Aviation

IMPORTANT!
Charging a Wet (Filler Cap Type) Battery in a Tightly Confined Area

Charging a wet (filler cap type) battery in a tightly confined area should always be **avoided** as it can be dangerous, especially if battery is, has or was:

1. Older than 2 years
2. Infrequently used **without** an approved maintenance aviation specific charger being consistently used
3. **Marginal** at last capacity test
4. **Not frequently checked** for proper electrolyte level in each cell
5. **Ever** needed considerable water added, especially in one or more cells vs. other cells needing far less
6. **Different** Specific Gravity (SG) readings-levels (cell to cell) or has **one or more** cells reading **less than 1.220** after being fully charged, left to "**Rest**"[1] for a **minimum of 8 hours** (as we describe repeatedly in all our Instruction Manuals)

If you have any doubt about the condition of your battery, have not read battery maker's requirements, warnings or prohibitions or are in any way concerned your battery may not be in the best shape, regardless of reasons, buy a new battery, preferably a safer, longer lasting, higher-performing, spill-proof sealed AGM type which can be safely charged and maintained within tightly confined areas. Check with aviation battery makers' specifications and your plane's STC certification requirements to ensure conformance.

Note: Each of the major aviation battery makers produces a sealed AGM version of the most popular filler cap (wet cell) flooded types. Consult the web sites of the major aviation battery makers for further details and specifications important to fully comply with all regulatory authorities.

[1]Rest / Resting = Fully charge battery, then remove charger and any loads connected to battery for a time **not less than 8 hours nor more than 12**. Measurements must be with a **digital (only) type voltmeter** and/or a temperature compensated hydrometer unless testing is done at temperatures no higher than 80°F nor lower than 60°F.

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