery cover complete (020).
- Check the battery vent tubes to make sure that they are clean and clear.
- Finger tighten the vent-valve assemblies (220) with the universal vent-valve wrench T01.
- Remove potassium carbonates (white deposits) from the top of all cell assemblies (140) using a stiff bristle, non-metallic brush.
- Disperse residual salts and dust particles from the battery using blasts of clean, dry compressed air (refer to [Special tools, fixtures, equipment and consumables](#)).

4-2. Lubrication

- Coat all nuts (060 and 070), washers (070 and 160) and links (090 to 130) with M02 (use a non-metallic paintbrush).

5. Thorough cleaning

5-1. Procedure

5-1-1. Cell assemblies

CAUTION: DO NOT SOAK THE CELLS IN WATER.

- Fully disassemble the battery (refer to [Disassembly](#) chapter).
- Make sure that the vent-valve assembly (220) is tight using the universal vent-valve wrench T01 according to [Fits and clearances](#).
- Clean cell assembly (140) with warm water and a soft brush to easily remove all the electrolyte and mineral salts from the terminals, the cover, and the sides of the cell cases.
- Wipe the cell with a cloth and let dry.

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5-1-2. Box and cover complete

- Clean the box and cover complete (-010) with soapy water M03 wipe with a cloth and let dry.

5-1-3. Nuts, spring washers, stirrups, and links

- Clean nuts (060 and 150), spring washers (070 and 160), stirrups (370), and links (090 to 130) in soapy water M03 with a non-metallic brush.
- Rinse well with clean water and let dry.

5-1-4. Liner-spacer kit

- Clean the liner-spacer kit (240) in warm water and let dry.

5-1-5. Power connector complete

CAUTION: DO NOT SUBMERGE THE CONNECTOR.

- Wipe the power connector complete (250) clean using damp cloth and let dry.

5-1-6. Sensor connector assembly

CAUTION: DO NOT SUBMERGE THE CONNECTOR.

CAUTION: CARE MUST BE TAKEN NOT TO PULL ON WIRES.

- Wipe the wire harness of the sensor connector assembly (310) clean using damp cloth and let dry.

5-1-7. Vent-valves

CAUTION: THE CLEANING OF THE VENT-VALVE MUST BE DONE WHEN THE CELLS ARE INSTALLED IN THE BOX.

CAUTION: VENT-VALVES SHALL REMAIN INSTALLED ON THE CELLS WHEN EVER THE CELLS ARE NOT INSTALLED IN THE BATTERY BOX.

5-1-7-1. Removal of the vent-valve assembly

- Remove the vent-valve (220) with the universal vent-valve wrench T01.
- Cover cell vent-valve hole using a lint free cloth to prevent unwanted debris from entering the cell.
- Soak vent-valves in distilled water M01 for 30 min to 4 hours to remove electrolyte salts from vent holes.

5-1-7-2. Installation of the vent-valve

- Make sure the vent-valves (220) are in good condition. Replace the vent-valves (220) if they are worn.
- Install the vent-valve (220) with the universal vent-valve wrench T01 according to Fits and clearances.

5-2. Lubrication

- When the battery is clean (and after installation of the vent-valve), coat all upper nuts (060 and 150), washer (070 and 160), stirrups (370), and links (090 to 130) with M02 (use a non-metallic paintbrush).

INSPECTION/CHECK

1. Introduction

This chapter includes the checks, maintenance procedures, and functional tests that must be done to use Saft batteries in flight and on the ground.

NOTE: All item numbers from the Illustrated Part List (IPL, Fig. 1) are referred to by "(###)". Item numbers are linked by hypertext to the IPL. Decimal of item numbers referred by "(###.#)" are for illustration aid only and are not listed in the IPL.

2. Maintenance intervals

The aircraft manufacturer and / or operator is responsible for defining the usage and function, including maintenance intervals, for aircraft batteries installed in its aircraft. Saft only provides recommendations that require the agreement of the aircraft manufacturer and / or operator.

NOTE: Maintenance steps should be completed in a battery shop.

Saft distinguishes between three types of maintenances: periodical check, regular check and general overhaul.

2-1. Periodical check

The periodical check essentially consists of voltage and insulation checks, discharge of residual capacity and charge with electrolyte level adjustment. The main purpose of the periodical check is to add water which is consumed by electrolysis during battery overcharge. It is normally applied between regular checks but can be omitted if the water consumption measured at the regular check is within allowable limits.

2-2. Regular check

The regular check is the same as the periodical check except that the battery is also deep-discharged ('balancing'), followed by a capacity check cycle.

2-3. General overhaul

The general overhaul is the same as the regular check except that the battery is also disassembled and thoroughly cleaned and inspected.

3. Recording

It is very important to record the battery check values (capacity, end of charge voltage, water consumption) for each cell as required in the battery logbook (or equivalent) for each maintenance. It is recommended that an operator tracks these maintenance data in order to verify the interval is correct relative to that particular operation. This may also allow the interval to be extended if the data justifies it.

4. Safety

Refer to chapter [Safety](#) for caution, risks, and proper personal protective equipments (PPE).

5. Equipment

5-1. Standard tools

Refer to chapter [Standard tools](#) in [Special tools, fixtures, equipment and consumables](#).

5-2. Special tools

When special tools are used in this chapter, they are identified by a code number listed in [Special tools, fixtures, equipment and consumables](#) chapter.

6. Periodical check

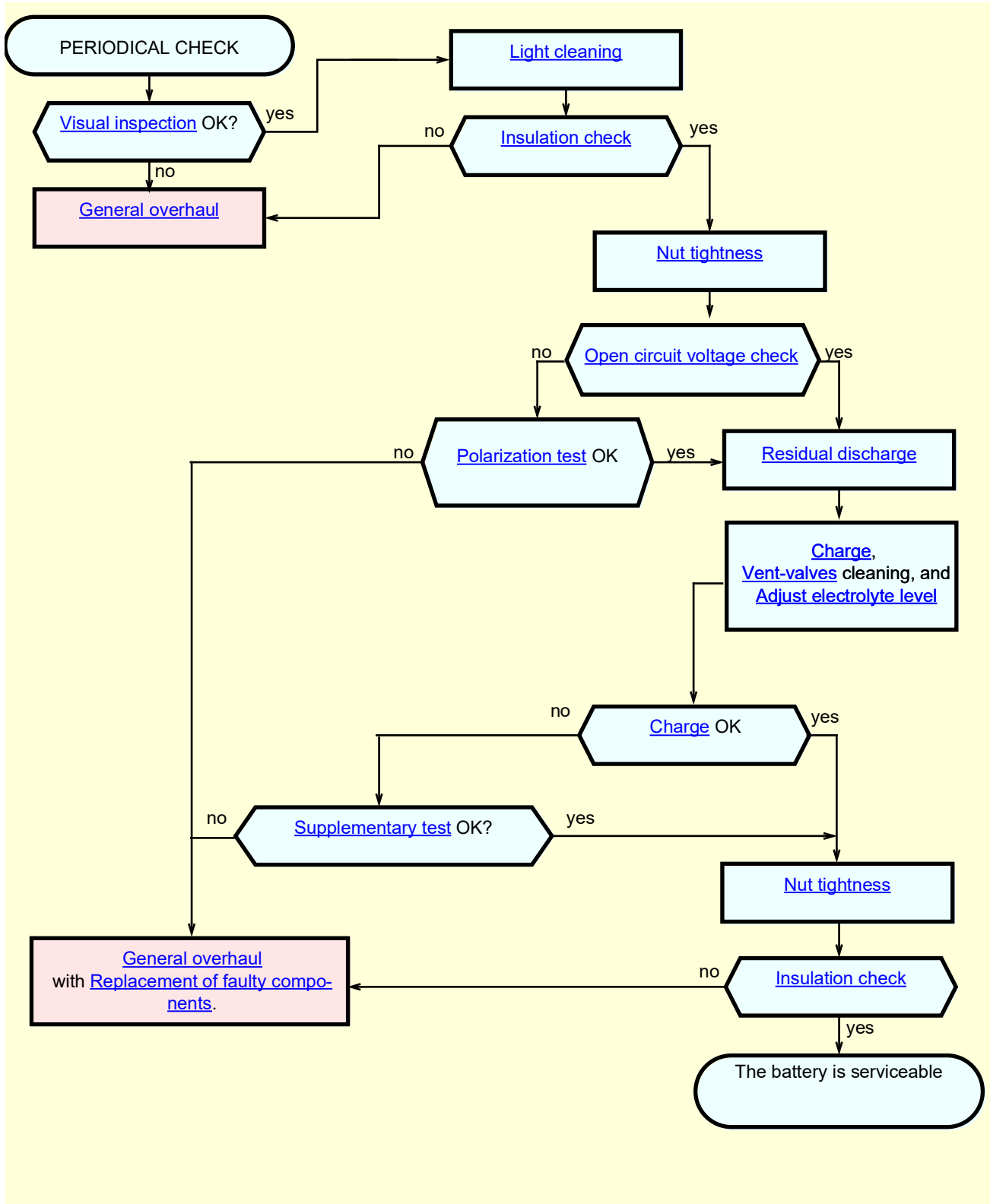


Figure 5001 - Periodical check

NOTE: Time periods are given as a guideline. Modify in accordance with operational experience.

NOTE: Periodic and regular maintenance checks may be combined if operating hours permit.

- At specific intervals according to aircraft use or every 3 months, test the battery according to the above figure. Consult the aircraft manufacturer and/or operator for specific maintenance intervals or special procedures to be followed.

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6-1. Visual inspection

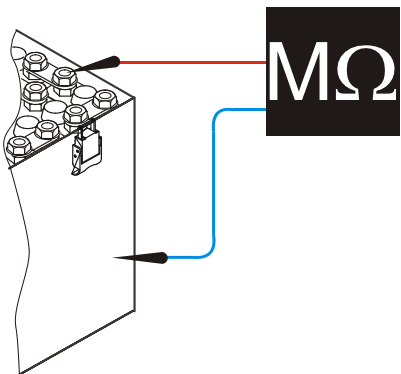
CAUTION: WORN AIRCRAFT POWER CONNECTORS AND/OR LOOSE CONNECTIONS CAN GREATLY AFFECT THE PERFORMANCE OF THE BATTERY. A DEFECTIVE POWER CONNECTOR CAN CAUSE OVERHEATING, BATTERY SELF-DISCHARGE AS WELL AS LOW VOLTAGE IN SERVICE.

