

*Revised R. L. office*

EO 40-5-5A

RECEIVED  
SEP 25 1957  
BRISTOL AIRCRAFT  
(WE) LIMITED  
ENGINEERING  
DEPARTMENT

ROYAL CANADIAN AIR FORCE



# LIST OF SPECIAL INFORMATION

## BATTERIES - GENERAL

(This EO replaces EO 40-5-5A dated 21 Nov 56)

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

29 AUG 57



# LIST OF RCAF REVISIONS

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LIST OF SPECIAL INFORMATION

BATTERIES - GENERAL

(This FO replaces EO 40-2-2A dated 21 Nov 50)

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

29 AUG 51



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* 6 Apr 56	/2	Removal and Installation of Aircraft Battery
* 8 Jul 57	/3	Repair of Loose Battery Terminals Exide 6GT-13 Type K1.
*23 Aug 57	/4	AN3150-2 Batteries Installed on CF-100 and F86 Aircraft New 50 CM of Mercury Pressure Vent Plugs

\* Asterisks appearing opposite entries denote changes since last issue.







SPECIAL INFORMATION

# INSTALLATION OF TUBING ON BATTERY HYDROMETER

INFORMATION

1 The present battery hydrometer RCAF Ref. 5J/28 has been found unsatisfactory in the testing of AR12-25 and AR12-36 Willard batteries. These batteries have smaller diameter filler wells which prevent the Edelman 40B type hydrometer from being used. To obviate this condition a 5" piece of tubing can be inserted into the hydrometer tip to facilitate the testing of these batteries.

INSTRUCTION

2 A 5" piece of 1/8" diameter plastic, hard rubber or bakelite tubing or the plastic covering from line communication wire RCAF Ref. 5E/404 may be used for this installation, see Figure 1 for a general view.

