



MOSP - TECHNICAL AIRWORTHINESS REVISION

Issue 2 includes FUSION V-LFP-12-15 battery approval plus advice on the appropriate battery charger.

Issue 3 approves the V-LFP-12-12 (12 volt/12 amp hour) as a direct replacement as the V-LFP-12-10 is no longer available.

MOSP SECTION: MOSP 3 18.9.2

SUBJECT: Approval – FUSION LiFePO4 Battery and Battery Charger.

INSTRUCTIONS: Gel-cell lead acid replacement approval is granted conditionally that:

1. The FUSION brand battery only is used. FUSION replacement battery P/N V-LFP-12-12 or V-LFP-12-15 is approved as a direct replacement for the standard gel cell. Where the battery is not a direct replacement, the guidance of Chapter 9 of Basic Sailplane Engineering must be followed.
2. No inflight charging is allowed - battery charging is only approved with the battery outside the aircraft.
3. Members must familiarise themselves with any safety requirements and procedures and accept any risk.
4. The sailplane owner must approve the use of the LiFePO4 battery type in the aircraft.
5. The battery will be suitably marked for identification purposes with the registration, battery number and the date entering service.
6. The FUSION battery contains an internal 'Battery Management System' (BMS). A Repco 'Linear' battery charger (12V4A or 12V6A) or equivalent 'dumb' charger must be used. **DO NOT USE A SMART CHARGER OR ANY CHARGER WITH PULSE CHARGING WITH THIS BATTERY TYPE.** The user is responsible to refer applicable battery data sheet for correct charger specification / charging rates.

NOTE: The Projecta Automatic 12V 15A 5 stage lithium battery charger part number IC1500L is recommended by a major supplier of FUSION batteries.

7. If dropped or damaged, the battery must be removed from service and marked unserviceable
8. The battery will be fitted with a suitable fuse / circuit breaker and connector.
9. The battery, fuse, wiring and connector shall be Daily Inspected. The inspection will be for evidence of damage to battery and assembly.
10. A safety defect report (SDR) shall be submitted on any occurrence or incident involving the battery, the battery charger in use or battery system.

NOTE: The V-LFP-12-12 and the V-LFP-12-15 are not suitable for engine starting.

Dennis Stacey
CHIEF TECHNICAL OFFICER

**THE GLIDING FEDERATION
OF AUSTRALIA**