

## BATTERY MAINTENANCE INTERVAL

### 1. Planning information

#### **A. Effectivity**

All Saft batteries 2520 (A300/310 family), 2758 (A318 / 319 / 320 / 321 family), 4059 (A330 / 340 family), 405CH (A330 / A340 family), 505CH (A340 LR), 505CH2 (A380 & A350).

#### **B. Reason**

This SIL presents the maintenance intervals for batteries used on Airbus aircraft.

#### **C. Description**

The following standard intervals apply to scheduled maintenance. Of the following batteries used on Airbus aircraft

#### **D. Compliance**

N/A

#### **E. Approval**

The technical content of this SIL has been written by Saft Engineering.

#### **F. Man Power**

Not changed.

#### **G. Weight and Balance**

Not changed

#### **H. Electrical Load Data**

Not changed.

#### **I. Software Accomplishment Summary**

N/A

#### **J. References**

N/A

#### **K. Publication Affected**

N/A

### 2. Material information

#### **A. Materials-price and availability**

N/A.

#### **B. Industry support**

N/A

#### **C. Material necessary for each aircraft**

N/A

#### **D. Spares**

N/A

#### **E. Reidentified part**

N/A

#### **F. Tooling - Price and availability**

N/A

### 3. Accomplishment instructions

Battery	CMM	Aircraft	Periodical check	Regular check	General overhaul
2520	24-31-11	A300/310	1000 oph	2000 oph / 6 months whichever is earliest	12 months
2758	24-38-51	A318 / 319 / 320 / 321	1000 oph	2000 oph / 6 months whichever is earliest	12 months
4059	24-38-52	A330 / 340	1000 oph	2000 oph / 6 months whichever is earliest	12 months
405CH	24-38-53	A330 / A340	According to consumption (see CMM)	3000 oph	12 months
505CH	24-38-54	A340 LR	According to consumption (see CMM)	3000 oph	12 months
505CH2	24-38-55	A380	According to consumption (see CMM)	3000 oph	12 months
		A350	According to consumption (see CMM)	2400 oph	12 months

**NOTE:OPERATING HOURS** means the sum of the flight and ground operation time when the battery is connected to the aircraft network. The ratio of operating hours to flying hours depends on the operator. It is generally in the range of 1.2 for long range operation to 2 for short haul operation

**NOTE:CALENDAR TIME** means the time the battery has been installed and operating onboard the aircraft and does not include storage periods. The T0 (starting of the period) is the date of the last check (periodical or regular) performed before aircraft delivery.

**NOTE:Specific procedures** for extending maintenance intervals are described in separate SILs.

**NOTE:A 505CH2 battery** can be installed onboard both A350 and A380 aircraft models during its life. Because of the difference in the maintenance intervals, the transfer from one aircraft model to another shall only occur just after either a Regular check or a General overhaul

## 4. Battery maintenance interval extension for battery P/N 4059

### A. Reason

This SIL presents the conditions, which have to be respected to allow the increase of the interval between maintenance from 1000 operating hours to 1500 operating hours.

**NOTE: according to aircraft operation, the ratio between operating hours (aircraft Power ON) and flying hours is generally in the 1.2 to 2 range.**

### B. EFFECTIVITY

All Saft batteries 4059.

**NOTE: Approval by the Airworthiness Authorities for the introduction of main batteries on an aircraft is subject to extensive system integration testing to ensure required battery autonomy, correct monitoring and detection of the battery thermal run-away parameters and correct interfacing with the aircraft electrical system. Saft batteries P/N 2758 successfully fulfil these requirements on Airbus A320 family aircraft (refer to the Airbus Illustrated Parts Catalogue - IPC).**

**Use of batteries other than P/N 2758 manufactured by Saft or batteries fitted with cell(s) different to the cells specified and manufactured by Saft are therefore not applicable to this SIL.**

**It has been brought to Saft's attention that other battery manufacturers may use almost identical Saft P/N's on their own products leading to mixing cells by mistake. Saft therefore recommends operators to remain vigilant regarding possible confusion or leading to mixing of cells.**