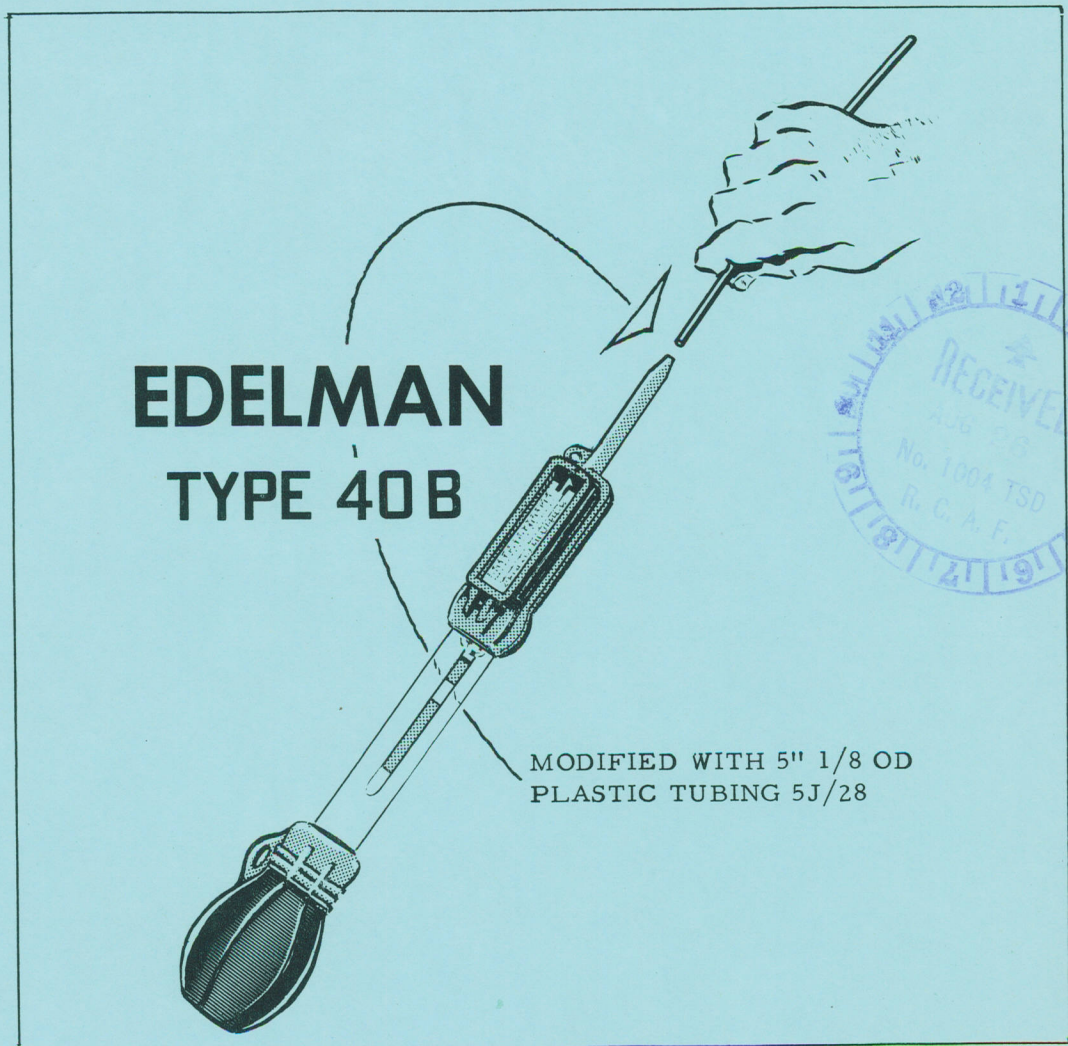


Figure 1

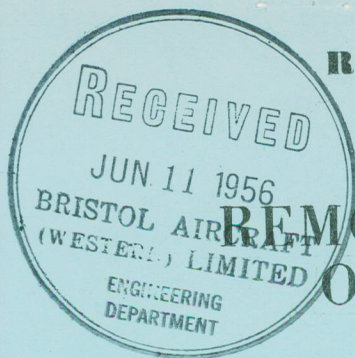
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AMC/SACO/ACA

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SPECIAL INFORMATION

REMOVAL AND INSTALLATION  
OF AIRCRAFT BATTERY

INFORMATION

1 It has been reported that aircraft batteries RCAF Ref. 5J/174 have been found leaking near or around the battery vent. It is believed that failure of the battery in this area may be attributed to using the battery vent as a hand grip when removing or installing the batteries in aircraft.

INSTRUCTION

2 A sling has been proposed as outlined in Figure 1 which will facilitate removal and installation of the battery. The sling may be manufactured locally on an as required basis.