Visual inspection should be done each time the battery is removed for maintenance from the equipment.

- Remove the cover complete (020).
- Visually check each cell assembly (140) for evidence of electrolyte leakage. If OK proceed to [Light cleaning](#). If salt or traces of electrolyte is detected identify as NOT OK, proceed to [General overhaul](#). Excessive salt around terminal posts indicate possible leakage from the terminal O-ring. During [General overhaul](#), verify torque of the lower nut (170) (refer to chapter [Assembly](#)).
- Inspect the links (090 to 130), upper nuts (060 and 150), and washers (070 and 160). The hardware should be free of bends, tarnish, corrosion, burns, or any loss of nickel plating. Minor tarnish can be polished off with a non-metallic brush. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace defective hardware.
- Check the power connector complete (250) for evidence of arcing, corrosion, cracks, or cross-threaded terminals. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the defective power connector.
- Inspect the sensor connector assembly (310) for bent or loose pins, corrosion, cracks, faulty wire connections, evidence of arcing, or cracked or loose potting material. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the defective sensor connector.
- Inspect the temperature sensor for obvious damage. This in no way replaces the full testing procedures found hereafter which ensures full operation of the sensor assembly. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the defective sensor connector complete (310).
- Inspect the thermostat assemblies (as applicable) for any damaged or loose wire connections, cracks, dents, or other physical damage. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the defective sensor connector complete (310).
- Visually check all wiring insulation to ensure there is no evidence of cracks, cuts, or bubbling. If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the defective sensor connector. Any evidence of damage to the temperature sensor harness assembly requires the sensor connector complete (310) replacement.
- Inspect the battery box equipped (380) and cover complete (020) for any damage. Make sure the cover gasket (040) is undamaged and fully secured to the cover complete (020). If OK proceed to [Light cleaning](#). If NOT OK proceed to [General overhaul](#) and replace the damaged box equipped (380) or cover complete (020).

6-2. Insulation check

NOTE: A breakdown in electrical insulation between the cell assemblies (140) and the battery box equipped (380) will result in a "leakage" current, which over time will discharge the battery.



- Set the Meg-ohmmeter to 250 V DC.
- Measure the insulation between the positive terminal of each cell assembly (140) and the battery box equipped (380).
- Measure the insulation between the power connector complete (250) positive pin and the battery box equipped (380).
- Measure the insulation between each pin of the sensor connector assembly (310) and the battery box equipped (380).

Refer to the table below for the acceptance criteria.

250 KΩ	2 MΩ	10 MΩ	
Do a General Overhaul Check cause(s) per Testing and fault isolation	Acceptable but Thorough cleaning is recommended	Acceptable for in service battery. For a new battery (direct from factory with no charge made by the customer) a Thorough cleaning is recommended	Mandatory level of insulation for new or in service battery after Thorough cleaning

Table 5001 - Acceptance criteria for insulation check

6-3. Nut tightness

Tighten and check the torque of all cell terminal upper nuts ([150](#)) and power connector terminal nuts ([060](#)) (refer to [Fits and clearances](#)).

6-4. Open circuit voltage check

Measure the open circuit voltage of each cell assembly ([140](#)). If all the cells are > 1.05 volt, continue with [Residual discharge](#). Otherwise, do a [Polarization test](#).

6-5. Polarization test

Charge the battery at [4.4 A](#) for 1 hour 30 min.

Leave the battery on open circuit for 1 hour.

Measure the open circuit voltage of each cell. If any cell is zero volt or has a negative polarity, do a [General overhaul](#) with [Replacement of faulty components](#). If all cells are above zero volt, continue with [Residual discharge](#).

6-6. Residual discharge

Discharge the battery at the [44 A](#) or [22 A](#) rate until each cell in the battery is discharged to 1.0 volt or below.

6-7. Adjust electrolyte level

WARNING: TAKE CARE NOT TO TILT CELLS WHILE VENT-VALVES ARE LOOSENED OR REMOVED. CONTACT OF ELECTROLYTE WITH SKIN CAN CAUSE BURNS (REFER TO CHAPTER [Safety](#)). IF CONTACT OCCURS, FLUSH AREA WITH LARGE AMOUNTS OF WATER FOR 15 TO 30 MINUTES. ELECTROLYTE IN THE EYES IS VERY SERIOUS. FLUSH WITH WATER AND CONTACT A DOCTOR IMMEDIATELY.

CAUTION: USING ANYTHING OTHER THAN DISTILLED OR DEIONIZED WATER [M01](#) IN NICKEL-CADMIUM CELLS WILL CAUSE ELECTROLYTE CONTAMINATION AND IRREVERSIBLE DAMAGE TO THE CELLS.

CAUTION: THE BATTERY MUST BE FULLY CHARGED BEFORE ADJUSTING THE ELECTROLYTE LEVEL. USE ONLY DISTILLED OR DEIONIZED WATER [M01](#) (REFER TO CHAPTER [Special tools, fixtures, equipment and consumables](#)).

DO NOT RE-USE WATER REMOVED FROM CELLS.

THE VOLUME REQUIRED TO LEVEL THE FIRST CELL WILL SERVE AS A GUIDE FOR REQUIREMENTS OF THE REMAINING CELLS BUT THE AMOUNT OF WATER REQUIRED FOR EACH CELL CAN VARY, SO CARRY OUT THIS CHECK ON A CELL BY CELL BASIS. EACH CELL MUST BE LEVELED INDIVIDUALLY. IF THE QUANTITY OF WATER ADDED PER CELL IS ABOVE 80% OF THE ELECTROLYTE WATER VOLUME SHOWN IN THE SPECIFICATION TABLES (REFER TO CHAPTER [Battery specifications](#)), CHECK THE CHARGING SYSTEM. IF IT IS FUNCTIONING PROPERLY, SHORTEN THE TIME PERIOD BETWEEN SERVICING.

CAUTION: THE MAXIMUM AMOUNT OF ADDED WATER IS 25 cm^3 (1.52 in^3) per cell.

Always take appropriate precautions to prevent any foreign substances from entering the cell. Anything other than distilled or deionized water [M01](#) that enters the cells will cause electrolyte contamination and will affect overall performance.

The amount of time that the vent-valve assemblies ([220](#)) are removed from the cell assembly ([140](#)) for maintenance should be limited to prevent as much air as possible from entering the cell. Carbon dioxide in the air will combine with the electrolyte to form potassium carbonate. Potassium carbonate will increase the internal resistance of the cells and thus decrease the performance at low temperatures and during high rate discharges. Always make sure that the vent-valve assemblies ([220](#)) are properly secured while the battery is in use.

Electrolyte level adjustment **must be done during the last 15-30 minutes** of the 4 hours overcharge at [4.4 A](#) rate of charge or last 15-30 minutes of the 5 hours at 0,1C₁ A for the supplementary test.

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Adjust the level of electrolyte, one cell at a time, using the following instructions:

- 1. Remove the vent-valve assembly (220) with its O-ring using the universal vent-valve wrench T01.
- 2. Check the nozzle length before fitting it to the syringe (refer to paragraph [Special tools](#) for proper nozzle).
- 3. Insert the syringe T02 into the cell assembly (140) opening until the shoulder of the nozzle rests on the vent-valve seat per figure 5002 - [Position of syringe in cell vent seat](#).

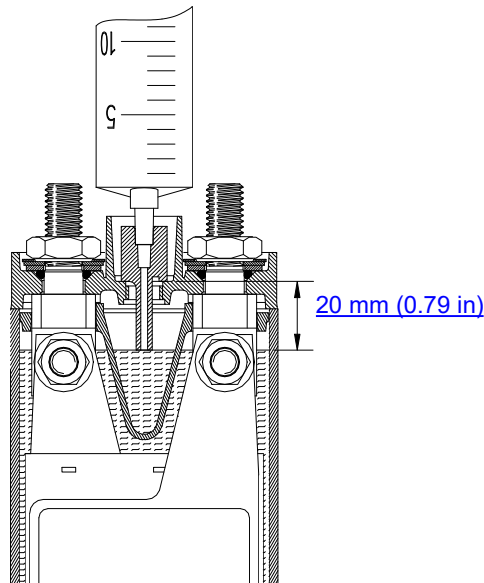


Figure 5002 - Position of syringe in cell vent seat

- 4. Withdraw the plunger and check for any liquid in the syringe. Any excess liquid in the cell will be drawn into the syringe until the electrolyte is level with the end of the nozzle. This is the correct level for the electrolyte. If the liquid level is too low, the syringe will remain empty, indicating that the end of the syringe nozzle did not reach the liquid in the cell. In this case, replenish low electrolyte using distilled water M01.
- 5. Draw 5 cm³ (0.3 in³) of the distilled water M01 into the syringe and inject it into the cell and,
- 6. With the syringe nozzle remaining on the vent-valve (220) seat, slowly withdraw the plunger in the syringe one time again.
- 7. If the syringe remains empty, repeat steps 5 and 6, counting the total number of cm³ (0.3 in³) required to achieve the correct level. Record the amount of water added to each cell on the maintenance record.
- 8. At the point in step 6 when some excess liquid is drawn into the syringe, the correct level for that cell has been reached. Expel the excess liquid into a separate container for disposal. **Do not re-use the liquid removed from cells.** Check with local authorities for proper disposal of hazardous waste.

6-8. Supplementary test

NOTE: The vent-valve test is not necessary if the full set of used vent-valves is replaced by a brand new one each year during the [General overhaul](#).

NOTE: Vent-valves should be cleaned before testing (refer to [Vent-valves](#) cleaning).

NOTE: If the vent-valve does not open during the test increase the pressure slowly until the vent-valve open (one time, to 1.4 bar (20 psi max)) to ensure functionality, then repeat the full test.

This test is used to confirm cell(s) fault(s):

- Do a charge of the battery with the main and the final charge (refer to [Charge](#)).
- Continue to charge for an additional 5 hours at 0.1C₁A (4.4 A).
 - The individual cell voltage (CVH441KH) must be ≥ 1.55 V per cell.
 - [Adjust electrolyte level](#).
- If the voltage criteria is still not met within the 5h, replace the defective cell assemblies (140). Follow [General overhaul](#)
- If cell(s) voltage(s) decreases by ≥ 0.03 V between the beginning and the end of the supplementary test, then replace the defective cell assemblies (140). Follow [General overhaul](#).

