

## Thanakom Panyothin

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**From:** Mcconnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Tuesday, June 26, 2018 3:38 PM  
**To:** Grant Robinson  
**Cc:** Thanakom Panyothin; Daryl Dixon  
**Subject:** S-76D battery overheat  
**Attachments:** CSL\_C0092757.pdf

Grant

Attached is a CSE customer letter responding to my FTRs documenting instances of main battery overheat in TAS S-76D aircraft.

Please note that one recommendation is to locally establish a battery life. Batteries removed at the end of the locally deemed life limit should reference Customer Letter C0092757 on any TAP claim.

Please also note that the letter recommends the use of an RG battery optimized BatteryMINDER Model 244CEC1-AA-S5 to condition the battery and control sulfation  
<http://www.concordebattery.com/accessories.php?id=58>

A review of the Battery MINDER data available on the above link indicates that it uses an input voltage of 110VAC, meaning that it will require a stepdown transformer or a dedicated 110VAC line in the hangar.

Concorde also recommend the use of one of the two following chargers, optimized for use on Concorde products.

BC-9000 stand-alone battery charger <http://www.concordebattery.com/accessories.php?id=70>

Or,

The BC-8000 for both charging and capacity testing <http://www.concordebattery.com/accessories.php?id=68>

It is also recommended by this office that hangar procedures be reviewed to ensure that batteries are not charged per AMM Subtask 24-33-03-870-001 unless done on a controlled basis, and that charging is terminated when the amperage value called out in the Task is reached.

### David P. McConnell

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