

Subject: Alternative battery cells for the propulsion battery

Applicability: ASW 28-18 E; type-certificate EASA.A.034; model **AS 34 Me**; all serial numbers

Classification: Major Change

Urgency: optional

Reason: Simplified production
The market for battery cells is regrettably very volatile, which requires the change of battery cells for newly produced propulsion batteries.

Action: Exchange of the battery cell type "cell type 1" used so far by "cell type 2".
Production or repair of batteries according drawing 910.62.9003 "Batterie Zusammenbau – Zelltyp 2" instead of 910.62.9001 "Batterie Zusammenbau – Zelltyp 1".
All propulsion batteries of an aircraft have to have the same type of battery cells! An exchange of single cell blocks during maintenance/repair is possible as long as the equality of all cell types is ensured.
Manual pages have to be exchanged, software versions of the battery management system (BMS) have to be updated and parameters of the power-plant instrument have to be adjusted as follows due to the different limits of the different cell types:
Exchange of the following manual pages:
Flight manual: 2.5; 2.7; 4.14
Maintenance manual: 1.6

Software versions of the BMS (see also drawing 910.62.1003):

Cell type 1	Cell type 2
1.8b	2.2b

Parameters of the power-plant instrument

	cell type 1	cell type 2
max.CellVolt mV	4150	4200
Battery Warn. °C	65	55
Battery Error °C	70	60

Material and Drawings:

See Action

Mass and Balance:


The change in mass and C. of G. position has to be determined by weighing.

Notes:

The exchange of battery cells as well as change of the battery cell type can be performed by the manufacturer itself or by organisations authorized by the manufacturer only and have to be considered as a non-complex maintenance task regarding aviation law. The respective regulations must be applied.

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This Technical Note bases on a change, which was approved by EASA under the major change approval EASA 10080804.