NOTE: Cell voltage should be checked every 30 min. If the voltage criteria is reached before 5 h, you can stop the supplementary test.

7. Regular check

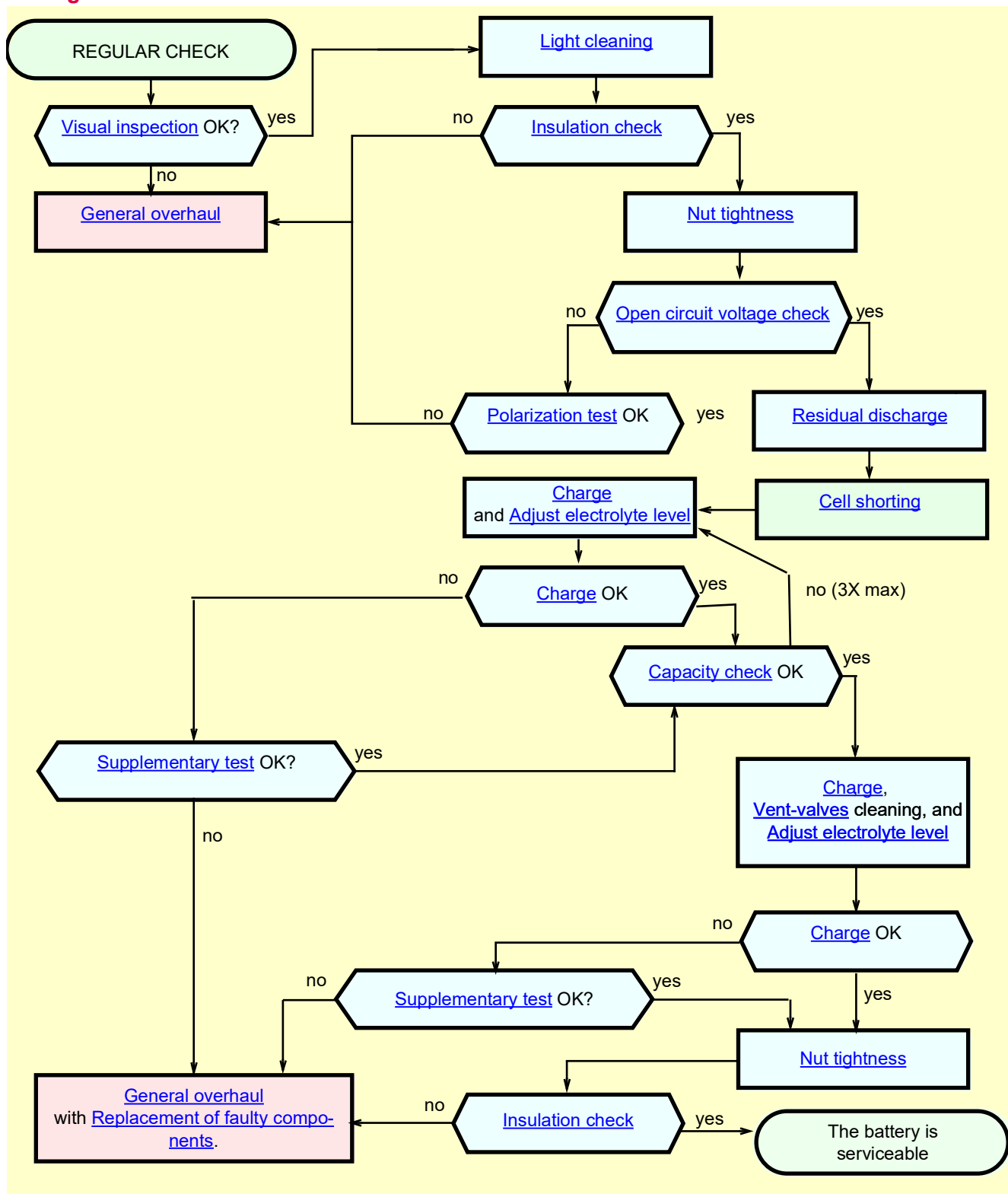


Figure 5003 - Regular check

NOTE: Time periods are given as a guideline. Modify in accordance with operational experience.

NOTE: Periodic and regular maintenance checks may be combined if operating hours permits.

- At specific intervals according to aircraft use, or after a maximum of one year, test the battery according to the above figure. Consult the aircraft manufacturer and/or operator for specific maintenance intervals or special procedures to be followed.

7-1. Cell shorting

As each cell's voltage drops below 1.0 V, connect an equalizing resistor [T03](#) across each cell terminals. Leave the resistors in position for 12 to 24 hours to allow each cell to completely discharge and the battery to cool.

NOTE: As an alternative to the resistor, a shorting clip can be applied when the voltage has dropped to 0.5 V per cell.

NOTE: It is suggested to use a low charge 0.1 C₇A ([4.4 A](#)) rate after cell shorting.

7-2. Capacity check

This procedure is used to calculate the battery capacity. It can be done in 2 different methods.

NOTE: If the capacity check is not OK, do: [Charge](#), [Adjust electrolyte level](#), and [Capacity check](#) loop 3 times maximum. If capacity check is still not OK then follow [General overhaul](#) to replace defective cells.

7-2-1. Method 1

This method is suitable for devices that can record individual cell voltages and discharge current continuously over time.

- Discharge the battery at [44 A](#) and record the individual voltages of all cells.
- Record the time when each cell falls to 1.0 V. Once the cell voltage falls between 0.5 V and 1.0 V, apply equalizing resistor [T03](#) across the low-voltage-cell terminals.
- All cell voltages must be ≥ 1.0 V at [1 hour](#).

7-2-2. Method 2

This method is especially suitable for battery shop that manually records the voltage using a multimeter.

- Discharge the battery at [44 A](#) for [1 hour](#).
- Record the voltage of each cell at the end of [1 hour](#):
 - If the voltage of each cell is ≥ 1.0 V, then the capacity test is OK.
 - If any cell voltage is < 1.0 V, the capacity test is NOT OK.

8. General overhaul

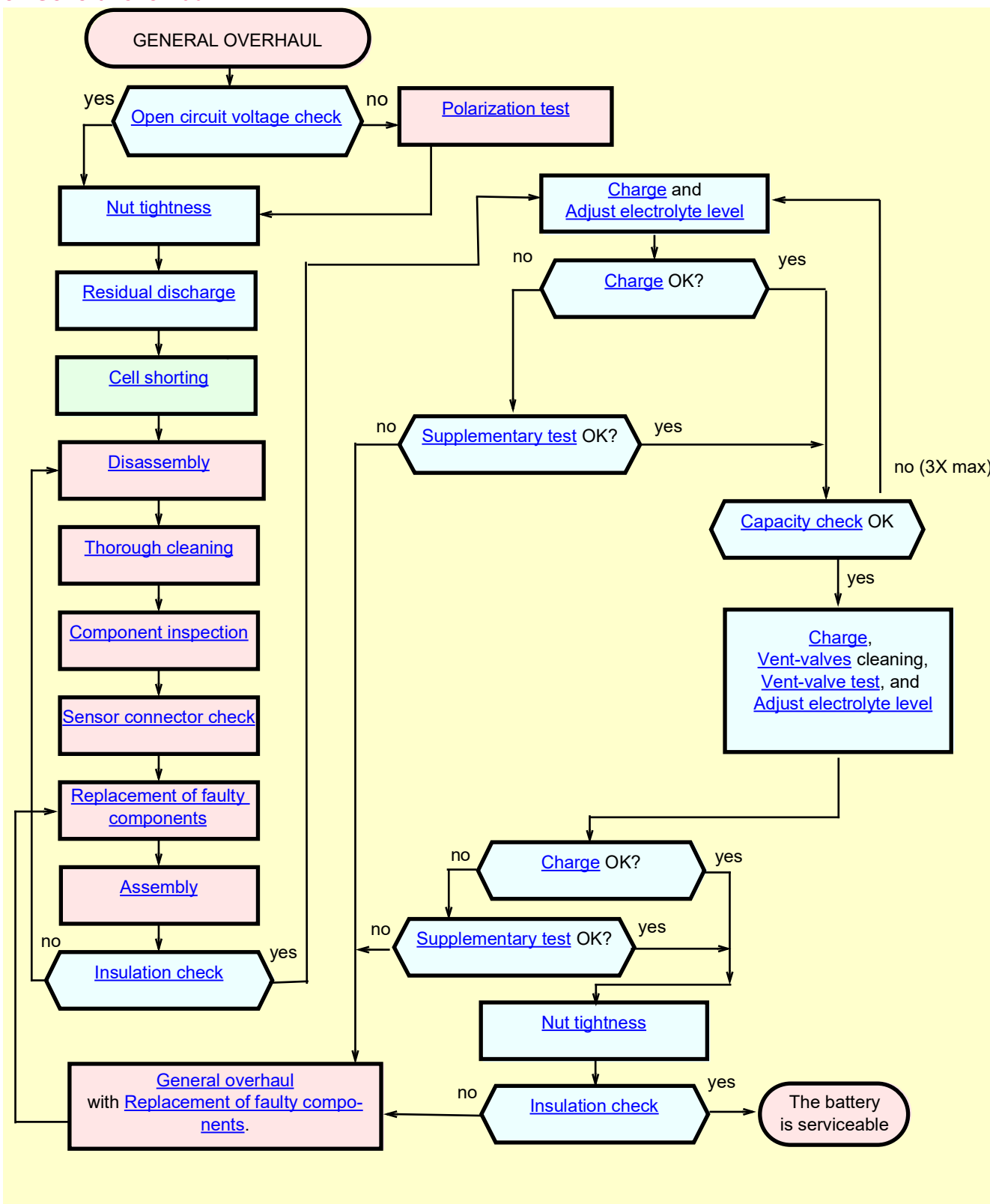


Figure 5004 - General overhaul

NOTE: Time periods are given as a guideline. Modify in accordance with operational experience.

- At specific intervals according to aircraft use, or after a maximum of one year, test the battery according to the above figure. Consult the aircraft manufacturer and/or operator for specific maintenance intervals or special procedures to be followed.

8-1. Component inspection

8-1-1. Cell assemblies

- Make sure that the cell assembly (140) terminal's lower nuts (170) are tight (refer to [Fits and clearances](#) chapter).
- Verify that cell-containers show no leakage.

