9. Dismount the electric drive of the water ballast valve (the valve itself can be left installed). Therefore, apply items 3) and 4) of chapter 2.5.1 section “Removal and re-installation of the water ballast bags”.
10. Unscrew the fixing screws of the inner cover of the battery mount in the wing.
11. Then the battery can be pulled out from the mount using the lashing eye at its front. Never use the electric cables for pulling out the battery! Lifting the outer end of the wing supports slipping out of the battery. The battery must be supported over the entire length when pulled out of the wing, else the battery might damage irreparably.

Dismounting power-plant – components in the fuselage

WARNING
The dismounting and mounting of the power-plant components in the fuselage requires work on the high-voltage circuit and hence have to be performed by appropriate qualified staff only. The aviation law as amended concerning maintenance tasks of electric propulsions as well as work on high-voltage systems must be applied.

1. Extend the propeller half way up (possibly use the service menu of the power-plant instrument), then shut off the power-plant main switch.
2. Disconnect the engine bay door rubber bungies and remove both engine bay doors.
3. Possibly disassemble the propeller, refer to section 2.3.2.
4. Disassemble the power electronics according Operating and Maintenance Instructions for the motor EA910/1, chapter 9.1.
5. Untie and disconnect the 5-pole connector (limit switches and electric spindle drive), located underneath the tube between the rear lift pins at the wire harness.
6. Dismount the motor mount support [5] (3 hex socket screws).
7. Secure the motor mount unit [6] with the help of another person or by means of a jig.
8. Unscrew the two hex bolts [7] at the motor mount unit’s rear end, which connect the lower frame with the tube fitting.

Battery types

Batteries that may leak or emit toxic gases (e.g. conventional lead/acid batteries), are not permissible. In detail the following batteries can be used:

1. Avionic
   a) Battery 1 below footrest
      - LiFePO4-system: “Avionic battery type 1L” (P/N 99.000.1052)
      - Lead-gel-system: “Avionic battery type 1P” (P/N 99.000.1051)

   b) Battery 2 in in vertical fin
      - LiFePO4-system: “Avionic battery vertical fin Type 1L” (AS-P/N 99.000.1061)
      - Lead-gel-system: “Avionic battery vertical fin Type 1P” (AS-P/N 99.000.1062)
      - NiMH-system: “Avionic battery vertical fin Type 1P” (AS-P/N 99.000.1063)

   WARNING:
   The mass of batteries in the vertical fin and under the front seat has a significant influence on the C of G position. This must be taken into account if battery types with different masses are to be used.

2. Power-plant batteries in the fuselage
   a) Battery M1 below footrest
      - “Powerplant battery type 1L” (AS-P/N 99.000.1059)

9.2 Placards regarding the power-plant

The consecutive numbers given with the labels refer to their location in the aircraft and match the numbers shown in the specific views in this section (Fig. 9.2-1 and Fig. 9.2-2).

50		These placards are affixed to the engine control panel next to the power lever.
51	**Power-Plant** Main Switch	This placard is affixed directly at the Power-plant main switch.
52	**Starter**	This placard is affixed directly at the starter button.
53	HV-Battery-Management 2A Insulation Monitoring 2A Power-Plant Instrument 2A	Affixed in this order at the height of the respective fuse.

10.3 Removal and re-assembly of landing gear

Removing the wheel only

1) First proceed as described in Section 2.4.4 “Exchange of Brake Pads”: dismount the wheel brake cylinder. Do not disconnect the brake hose!
2) Loose screw through the wheel axle and remove it.
3) Remove aluminium distance disc between axle and wheel fork (at the side without brake disc).
4) Slide wheel lateral so that the torque plate get loosen from the thrust bearing at the wheel fork. Subsequent take the wheel downward from the wheel fork.

Removing the landing gear

1) Undo the springs from the landing gear doors.
2) Remove the wheel. In this case, first unscrew the brake hose from the wheel brake cylinder and tape the openings so that no brake fluid may run out. Further steps like shown above “Removing the wheel only”.
3) Take off the two tension springs from the horizontal struts.
4) Unscrew the shock absorber legs and the horizontal struts from the wheel fork.
5) Remove cover in the upper baggage compartment (right)
6) Undo the bolts, which connect the A-strut on the right side with the actuating lever and on the left side with the bearing. Pull the actuating lever and the bearing sideways out of the A-strut.

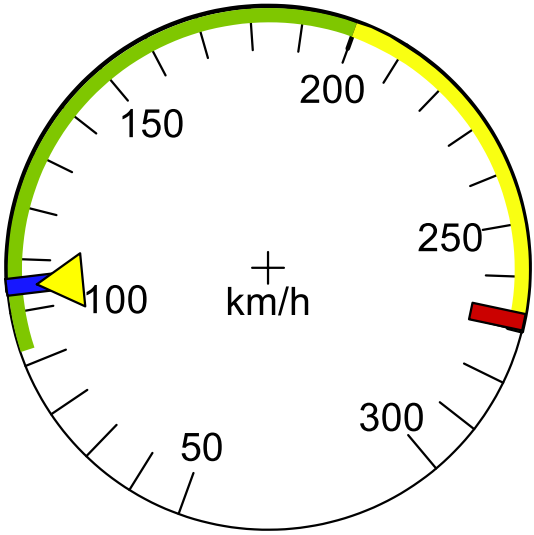
Installing the landing gear back in place is done in the reverse order. When installing the shock absorber legs be sure that the flat side of the rubber buffer discs shows upwards!

Check the brake system for leaks, action and effective brake operation!

12.4 Air speed indicator markings

If the markings are on the cover glass of the instrument, there must be means to maintain the correct alignment of the glass cover with the face of the dial (JAR 22.1543 a).

Each arc and line must be wide enough, located to be clearly visible to the pilot, and must not mask any portion of the dial (JAR 22.1543 b).



	km/h	kts	mph
Red radial line	270	146	168
Yellow arc	200 – 270	108-146	124-168
Green arc	92 – 200	50-108	57-124
Yellow triangle	105	57	65
Blue radial line	105	57	65

13.4 Maintenance instructions

The following Maintenance Instructions are established from time to time as required, in accordance with experience accumulated in operating the AS 34 Me. The Maintenance Manual is to be supplemented in case of new issues of Maintenance Instructions. The applicable maintenance instructions are summarized in the “List of applicable publication” for the AS 34 Me including the actual revision.