

Chapter Eight

Table 8-7. List of Actual Rated Amperage

Amps	Item
17.5	Landing gear motor
9.0	Taxi light
9.0	Landing light
8.5	Wing-flap system
6.0	Flashing beacon
3.0	Strobe light
2.5	Autopilot
2.25	Com (transmitting)
2.0	Transponder
1.2	DME
1.2	Dome and courtesy lights
1.0	Avionics cooling fan
1.0	Navacom (receiving)
1.0	ADF
0.7	Map, compass, and instrument lights
0.5	Glideslope
0.1	Marker beacons

7. Never overtighten terminal bolts; you unnecessarily jar the battery post.
8. Never reverse battery leads; positive goes to positive, negative to negative.
9. Assure that the battery is securely held down without excessive tightness. If the straps are too tight, you risk damaging the battery container.

NiCd Battery

Most manufacturers consider it good preventive maintenance to check new batteries every 50 hours for the first few months of operation. After a while, a pattern will emerge and the time between further checks can be adjusted accordingly. Whenever working with an NiCd battery, it is extremely important to remove jewelry and any metal articles from your body. Touching points of opposite polarity can literally weld the article to the battery and cause injury.

Electrolyte is extremely caustic and should never be left on aircraft skin or in the battery case. Always rinse and clean the area thoroughly after spillage. Obviously, it will also burn clothing and skin very quickly. Always wear protective clothing when servicing an NiCd battery. This should include at least rubber gloves, rubber apron, and protective goggles. If electrolyte should ever get into your eyes, quickly flush them with a large amount of water and get medical attention immediately. Skin burns should be