8-1-2. Box equipped

- Make sure the box equipped (380) sides are straight.

8-1-3. Nuts, links, stirrups, and spring washers

- Discard nuts (060 and 150), links (090 to 130), stirrups (370), and spring washers (070 and 160) that show signs of corrosion or damage.

8-1-4. Power connector complete

- Check the power connector complete (250) for evidence of arcing, corrosion, cracks, or cross-threaded terminals. Replace the defective power connector complete (250).

8-2. Replacement of faulty components

8-2-1. Cells - 3/5 cells rule

Saft strongly recommends to change all the cells or replace the complete battery if:

- One or more cells are found to be faulty and 5 of the original cells in the battery have been previously changed during the previous maintenance.

or

- Three (3) or more cells are found to be faulty during the same maintenance.

The 3/5 cells rule does not apply to the following failures:

- Mechanical failure such as terminal thread damage.
- Cell leakage.
- Cell short-circuit.

NOTE: All cells to be replaced must be replaced by new Saft cell assemblies (140).

8-2-2. Other components

- Any other components that are to be replaced must be replaced by new Saft components.

8-3. Sensor connector check

NOTE: Erratic measurements observed constitute a failure of the check.

8-3-1. Insulation check

- Make sure that the insulation between each pin of the sensor connector assembly (310) and all metal parts of the sensor connector is > 10 MΩ @ 250 VDC.

8-3-2. Sensor connector check

- Do this test in a climatic chamber or equivalent device with the sensor connector assembly (310) disassembled from the battery. Check the sensor connector according to the table below:

Check of	Between	Value
Resistor R1	A to R1	5 kΩ ± 1%
Resistor R2	B to battery Negative (-)	5 kΩ ± 1%
Thermistor S1	C - D	89.98 Ω to 90.78 Ω @ +0 °C ± 2 °C (+32 °F ± 4 °F)
Thermistor S2	E - F	89.98 Ω to 90.78 Ω @ +0 °C ± 2 °C (+32 °F ± 4 °F)
Resistor R3	H to battery Positive (+)	5 kΩ ± 1%
Insulation	Each pin of the connector and all metal parts of the sensor	> 10 MΩ @ 250 VDC

8-4. Vent-valve test

NOTE: The vent-valve test is not necessary if the full set of used vent-valves is replaced by a brand new one each year during the [General overhaul](#).

NOTE: Vent-valves should be cleaned before testing (refer to [Vent-valves](#) cleaning).

NOTE: If the vent-valve does not open during the test, increase the pressure slowly until the vent-valve opens (one time, to 1.4 bar (20 psi) maximum) to ensure functionality, then repeat the full test.

This test should be done while the battery is on charge.

Check the operation of the vent-valve assembly as follows:

- Install the vent-valve assembly ([220](#)) with its O-ring finger tight into the vent-valve adapter [T05](#) of the pressure test fixture.
- Immerse the vent-valve assembly ([220](#)) in water and slowly raise the air pressure.
- Test according to the table below, and change all vent-valve assemblies ([220](#)) that do not pass the test.

Test	Check
O-ring	No distortion, split or cracks
Air pressure < 0.14 bar (2 psi)	Vent-valve is closed (no bubble)
0.14 bar (2 psi) < air pressure < 0.7 bar (10 psi)	Vent-valve opens (bubbles observed)

Table 5003 - Vent-valve test

ASSEMBLY

1. Introduction

This section covers basic battery assembly procedures. In all cases, when reassembling a battery, all components should be clean and dry.

2. Safety

Refer to chapter [Safety](#) for caution, risks, and proper personal protective equipments (PPE).

3. Equipment

3-1. Standard tools

Refer to chapter [Standard tools](#) in [Special tools, fixtures, equipment and consumables](#).

3-2. Special tools

When special tools are used in this chapter, they are identified by a code number listed in [Special tools, fixtures, equipment and consumables](#) chapter.

4. Battery assembly

NOTE: All item numbers from the Illustrated Part List (IPL, Fig. 1) are referred by "(###)". Item numbers are linked by hyper-text to the IPL. Decimal of item numbers referred by "(###.#)" are for illustration aid only and are not listed in the IPL.

4-1. Installation of the sensor connector complete

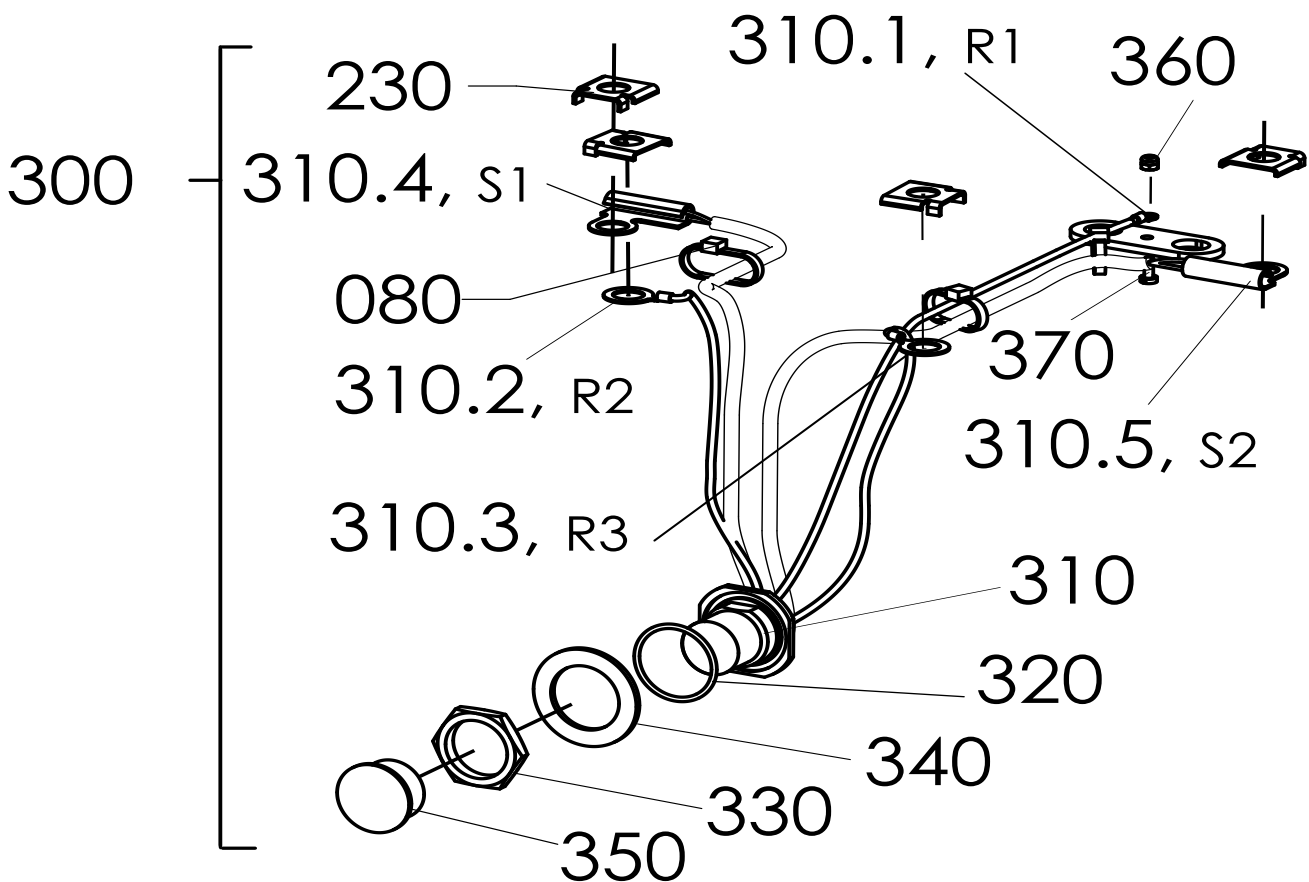


Figure 7001 - Sensor connector complete

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NOTE: Sensor connector complete (300) does not include the cable ties (080) or the stirrups (230).

CAUTION: CARE MUST BE TAKEN NOT TO PULL ON WIRES.

CAUTION: DO NOT PINCH CABLE HARNESS AGAINST SHARP EDGES.

NOTE: Handle sensor connector assembly (310) with care to prevent damage to the wire sensors (310.1 to 310.5) (per figure: 7001 - Sensor connector complete).

- Install the connector of the sensor connector assembly (310) and O-ring (320) from inside the box equipped (380).
- From outside the box equipped (380), install the sensor washer (340) and sensor connector nut (330).
- Torque the sensor connector nut (330) according to [Fits and clearances](#) chapter.
- Install the mid-point sensor R1 (310.1) of sensor connector assembly (310) on link (130) using screw (370) and nut (360) per figure 7001 - Sensor connector complete and 7003 - Battery layout.
- Torque the nuts (360) according to [Fits and clearances](#) chapter.
- Set aside sensor harness (310.1 to 310.5) while installing the liner-spacer kit (240) and cell assemblies (140) to prevent damage to the cables harness.
- Install the sensor connector cover (350) - if available-.