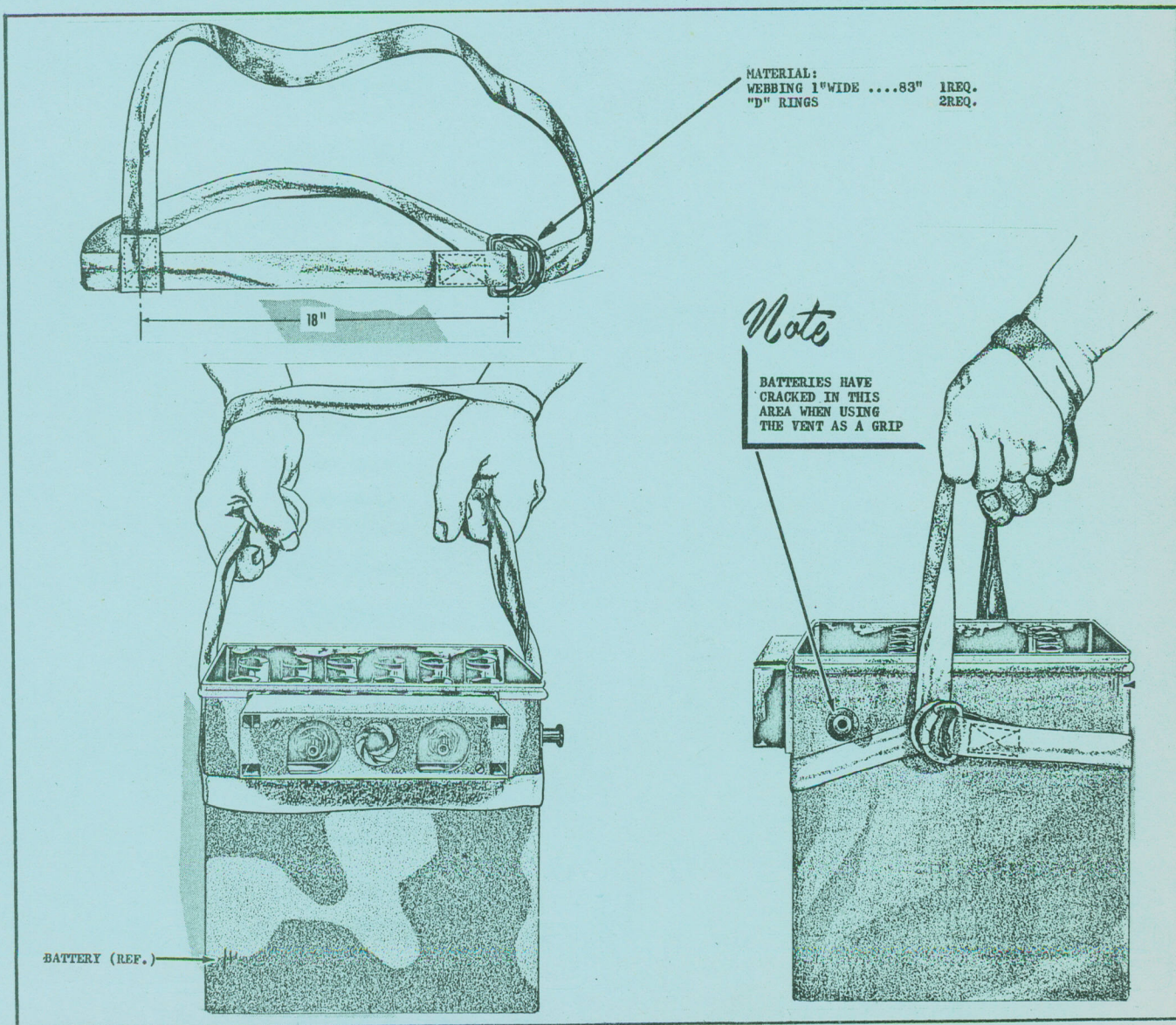


Figure 1

ISSUED ON AUTHORITY OF THE CHIEF OF THE AIR STAFF

Prepared By:  
AMC/SACO/ACA

THIS E.O. IS IS NOT APPLICABLE TO

Battery removal operation  
Carried out in ops. 46-12-6-57  
PROJECT ENGINEER







8 Jul 57

## SPECIAL INFORMATION

REPAIR OF LOOSE BATTERY TERMINALS  
EXIDE 6GT-13 TYPE K1

EQUIPMENT AFFECTED:

Batteries, Lead Acid  
Type - Exide 6GT-13 (K1)  
Sec/Ref - 5J/140

## GENERAL

1 Cases have been reported of above noted batteries becoming unserviceable and scrapped because of loose terminals.

2 Figure 1 shows tools which may be manufactured locally in workshops to tighten the loose terminals on K1 batteries where such conditions exist.

NOTE

Tool is taped to prevent shorts during use.

3 The following material is required:

- (a) 1/4" CRS bar
- (b) 1/8" Allen key
- (c) #33 Scotch electrical tape.



