
	<h1>Service Bulletin</h1>		Document Number
			<b>SB-100-004 LSA</b>
			Issue: A.03
<b>Pipistrel LSA s.r.l.</b> Via Aquileia 75 34170 Gorizia, Italy, EU <a href="http://www.pipistrel.eu">www.pipistrel.eu</a> Phone: 0481 522000	<b>Disconnection of all second LiFePO4 batteries</b>		Supersedes Doc. Number
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<b>PIPISTREL</b>	<b>Sinus, Virus, Virus SW and ALPHA trainer</b>	<b>See cover page</b>	
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## Disconnection of all second LiFePO4 batteries

- Category:** MANDATORY
- Subject:** Disconnection of all second LiFePO4 batteries
- Affected Aircraft s.n.:** All Sinus, Virus, Virus SW and ALPHA trainer aircraft that have two LiFePO4 batteries installed
- Time of Compliance:** Immediate.
- Reason:** To prevent any chance of a short circuit occurring and causing potentially dangerous current surges
- Actions:** Disconnect the second LiFePO4 battery and, if desired, remove it
- Documents:** N/A
- Required Material:** N/A
- Mass and Balance:** Must be redetermined only if the second battery is removed from the aircraft
- Required Records:** Compliance with this Service Bulletin must be recorded in the aircraft's documentation and confirmed by submitting the provided and completed Service Bulletin Compliance Sheet (Attachment) to Pipistrel.

### Revision history:


Issue	Alteration	Affected Pages	Date
A.01	Initial Issue	All	04.05.2017
A.02	Third battery configuration added, accomplishment instructions amended	All	12.05.2017
A.03	Battery installation recommendations added	5	27.06.2017

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Verified and approved under the  
authority of DOA-No.: SLO.DOA.002

Head of Airworthiness  
Design Organisation SLO.DOA.002

Prepared:	Verified:	Approved:	Replaces issue:
A. B. Horvat	T. Tomazic	V. Plevnik	A.02

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### Reason:

Concern has been raised about the use of two LiFePO4 batteries on Pipistrel aircraft. Instances of abnormal behavior and testing indicate that short circuits can occur and cause potentially dangerous current surges, if any of the batteries individual cells self-discharge to sufficiently low levels.

### Accomplishment instructions:

To prevent any potentially dangerous battery failures, immediate disconnection of the second LiFePO4 battery is required.

**NOTE: Disable the batteries using the switch/pin found at the bottom of the switch panel before carrying out any of the work outlined below.**

There are three different battery configurations that this Service Bulletin applies to.


#### **Disconnecting the second LiFePO4 battery: one aft battery, one forward battery and tandem switch installed**

In those aircraft that have one battery located in the cabin behind the instrument panel, one in the luggage compartment and a tandem switch installed, the positive and negative cables need to be disconnected from the AFT battery. Once disconnected, they must be fastened to something with tape or plastic ties, to prevent them from shifting and/or moving around during aircraft operation. More importantly, the cable terminals, as well as the battery terminals, must be thoroughly insulated/protected to prevent them from touching components/installations nearby. After the cable is disconnected, the second battery can either be left where it is or removed. Only the later requires redetermining the aircraft's weight and balance.

**NOTE: For this configuration the tandem switch MUST be left ON at all times subsequent to the implementation of this SB. When gliding, aircraft operators must pay special attention to voltage levels to ensure restarting the engine is always possible.**

#### **Disconnecting the second LiFePO4 battery: one aft battery and one forward battery installed WITHOUT tandem switch**

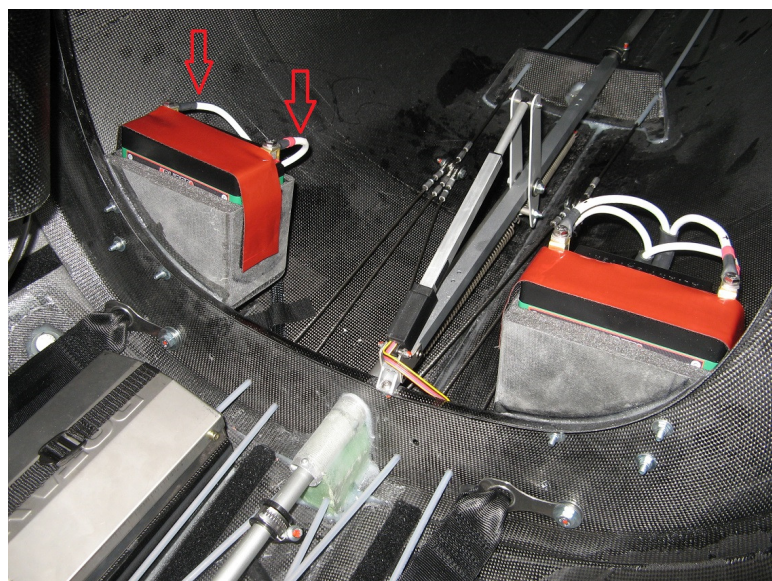
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In those aircraft that have one battery located in the cabin behind the instrument panel, one in the luggage compartment and NO tandem switch installed, the positive and negative cables need to be disconnected from the AFT battery. Once disconnected, they must be fastened to something with tape or plastic ties, to prevent them from shifting and/or moving around during aircraft operation. More importantly, the cable terminals, as well as the battery terminals, must be thoroughly insulated/protected to prevent them from touching components/installations nearby. After the cable is disconnected, the second battery can either be left where it is or removed. Only the later requires redetermining the aircraft's weight and balance.


**Disconnecting the second LiFePO4 battery: dual aft battery configuration**

In those aircraft that have both batteries located in the luggage compartment, the positive and negative cables need to be disconnected from the second battery (see Figure 1). Once disconnected, they must be fastened to something with tape or plastic ties, to prevent them from shifting and/or moving around during aircraft operation. More importantly, the cable terminals, as well as the battery terminals, must be thoroughly insulated/protected to prevent them from touching components/installations nearby. After the cable is disconnected, the second battery can either be left where it is or removed. Only the later requires redetermining the aircraft's weight and balance.



**Figure 1**

Prepared: A. B. Horvat	Verified: T. Tomazic	Approved: V. Plevnik	Replaces issue: A.02
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For battery installation recommendations, as well as information about how to restore dual battery configuration, please refer to SI-100-006 LSA A00.

### Personnell and site requirements:

Personnell: No special requirements, can be accomplished by owner, who is also a licensed pilot

**Other publications:** N/A


**Manhour estimation:** 1 hour.

### Additional Questions?

All questions relating to this SB can be forwarded to Pipistrel Maintenance department via telephone: +386 5 364 38 83 or email: [leon.brecelj@pipistrel.si](mailto:leon.brecelj@pipistrel.si)

**END OF SERVICE BULLETIN.**

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## Service Bulletin Compliance Sheet

**Please complete this page and send it to Pipistrel**

The Service Bulletin mentioned above was incorporated:

Date:

Aircraft S/N:

Registration:

Owner:

Comments (Difficulties encountered, deviations, recommendations, etc.):

Prepared:	Verified:	Approved:	Replaces issue:
A. B. Horvat	T. Tomazic	V. Plevnik	A.02