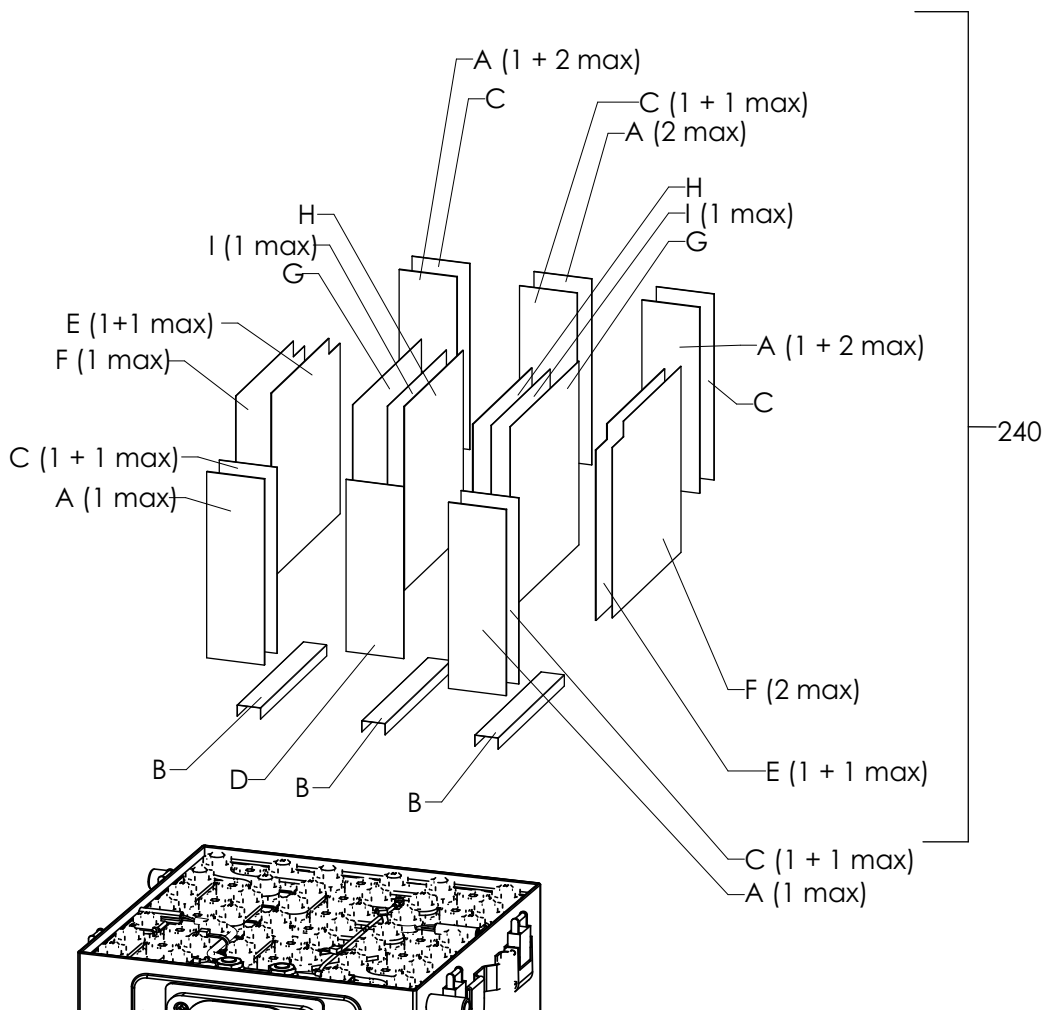
NOTE: Remove sensor connector cover before flight.

4-2. Installation of the power connector complete

- Install the power connector complete (250) and O-ring (260) into position from outside the box equipped (380) with the screws (280) and the washers (290) per figure IPL-1 - 447CH3 Nickel-Cadmium Aircraft Battery.
- Torque the screws (280) according to [Fits and clearances](#) chapter.
- Install the power connector cover (270). - if available-.

NOTE: Remove power connector cover before flight.

4-3. Installation of the liner-spacer kit



Item	Description	Dimension (mm)	Unit per assembly
A	Liner-spacer	2.0 x 238 x 75	10
B	Liner-spacer (channel)	0.3 x 236 x 58	3
C	Liner-spacer	1.0 x 238 x 75	8
D	Liner-spacer	1.0 x 220 x 75	1
E	Liner-spacer (notched)	1.0 x 245 x 238	4
F	Liner-spacer (notched)	0.5 x 245 x 238	3
G	Liner-spacer	0.5 x 245 x 235	2
H	Liner-spacer	1.0 x 235 x 210	2
I	Liner-spacer	0.5 x 235 x 210	2

CAUTION: MAKE SURE LINER-SPACERS DO NOT OBSTRUCT THE BOX VENT PORTS.

NOTE: To facilitate liner-spacer kit (240) placement, place cell assemblies (140) at both end of each row.

NOTE: Liner-spacer kit (240) is used to make sure the cell assemblies (140) are tightly held in place. Adjust liner-spacer count as required.

- Install the different liner-spacers from the liner spacer kit (240) in position per figure [7002 - Liner-spacer kit](#).

4-4. Installation of the cell assemblies

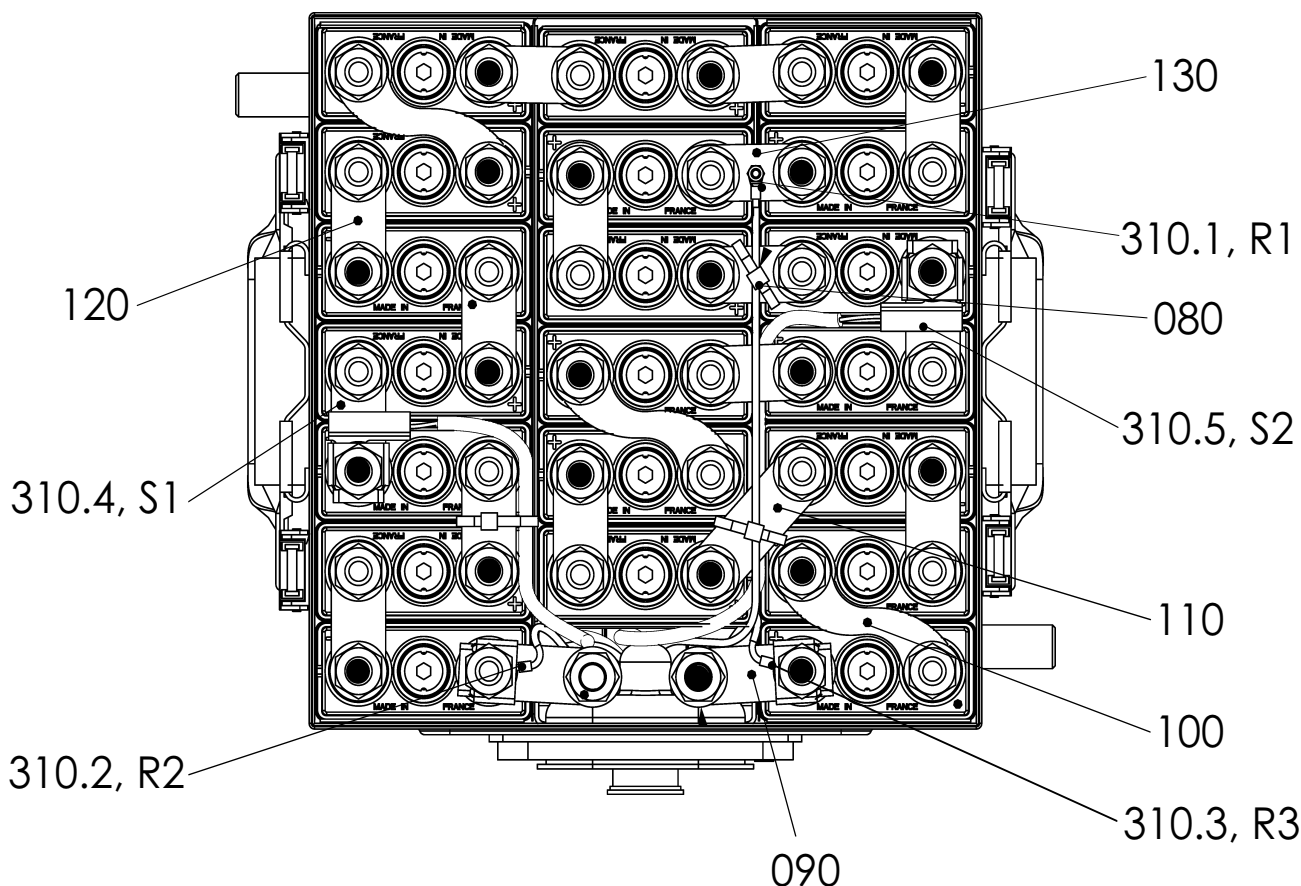


Figure 7003 - Battery layout

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CAUTION: MAKE SURE CELL POLARITY IS CORRECT, DOUBLE CHECK CELL ORIENTATION PER FIGURE [7003 - Battery layout](#)

NOTE: To facilitate cell installation and make sure cell orientation is respected, first layout the cells outside the box per figure [7003 - Battery layout](#).

- Install the remaining cell assemblies ([140](#)) starting from the end of each row following the polarity orientation per figure [7003 - Battery layout](#).
- Insert the last cell into position by carefully pushing onto both cell terminals at once using a block of soft wood (if the cell insertion is too difficult, remove one or two liner-spacers).
- Verify, once again, the polarity of each cell per figure [7003 - Battery layout](#).

NOTE: Make sure that the cell terminals lower nuts ([170](#)) are torqued according to [Fits and clearances](#) chapter.

- Lightly lubricate the terminals [M02](#) (use a non-metallic paintbrush).
- Lightly lubricate the nuts ([060](#) and [150](#)), the washers ([070](#) and [160](#)), stirrups ([370](#)), and the links ([090](#) to [130](#)) with [M02](#) (use a non-metallic paintbrush).
- Install the links ([090](#) to [130](#)) on the cell assemblies ([140](#)) per figure [7003 - Battery layout](#).
- Install the sensors from the sensor connector assembly ([310](#)) and links ([130](#)) per figure [7003 - Battery layout](#).
- Install the stirrups ([370](#)) per figure [7003 - Battery layout](#) and [7001 - Sensor connector complete](#).
- install the washers ([070](#) and [160](#)) and the nuts ([060](#) and [150](#)). Torque the nuts ([060](#) and [150](#)) according to [Fits and clearances](#) chapter.
- Lightly lubricate the nuts ([060](#) and [150](#)), the washers ([070](#) and [150](#)), and the stirrups ([370](#)), with [M02](#) (use a non-metallic paintbrush).
- Install the cable ties ([080](#)) making sure the cables are not pinched. Strictly respect the cable path per figure [7003 - Battery layout](#).
- Install the cover complete ([020](#)) and attach it.

4-5. Recording

- Fill out the log book (or equivalent).

FITS AND CLEARANCES

1. Introduction

The torque values below are “lubricated torque” values.

Use [M02](#) to lightly grease the terminal and nut threads before assembly and torque.

2. Torque table

IPL FIG ITEM N°	NAME	TORQUE VALUE	
		N.m	lbf.in
060 , 150	Upper nut, M10 x 1.25	12.0 to 14.0	106 to 124
170	Lower nut, M10 x 1.25	4.5 to 5.5	40 to 48
220	Vent-valve assembly, M8	0.175 to 0.275 or finger-tight	1.55 to 2.43 or finger-tight
280	Power connector screw, F/ 90 M4-10	2.0 to 2.5	18 to 22
330	Sensor connector nut, MILC38999/24 MC	5.6 to 6.9	50 to 61
360	Nut self locking, M3	0.3 to 0.7	3 to 6
370	Screw, M3-8	0.3 to 0.7	3 to 6



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SPECIAL TOOLS, FIXTURES, EQUIPMENT AND CONSUMABLES

1. Introduction

This chapter is divided into two parts:

- The first part provides the list of special tools, fixtures and equipment needed to do the steps listed in the other chapters
- The second part provides the listing of consumables used in this manual.

