



## **SERVICE BULLETIN**

### **SB-42-020-2017 LiFe-Battery C42-Series**

Date published: May 2017

#### **Subject:**

- Information gathered from the use of the UL IKARUS C42 series, which have been supplied to the manufacturer from several different sides, allows the conclusion that owners and users have not installed original start batteries, especially LiFe (Lithium iron phosphate) batteries, contrary to the manufacturing specifications.
- In this way, it should be pointed out again that it is strictly forbidden to convert these as start batteries. **This situation can lead to Life-threatening accidents.**

#### **Applicable:**

- All UI-Aircraft from Type IKARUS C 42 Series

#### **Deadline:**

- Immediately

#### **Impact on Airworthiness:**

- UL aircraft that are equipped with non-original starter battery (accumulator), not approved from the Manufacturer, in particular a LiFe-battery, without modified charging and safety technology, will lose their airworthiness.

#### **Classification:**

- "Safety Bulletin"

#### **Weight and Balance:**

- None

#### **Electrical load:**

- If the LiFe rechargeable battery type is approved by the manufacturer, a modification of the charging system, a safety feature OVP (Over-Voltage-Protection) installation in the aircraft is essential.

#### **Handbook Supplement:**

- The flight and operating manual must be supplemented with the page 77, "Instructions for the use of the LiFe start battery".



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#### **Required Actions:**

For the desired replacement / installation of the UL- Aircraft C42 Series with a light weight LiFe-battery (accumulator), the following must be observed:

1. Replacing the lead acid battery (leak-proof lead-gel battery) is only permitted with manufacturer approved LiFe batteries.
2. The use of these batteries is only permitted with the modification of the electrical charging system. In this case an additional electric module OVP (Over-Voltage-Protection) is used to ensure a reliable interruption of the charging current when the charging voltage is too high and also indicates this condition to the pilot.
3. The function of this automatic shut-off system is to be checked by our partners (ISC, IFC, ITB) or a competent person after a proper installation and documented in the technical operating-flight documents.
4. The pilots and flight members using the UL aircraft are to be instructed in the special features when using LiFe battery.

In case of questions or problems with this action consult one of our IFCs, ITBs, or ISCs.