

Notification

Battery Charger Fuse

OPTIONAL

Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **WARNING:** Identifies an instruction, which if not followed, may cause serious injury or even death.
- **CAUTION:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- ◆ **NOTE:** Information useful for better handling.

1. General

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<u>Date of effect:</u>	October 11 th 2013
<u>Compliance:</u>	optional
<u>Release Number:</u>	NOT-011-Charger-Fuse
<u>Superseded notice:</u>	none
<u>Models affected:</u>	G3/600, GX
<u>Affected S/N:</u>	all aircraft equipped with a 20 A charger fuse
<u>Reason:</u>	lifetime of the 20 A battery charger fuse may be unsatisfactory

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2. Preamble

In the past, LSA have been equipped with standard instrumentation, having comparatively low electric power consumption. Nowadays these aircraft are often equipped with a full set of avionics drawing significant amount of energy. On the ground with the engine idling, the generator is not able to provide the electric energy to run the systems; the power is supported by the battery. Once airborne with the engine running at a high power setting and therefore high RPM the engine provides sufficient energy to both supply the electric system and charge the battery.

While this is not a new technical knowledge, it did not lead into problems in the past as the aircraft have been equipped with Pb based batteries. This type of battery is able to provide high discharge current, but takes only quite low charging currents. Nowadays, as LiFePO4 batteries are used the charging current can peak out significant higher, causing the 20A charging fuse to blow.

The generator, voltage regulator and aircraft wiring allow the installation of a 25A charging fuse.

3. Installation Instruction

The charging fuse is installed in rubber housing at the lower left strut of the engine mount; it can be reached once the cowling is removed. After removing the 20A fuse it may be replaced by a 25A fuse. A standard flat plug-in type (ATO type) is used for this application.

4. Documentation and Placards

Once the 25A fuse is installed, update POH section 2 – limitations (defining placarding) and update the placard itself attached adjacent to the fuse and in the cockpit.

**REMOS wishes you safe and fun flights!
Always check your aircraft before you fly!**