All listed items are identified in this manual by a standard code number:

- Txx for tools, fixtures and equipment.
- Mxx for consumable materials.

2. Standard tools

The following items are recommended to do the procedures described in this manual. When necessary, equivalent substitutes may be used.

- Safety gloves
- Protective goggles
- Safety shoes
- Eye wash
- Protective apron
- Constant current charger (DC current range 0-60 A, minimum open DC voltage 40 V)
- Constant current load bank (DC current range 0-60 A, DC voltage range 1-40 V)
- Meg-ohmmeter (0-50 MΩ @ 250 VDC)
- Multimeter (Volt, Ω, mA) 3.5 digits, 2,000 counts 1% or better
- Climatic chamber if the battery has a sensor
- Torque wrench (insulated) 0-15 N.m (0-133 lbf.in)
- Standard mechanic's tools (insulated)
- Stiff bristle brush (non-metallic)
- Small paintbrush (non-metallic)
- Dry, compressed air source [less than 1.4 bar (20 psi)]
- Soft, lint free, clean cloth (at least two required)

3. Special tools

NOTE: Equivalent tools can be used.

A special tool kit (P/N 416161) is available from Saft containing special tools including; T01, T02, T03, and T04. The tools are housed in a polypropylene box and each tool is insulated to make sure of optimum safety for the technician.

TOOL CODE	DESCRIPTION	(F6177) P/N	(09052) P/N
T01	Universal vent-valve wrench	413876	093365-000
T02	Syringe assembly with M8, 20 mm (0.79 in) nozzle	416231 (assembly of 105112 & 016544)	020915-004
T03	1.2 Ω 3 W equalizing resistors	164829	-
T04	Universal cell extraction tool	416159	-
T05	Vent-valve testing adapter for M8 vent-valve	458723	025098-000

Table 9001 - Special tools

4. Consumables

NOTE: Equivalent alternatives can be used for list items.

This paragraph describes the consumables used in the CMM.

MATERIAL CODE	DESIGNATION PART NUMBER AND SPECIFICATION	MANUFACTURER OR SUPPLIER (NAME, ADDRESS, CODE)
M01	Distilled or deionized water (specification at 20 °C (68 °F)): Clear, colorless and odorless while boiling Conductivity < 33 µS/cm 5 < pH < 7 Mn-COD < 30 mg/l (1.7 X 10 ⁻⁵ oz/in ³) (Chemical Oxygen Demand under potassium permanganate methodology): methodology to evaluate organic or mineral pollution) Chlorines Cl ⁻ < 5 mg/l (2.9 X 10 ⁻⁶ oz/in ³) Sulfates SO ₄ ⁻⁻ < 10 mg/l (5.8 X 10 ⁻⁶ oz/in ³) Temperature for analysis and specifications are at 20 °C (68 °F). STORAGE: dry and clean container without any corrosion and damage; Temperature: 20 °C ± 5 °C (68 °F ± 12 °F). Over 1 year of storage, do an analysis of the liquid.	Local vendor or in house production
M02	Neutral petroleum jelly Density @ 60 °C (140 °F) Range = 0.840 - 0.866 kg/l (0.486 - 0.500 oz/in ³) Melting Point Range = 46 °C - 52 °C (115 °F - 126 °F) Acidity/Alkalinity = Neutral to Litmus	Mineral Vaseline NATO: S 743 F: AIR 3565 US: VV-P-236A UK: DEF 2333
M03	Mild soap (pH 6.5 - 7.5)	Local vendor

Table 9002 - Consumable materials

ILLUSTRATED PARTS LIST

1. Introduction

1-1. General

The Illustrated Parts List (IPL) contains a list and illustrations of the assemblies and detailed parts of the unit in disassembly sequence.

To find the illustration for a part if the part number is known, refer to the [Alpha numerical index](#) and look for the part number and the corresponding figure and item number. Refer to the [Detailed part list](#) and look for the first figure and item number found in the [Alpha numerical index](#) for that part. If this figure shows the part in a section or system of the equipment other than the one necessary, refer to the other figure numbers listed in the Numerical Index.

To determine the part number of a given part, refer to the illustration showing the assembly including this part. Note the item number of the illustrated part and refer to the [Detailed part list](#) which indicates its part number and identification.

1-2. Alpha numerical index

In this index, part numbers are classified from left to right, each character (letter, number, hyphen) being considered separately.

The part number column contains all part numbers included in the [Detailed part list](#).

1-3. Detailed parts list

1-3-1. Figure and item number

Each assembly, sub-assembly and parts with a part number that is included in the parts list is given as an item number.

The figure number linked to the item number is shown on the first line at the top of each page.

Numbered parts of assemblies and sub-assemblies included in the list but not illustrated are identified by a hyphen (-) preceding the item number.

An index letter shown before the item number refers to the figure showing the modified portion of the applicable part.

Manufacturer's Part Number: a manufacturer's part number is given to each assembly and detail part, whether illustrated or not.

Nomenclature: the nomenclature is given with an indenture, to show how the parts and the assemblies are related to the overall assembly. These are the details:

1 2 3 4 5 6 7

Assembly

. Detailed parts for assembly

. Sub-assembly

. Attaching parts and/or storage parts for sub-assembly

* * *

. . Detailed parts for sub-assembly

. . Sub-sub-assembly

. . Attaching parts and/or storage parts for sub-sub-assembly

* * *

. . . Detailed parts for sub-sub-assembly

The attaching parts are shown directly after the assembly of the part thereof. They are listed under the same indent number as the item they are attached to, are identified by the words "Attaching Parts" and are followed by three asterisks.

The manufacturer's code or the abbreviation NP (not procurable) are placed at the extreme right-hand side of the first line of the parts list column.

1-3-2. Effectivity code

A numerical index indicates the effectivity of sub-assemblies and detailed parts lists in relation to the next level assembly (ies) or sub-assembly (ies).

When the effectivity is fully applicable, the usage code column remains blank.

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The use code for assemblies and detailed parts refers to the figure/item number of the next higher assembly (ies) or sub-assembly (ies). Example: Effectivity 1A, 1B, 1C is written 1ABC.

1-3-3. Units per assembly

The units per assembly column shows the quantity of units required for one next level assembly.

In some cases, the information is replaced by the abbreviation RF (for reference) or AR.

2. Alpha numerical index

Part Number	Airline Stock Number	Figure Number	Item Number	Quantity Per Battery
MS C38999-24M-C		IPL-1	330	1
MS18034-4			080	3
MS90376-14R			350	1
M25988-3-022			320	1
012374			120	14
015266			110	1
015539			090	2
062007			060, 150, 170	82
080004			225	20
100078			210	40
100094			070, 160, 200	82
100430			290	4
100431			280	4
100593			227	20
100693			190	20
100694			180	20
100713			260	1
102392			250	1
108045			370	1
114300			020	1
117026			440	1
161061			340	1
164790			360	1
166309			430	2
166925			270	1
280068			410	1
411108			450	1
411691			100	3
412421			130	1

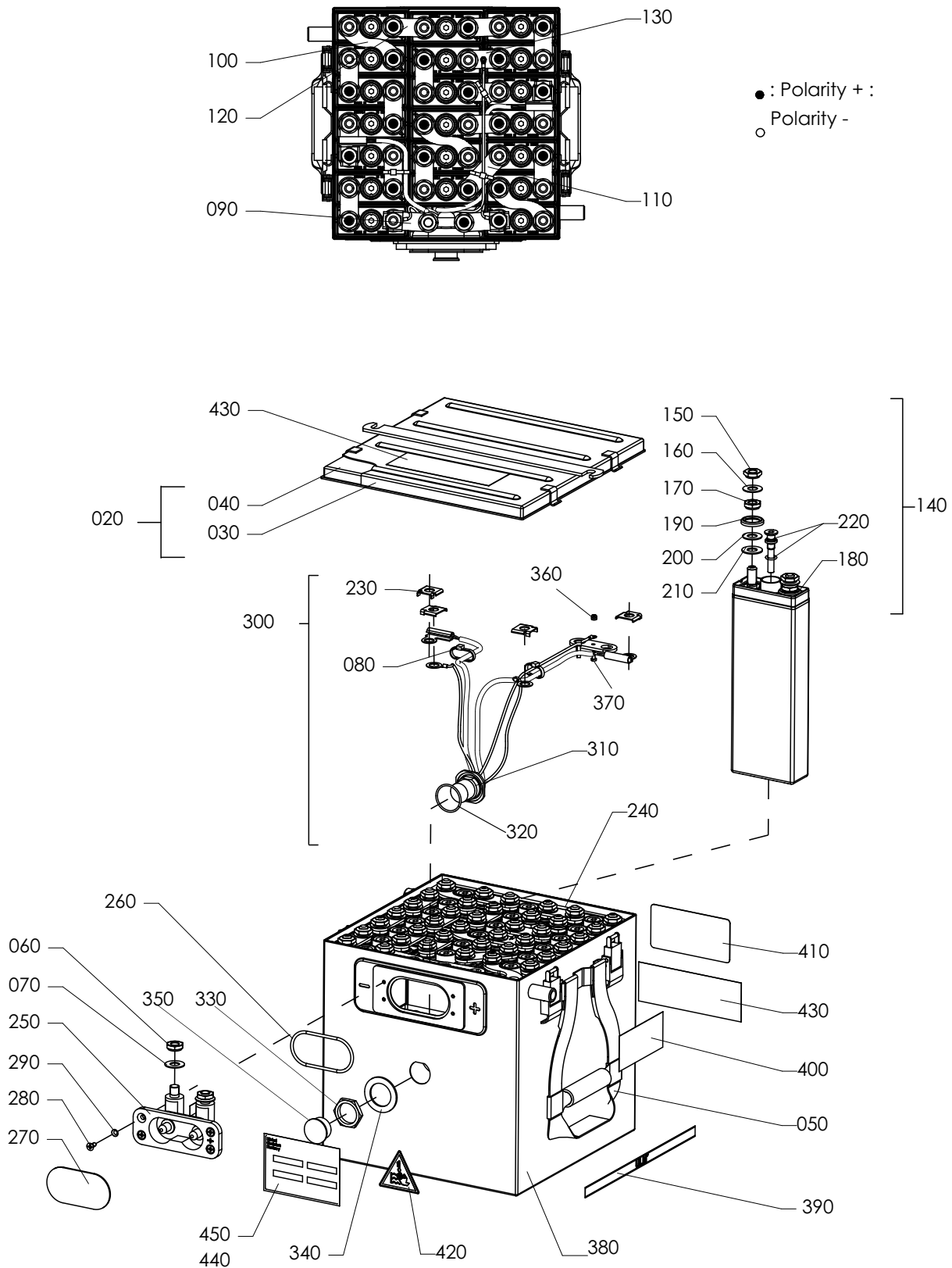
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Part Number	Airline Stock Number	Figure Number	Item Number	Quantity Per Battery
412619			050	2
412662			230	4
413607			390	2
413609			400	2
414470			140	20
415213			220	20
416441			-001	RF
416442			310	1
416443			300	1
416444			380	1
416445			-010	1
416496			240	1
772317			420	1

