## AD/ELECT/71 SAFT America Inc. Nickel Cadmium Batteries 13/98

Applicability: SAFT America Inc. Nickel Cadmium batteries with the following part numbers, manufactured prior to December 1997:

| SAFT America Part Number | McDonnell Douglas Part Number |
|---|---|
| 021929-000 | 43BO34LB02 |
| 021904-000 | 43BO34LB03 |

*Note: These batteries are known to be fitted to, but not limited to, McDonnell Douglas DC-9 and MD-80 series aeroplanes.*

Requirement: Replace all battery terminal screws, verify that the battery contains design specification cells and if the battery contains non-design specification cells, replace those cells. Accomplish these actions in accordance with the instructions section of SAFT Aviation Batteries Service Bulletin Document No A00027, Rev G, dated 14 July 1998.

*Note 1: A plastic label indicating compliance with this Directive may be obtained from SAFT America Inc. At the following address:*

*SAFT America Inc.*
*711 Industrial Boulevard*
*VALDOSTA, GA 31601*

*Note 2: This label shall not cover the original part number of the battery.*

*Note 3: SAFT Aviation Batteries Service Bulletin Document No A00027, Rev G, dated 14 July 1998, provides the option of purchasing this label from SAFT or manufacturing your own label.*

*Note 4: This label must be installed on the battery as depicted in Figures 3 and 4 on page 8 of SAFT Aviation Batteries Service Bulletin Document No A00027, Rev G, dated 14 July 1998.*

*Note 5: If the actions required by this Directive have been previously accomplished in accordance with SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev F, dated 15 January 1998, then the only action required by this Directive would be to install a compliance label on the battery as specified in SAFT Aviation Batteries Service Bulletin Document No. A00027, Rev G, dated 14 July 1998.*

*Note 6: FAA AD 98-20-17 Amdt 39-10784 refers.*

Compliance: At the next scheduled battery maintenance that occurs three calendar months after the effective date of this Directive or within the next 15 calendar months after the effective date of this Directive, whichever occurs first.

This Airworthiness Directive becomes effective on 3 December 1998.

Background: Actions required by this Directive are intended to prevent the battery from shorting out or exploding if the heads of fasteners become sheared off. Loss of battery power could result in loss of emergency power to electrical flight systems and other emergency power systems that would be required in the event of the loss of the aircraft primary power source.