**Saft shall not be held liable in case of failure or incident due to original Saft cells mixed with other cells.**

### C. Description

In CMM 24-38-52 page 501 § 1 Maintenance checks, the following maintenance operations are indicated :

- Periodical check : every 1000 operating hours
  - Regular check (includes a periodical check) : every 2000 operating hours
- These above two maintenance operations can be replaced by :

- Regular check every 1500 operating hours
- IF

1) during previous removals every 1000 op. hours the consumption of every cells was below  $30 \text{ cm}^3$  (that means that less than  $30 \text{ cm}^3$  of distilled water was added to every cell)

AND

2) TR output voltage set up at lowest value (as per AI SB A330-24-3016 & AI SB A340-24-4023 issued in sep 1996 (Mod 44992).

AND

3) BCL standard 6 installed (as per AI SB A330-24-3021 and A340-24-4028 (Mod 45746) issued jan 27th, 1998

AFTER EMBODIMENT, CHECK IF

Consumption of distilled water for every cell stays below  $45 \text{ cm}^3$  (this means less than  $45 \text{ cm}^3$  added in each cell) when the battery is removed after 1500 op.hours,

THEN keep on using this interval.

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And IF this condition is NOT respected  
THEN

Go back to the original conditions alternating every 1000 op. hours periodical and regular check according to the CMM

ORIGINAL INTERVALS	NEW INTERVAL (If conditions fulfilled)
Periodical check Every 1000 op. hours	Regular check every 1500 op. hours
Regular check (includes a periodical check) Every 2000 op. hours	

### **5. Battery maintenance interval extension for battery P/N 2758**

#### **A. Reason**

This SIL presents the conditions, which have to be respected to allow the increase of the interval between maintenance from 1000 operating hours to 1500 operating hours.

**NOTE: according to aircraft operation, the ratio between operating hours (aircraft Power ON) and flying hours is generally in the 1.2 to 2 range.**

#### **B. EFFECTIVITY**

All Saft batteries 2758.

**NOTE: Approval by the Airworthiness Authorities for the introduction of main batteries on an aircraft is subject to extensive system integration testing to ensure required battery autonomy, correct monitoring and detection of the battery thermal runaway parameters and correct interfacing with the aircraft electrical system. Saft batteries P/N 2758 successfully fulfil these requirements on Airbus A320 family aircraft (refer to the Airbus Illustrated Parts Catalogue - IPC).**

**Use of batteries other than P/N 2758 manufactured by Saft or batteries fitted with cell(s) different to the cells specified and manufactured by Saft are therefore not applicable to this SIL.**

**It has been brought to Saft's attention that other battery manufacturers may use almost identical Saft P/N's on their own products leading to mixing cells by mistake. Saft therefore recommends operators to remain vigilant regarding possible confusion or leading to mixing of cells.**

**Saft shall not be held liable in case of failure or incident due to original Saft cells mixed with other cells.**

#### **C. Description**

In CMM 24-38-51 page 501 para 1 Maintenance checks, the following maintenance operations are indicated :

- Periodical check : every 1000 operating hours
- Regular check (includes a periodical check) : every 2000 operating hours

These above two maintenance operations can be replaced by :

- Regular check every 1500 operating hours

IF

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during previous removals every 1000 op. hours the consumption of every cell was below 30 cm<sup>3</sup> (that means that less than 30 cm<sup>3</sup> of distilled water was added to every cell).

AFTER EMBODIMENT, CHECK IF

Consumption of distilled water for every cell stays below 45 cm<sup>3</sup> (this means less than 45 cm<sup>3</sup> added per cell) when the battery is removed after 1500 op.hours,

THEN keep on using this interval.

And IF this condition is NOT respected

THEN

Go back to the original conditions alternating every 1000 op. hours periodical and regular check according to the CMM

ORIGINAL INTERVALS	NEW INTERVAL (If conditions fulfilled)
Periodical check Every 1000 op. hours	Regular check every 1500 op. hours
Regular check (includes a periodical check) Every 2000 op. hours	

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