-: Item not illustrated

RF: For reference purpose

3. Detailed part list



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Figure Number	Item Number	Part Number	Airline Stock Number	Nomenclature	Unit Per Assembly
				1 2 3 4 5 6 7	
IPL-1	-001	416441		BATTERY 447CH3 , WITH CELLS CVH441KH (AUAE P/N 200-0002)	RF
	-010	416445		. BOX AND COVER COMPLETE	1
	020	114300		. . COVER COMPLETE	1
	030	NP		. . . COVER EQUIPPED NP	1
	040	NP		. . . GASKET COVER NP	1
	050	412619		. . HANDLE	2
	060	062007		. NUT, M 10 X 1.25	2
	070	100094		. WASHER SPRING M10	2
	080	MS18034-4		. CABLE TIE (F6177 P/N: 116056)	3
	090	015539		. LINK INTER-CELL, E.37	2
	100	411691		. LINK INTER-CELL, CURVED	3
	110	015266		. LINK INTER-CELL, E.49	1
	120	012374		. LINK INTER-CELL, E.34	14
	130	412421		. LINK INTER-CELL, E.33.5	1
	140	414470		. CELL CVH441KH	20
	150	062007		. . NUT, M 10 X 1.25	2
	160	100094		. . WASHER SPRING, M10	2
	170	062007		. . NUT, M 10 X 1.25	2
	180	100694		. . POLARITY WASHER POSITIVE	1
	190	100693		. . POLARITY WASHER NEGATIVE	1
	200	100094		. . WASHER SPRING, M10	2
	210	100078		. . WASHER, 10 7/22AC	2
	220	415213		. . VENT-VALVE ASSEMBLY	1
	225	080004		. . . VENT-VALVE	1
	227	100593		. . . O-RING	1
	230	412662		. STIRRUP	4
	240	416496		. LINER-SPACER KIT	1
	250	102392		. POWER CONNECTOR COMPLETE	1
	260	100713		. POWER CONNECTOR O-RING	1
	270	166925		. POWER CONNECTOR COVER	1
	280	100431		. POWER CONNECTOR SCREW, F/90 M4-10	4
	290	100430		. POWER CONNECTOR WASHER LOCK, DF4 AC	4
	300	416443		. SENSOR CONNECTOR COMPLETE	1
	310	416442		. . SENSOR CONNECTOR ASSEMBLY	1

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Figure Number	Item Number	Part Number	Airline Stock Number	Nomenclature							Unit Per Assembly
				1	2	3	4	5	6	7	
	320	M25988-3-022		.	.	.	SENSOR	CONNECTOR	O-RING		1
	330	MS C38999/24 M-C		.	.	.	SENSOR	CONNECTOR	NUT		1
	340	161061		.	.		SENSOR	CONNECTOR	WASHER		1
	350	MS90376-14R		.	.		SENSOR	CONNECTOR	COVER		1
	360	164790		.	.		NUT	SELF	LOCKING, M3		1
	370	108045		.	.		SCREW, M3-8				1
	380	416444		.			BOX	EQUIPPED			1
	390	413607		.	.		LABEL	RANGE			2
	400	413609		.	.		LABEL	SAFT			2
	410	280068		.	.		LABEL	RECYCLING			1
	420	772317		.	.		LABEL	HIGH	TEMPERATURE		1
	430	166309		.	.		LABEL	ELECTROLYTE	FILLING		2
	440	117026		.	.		LABEL	PROTECTOR			1
	450	411108		.	.		LABEL	NAME	PLATE		1

-: Item not illustrated

NP: Not Procurable

RF: For reference purpose

STORAGE (INCLUDING TRANSPORTATION)

1. Introduction

1-1. General

This document describes different methods of storage conditions recommended for a battery which has been cleaned and serviced and is not immediately placed in service on-board an aircraft.

Proper storage conditions and packaging makes sure that the equipment is protected against environmental damages.

1-2. Storage room

Keep the batteries and spares in a dry and clean room isolated from detrimental agents such as: dirt, dust, dampness, vibration, and corrosive atmosphere.

Lead-acid batteries must not be stored in the same room as Saft Ni-Cd batteries.

1-3. Climatic conditions

The recommended temperature range is $+20\text{ }^{\circ}\text{C} \pm 15\text{ }^{\circ}\text{C}$ ($+68\text{ }^{\circ}\text{F} \pm 27\text{ }^{\circ}\text{F}$).

Pressure 750 to 1060 hPa (22.15 to 31.3 in.Hg).

Relative humidity < 85%.

2. Storage

2-1. Inactive long-term storage

2-1-1. Procedure

Before placing a battery into inactive long-term storage, the battery must successfully complete [Regular check](#) or [General overhaul](#) and be in a discharged condition (refer to [Residual discharge](#) and [Cell shorting](#)). There is no need of maintenance operation during the storage period. It is not necessary to short circuit the battery. No revalidation is required during the storage.

NOTE: If [Climatic conditions](#) are met and the packaging protects the battery from mechanical damages and environmental contaminants (i.e.: dirt, dust, vibrations, or corrosive atmosphere) and is airtight, then a 10 year storage period is allowed (if not airtight, a 2 year storage period is allowed).

The batteries are stored in a normal vertical position as described in paragraphs [Storage room](#) and [Climatic conditions](#).

2-1-2. Action at the end of long-term storage

For batteries under long-term storage and before installation of the battery into the aircraft for service:

- If storage time is less than or equal to 12 months, then do [Visual inspection](#), [Insulation check](#), [Nut tightness](#), [Charge](#), [Adjust electrolyte level](#), and repeat [Insulation check](#).
- If storage time is over 12 months do [Charge](#) followed by [Regular check](#).

2-2. Inactive standby storage

2-2-1. Scope

The inactive standby storage allows the battery to be stored in a "ready to be installed on the aircraft" condition.

2-2-2. Procedure

CAUTION: IF THE FOLLOWING CONDITIONS ARE NOT MET, THERE IS A RISK OF PLACING A BATTERY ON BOARD AN AIRCRAFT THAT DOES NOT MEET THE EMERGENCY REQUIREMENTS.

NOTE: The temperature is the average temperature during the storage period.

NOTE: If the battery was previously stored at a temperature below the ambient temperature, condensation may occur. Before installing do [Insulation check](#).

Maintain the battery per CMM procedures. Store the battery fully charged (refer to [Charge](#)) in a dedicated room (refer to [Storage room](#) and [Climatic conditions](#)) to be able to be installed in the aircraft without further check any time during an inactive standby storage period. The battery may be kept in inactive standby storage for a period of 90 days maximum corresponding to 80% available capacity (refer to figure [15001 - Standby storage period](#)).

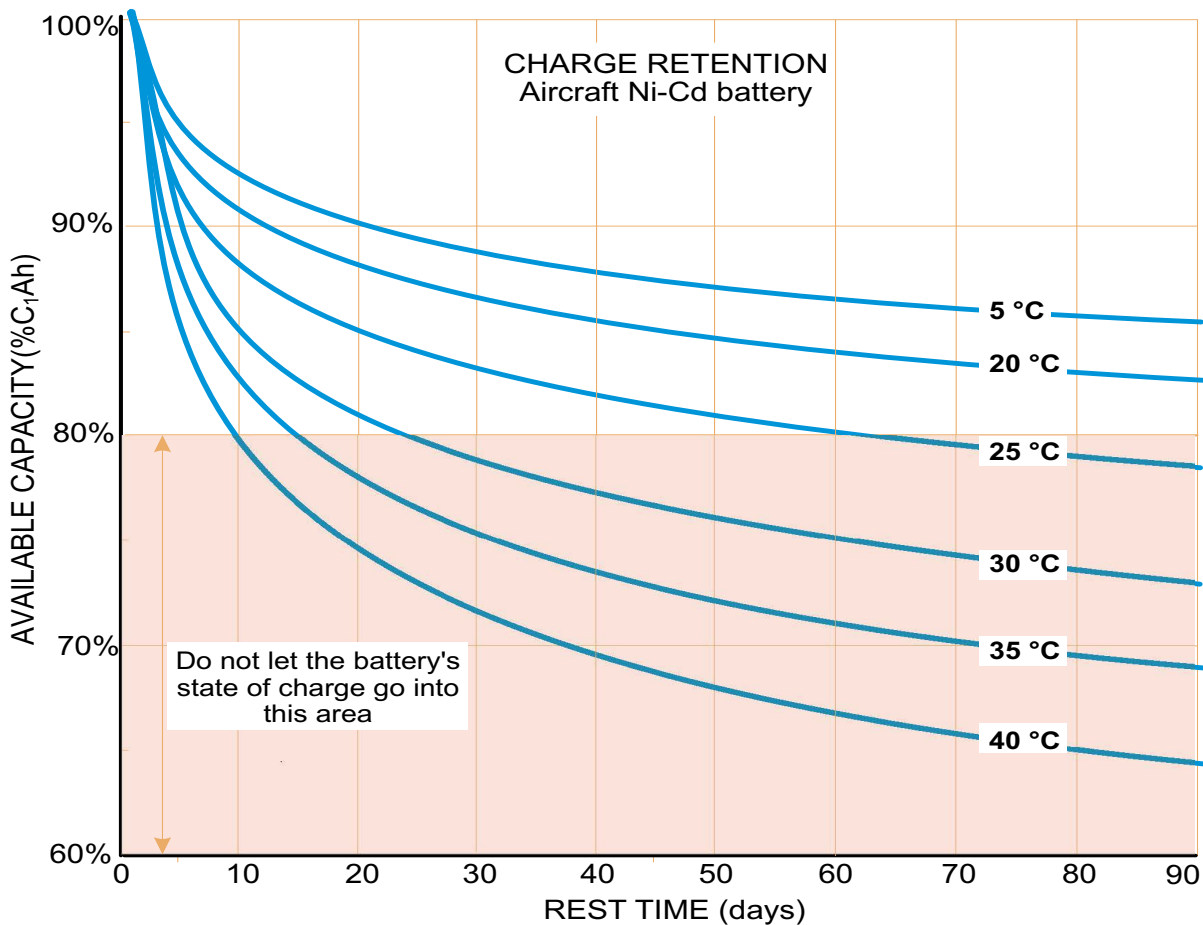


Figure 15001 - Standby storage period

Definitions

- The [inactive standby storage](#) period is a maximum 90 days (3 months) for average room temperature < +23 °C (+73.4 °F)
- Total standby storage duration is 9 standby storage periods or 810 days (27 months).