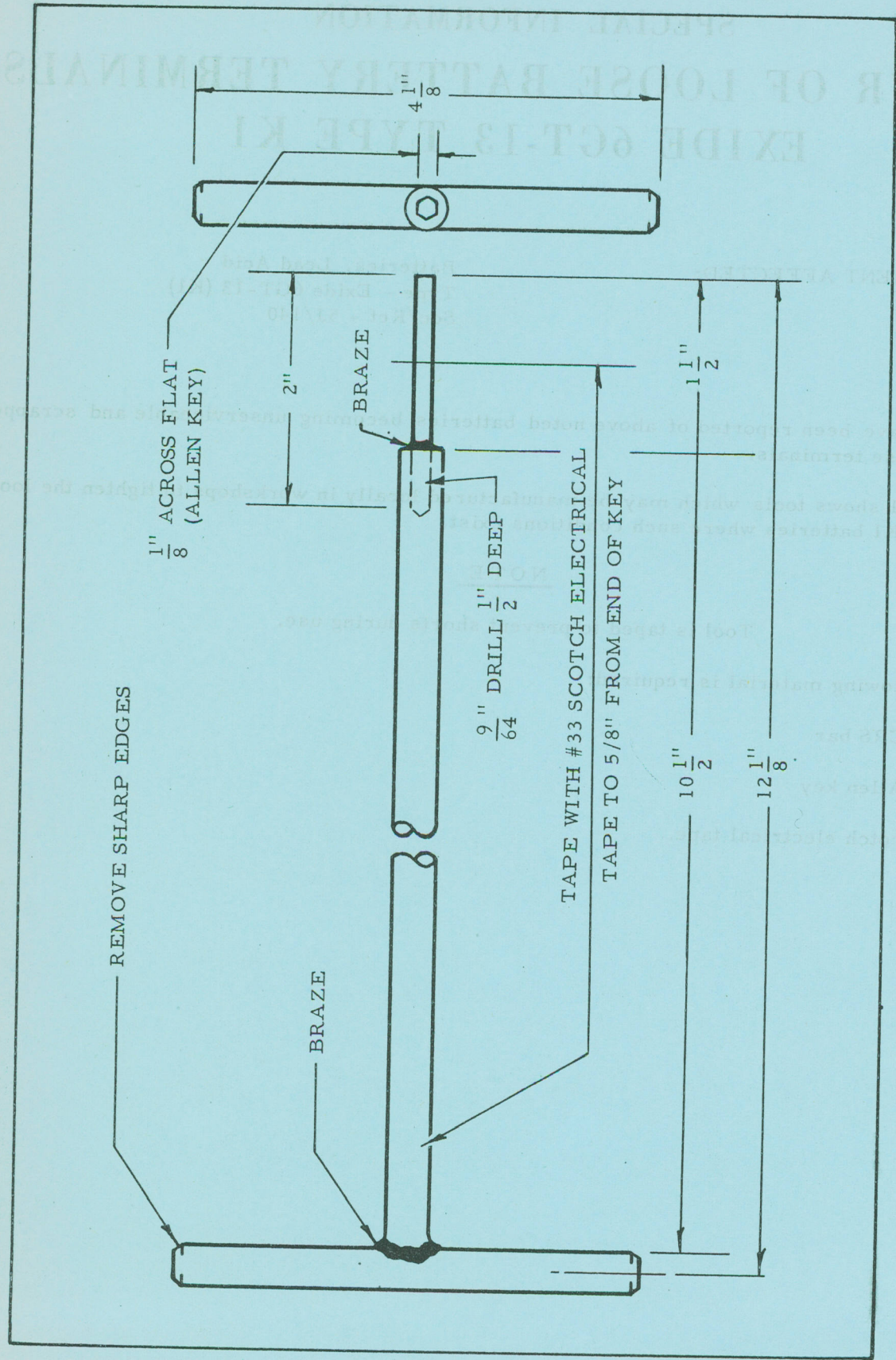


Figure 1



AMEND. EO 40-5-5A/4

FROM CANAIR MAT

LOG 1771 6/DEC /57

INSTRUCTIONS PER MAC LOG 1757 3 DEC AMC LOG 2274 26 NOV AND  
EO 40-5-5A/4 23 AUG TO BE DISREGARDED UNTIL FURTHER ADVISED.  
NEW TYPE L522 BATTERY VENT PLUGS REF 5J10020 ARE NOT TO BE  
USED PENDING INVESTIGATION OF A REPORTED DEFECT. ANY UNITS  
THAT HAVE BEEN INSTALLED ARE TO BE IMMEDIATELY REMOVED  
FROM SERVICE. ALL HOLDINGS ARE TO BE PLACED IN QUARANTINE  
UNTIL FURTHER INSTRUCTIONS ISSUED.



AMEND. FO 40-2-25A/4

FROM CANAIR MAT

LOG 1771 6/DEC 157

INSTRUCTIONS PER MAC LOG 1757 3 DEC AMC LOG 2274 26 NOV AND  
 EO 40-2-25A/4 23 AUG TO BE DISREGARDED UNTIL FURTHER ADVISED.  
 NEW TYPE L522 BATTERY VENT PLUGS REF 2110020 ARE NOT TO BE  
 USED PENDING INVESTIGATION OF A REPORTED DEFECT. ANY UNITS  
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