

Boeing 767 Series Aeroplanes

AD/B767/97 **Battery Ground Termination Inspection** **12/97**

Applicability: All Boeing model 767 aircraft.

- Requirement: 1. Perform a detailed visual inspection to detect damage and to verify proper configuration of the battery ground terminations of the APU at the battery and connected structure:
- a. If no damage is detected, ensure all battery ground terminations are configured properly (i.e., all required washer and other parts installed, and termination bolts are torqued properly) in accordance with Boeing Standard Wiring Practices Manual D6-54446.
 - b. If any damage is detected or any battery ground termination is found to be configured improperly, remove, replace, and repair the battery ground termination, as applicable, in accordance with Boeing Standard Wiring Practices Manual D6-54446 and applicable Boeing drawings.

Note: FAA AD 97-15-09 Amdt 39-10083 refers.

- Compliance: 1. The initial inspection is to be completed by the 9th January 1998.
2. The visual inspection is to be repeated at intervals not to exceed 1,000 flight hours.
3. Requirement 1b is prior to further flight.

Installation of Boeing Alert Service Bulletin 767-24A0111 is considered terminating action for the repetitive inspections.

This airworthiness directive becomes effective on 6 November 1997.

Background: The FAA has received several reports of smoke or fire that originated in areas adjacent to the auxiliary power unit (APU) battery grounds on Boeing Model 767 series airplanes. Investigation revealed that APU battery grounds were not installed/maintained properly on these airplanes. In addition, the existing design of the battery ground (i.e., single lug) is prone to overheating when installed improperly. Such improper installation/maintenance, if not corrected, could result in heat damage to the battery ground of the APU and consequent smoke/fire on the airplane.