2-2-2-1. Examples of standby storage period

- 24 days at an average room temperature of +30 °C (+86 °F).
- 60 days at an average room temperature of +25 °C (+77 °F).

2-2-3. Refresh charge

The [inactive standby storage](#) period can be prolonged by applying refresh charge (at the end of the period). The refresh charge is defined as a short charge at 0.1C₁A, 0.5C₁A, or 1C₁A until the voltage reaches the values given in the Table [15002 - Inactive standby storage](#) below.

CHARGE rate	VOLTAGE (end of refresh charge)
0.1 C ₁ A (4.4 A)	1.50 V x 20 cells
0.5 C ₁ A (22 A)	1.55 V x 20 cells
1.0 C ₁ A (44 A)	1.57 V x 20 cells

The battery can receive the refresh charge two (2) times maximum during each standby storage period. The time necessary to reach the required voltage should be very short. Do not overcharge at 0.1C₁A for 4 hours.

2-2-4. Action at the end of standby storage periods (refer to figure [15002 - Inactive standby storage](#))

NOTE: During any standby storage periods the battery is serviceable.

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2-2-4-1. At the end of standby storage period 1, 2, 4, 5, 7, or period 8

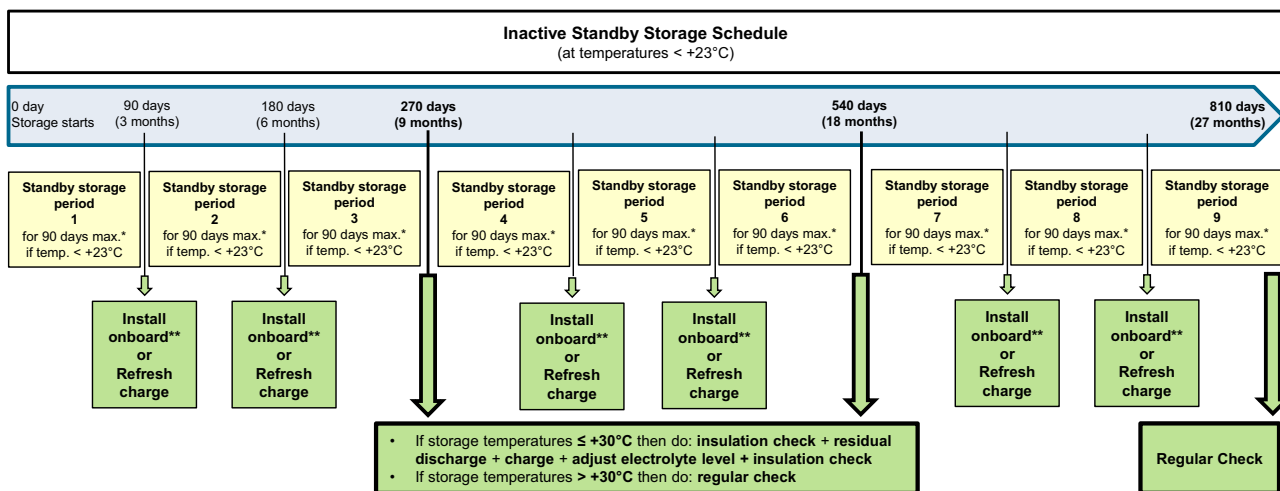
- Do a [Refresh charge](#) and continue 1 more standby storage period.
- Or install the serviceable battery into the aircraft without any further maintenance.
- Or place the battery into [Inactive long-term storage](#) refer to the procedure.

2-2-4-2. At the end of standby storage period 3 and period 6

- Install the serviceable battery into the aircraft without any further maintenance.
- Or continue standby storage:
 - if the temperature is $\leq +30\text{ }^{\circ}\text{C}$ ($+86\text{ }^{\circ}\text{F}$), do [Insulation check](#) + [Residual discharge](#) + [Charge](#) + [Adjust electrolyte level](#) + [Insulation check](#) to continue [Inactive standby storage](#).
 - if the temperature is $> +30\text{ }^{\circ}\text{C}$ ($+86\text{ }^{\circ}\text{F}$) then do a [Regular check](#) to continue [Inactive standby storage](#).
- Or place the battery into [Inactive long-term storage](#).

2-2-4-3. At the end of standby storage period 9

- Install the serviceable battery into the aircraft without any further maintenance.
- Or do a [Regular check](#) and place the battery into [Inactive long-term storage](#).



* If temperatures are $\geq +23\text{ }^{\circ}\text{C}$ standby storage periods will be shorter, refer to Figure 15001
 ** The battery can be installed on board the aircraft at any time during the standby storage period

Figure 15002 - Inactive standby storage

2-2-4-4. Example (figure 15002 - Inactive standby storage)

NOTE: Standby storage period is shorter if the temperature is higher; refer to figure 15001 - Standby storage period to adjust the standby storage period duration based on average storage room temperature.

- The initial standby storage period @ $+20\text{ }^{\circ}\text{C}$ ($+77\text{ }^{\circ}\text{F}$) of a fully charged battery is 90 days (3 months) maximum without any other required operations the capacity will remain over 80% state of charge.
- After 90 days (3 months) of storage @ $+20\text{ }^{\circ}\text{C}$ ($+77\text{ }^{\circ}\text{F}$), 1st [Refresh charge](#). An additional 90 days (3 months) of storage can then be added for a total duration of 180 days (6 months).
- After 180 days (6 months) of storage @ $+20\text{ }^{\circ}\text{C}$ ($+77\text{ }^{\circ}\text{F}$), 2nd [Refresh charge](#). An additional 90 days (3 months) of storage can then be added for a total duration of 270 days (9 months).
- At the end of standby storage period of 90 days (3 months) or 180 days (6 months) either:
 - Do a [Refresh charge](#) to continue 1 more standby storage period.
 - Or install the serviceable battery into the aircraft without any further maintenance.
 - Or place the battery into [Inactive long-term storage](#).
- At the end of standby storage period of 270 days (9 months) or 540 days (18 months) either:
 - Install the serviceable battery into the aircraft without any further maintenance.
 - Or continue standby storage:
 - If the temperature is $\leq +30\text{ }^{\circ}\text{C}$ ($+86\text{ }^{\circ}\text{F}$) do [Insulation check](#) + [Residual discharge](#) + [Charge](#) + [Adjust electrolyte level](#) + [Insulation check](#) to continue [Inactive standby storage](#).
 - If the temperature is $> +30\text{ }^{\circ}\text{C}$ ($+86\text{ }^{\circ}\text{F}$) then do a [Regular check](#) to continue standby storage.
 - Or place the battery into [Inactive long-term storage](#).
- At the end of standby storage period 810 days (27 months):
 - Install the serviceable battery into the aircraft without any further maintenance.
 - Or do a [Regular check](#) and place the battery into [Inactive long-term storage](#).

3. Storage of spare parts

3-1. Spare cell assemblies

Spare cells must be stored in a vertical upright position, filled, and discharged condition (electrolyte levels are not visible in discharged cells). It is not necessary to short circuit the cells. The vent-valves must be installed. The storage conditions are the same as those given in paragraph [Inactive long-term storage](#). No maintenance operation is needed during storage. Before installation in a battery, cells must be visually inspected for damage or leakage and cleaned and maintained as necessary in accordance with [Visual inspection](#).

3-2. Spare O-rings, gaskets, and vent-valve assemblies

3-2-1. O-rings and gaskets

Six (6) years of storage period starts from the date of manufacture unless otherwise specified on the packaging. The O-rings and gaskets should be protected from exposure to the air, light, and high humidity < 85%. Storage life depends on temperature. It is recommended to store the parts in a cool area < +25 °C (+77 °F). Above +35 °C (+95 °F), storage life is reduced to 5 years. Before use the O-rings or gaskets it must be inspected. In case of visible signs of damage, distortion, or deterioration, the part must be discarded.

3-2-2. Vent-valves with O-rings

Six (6) years of storage period starts from the date of manufacture unless otherwise specified on the packaging. The vent-valves and O-rings should be protected from exposure of air, light and high humidity (< 85%). Storage life depends on temperature. It is recommended to store the parts in a sealed container (non-PVC) in a cool area < +25 °C (+77 °F). Above +35 °C (+95 °F), storage life is reduced to 5 years. Before use the vent-valves and O-rings it must be inspected. In case of visible signs of damage, deformation, or deterioration, the vent-valve and O-ring must be discarded.

3-2-3. Other spare parts

Other spare parts protected from external contamination (i.e. dirt, dust, dampness, vibration, corrosive atmosphere) and high humidity (> 85%), may be stored for unlimited periods. Before use, parts must be inspected. Parts showing any visible signs of damage, distortions, or deteriorations must be discarded.

4. Transportation procedure

The battery is normally discharged before packing. If it is necessary to transport a charged battery, make sure that the output terminals are protected against short circuit.

The battery should be packed vertically in its original container. If the original container is not available, the international and/or local packaging regulations applicable to the mode of transport and destination must be followed.

According to the IATA / IMDG dangerous goods regulations, Saft ships all existing nickel-cadmium batteries or cells for aircraft under the classification UN2795 (wet, filled with alkali).