

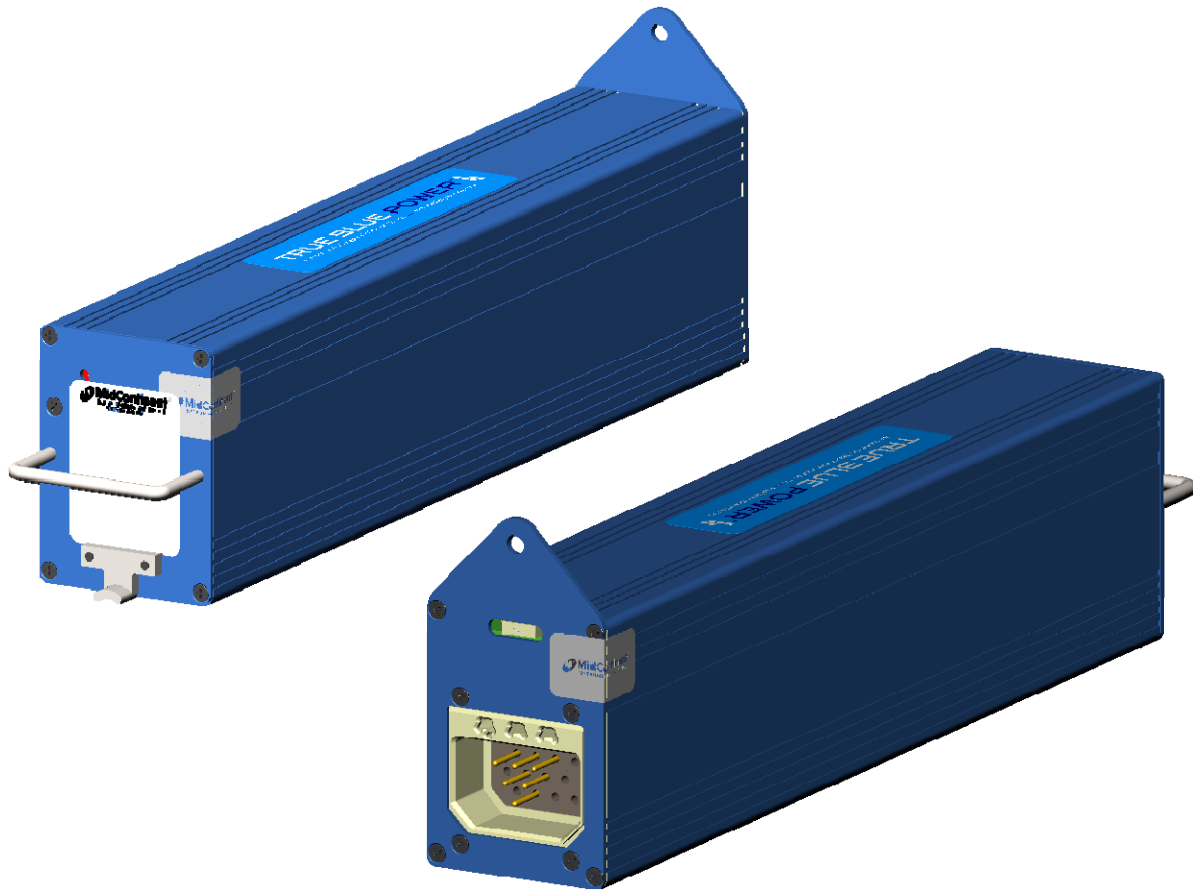
# TRUE BLUE POWER®

A division of Mid-Continent Instrument Co., Inc.



## INSTALLATION MANUAL AND OPERATING INSTRUCTIONS

### TS835-( ) Series Emergency Power Supply



True Blue Power® is a division of Mid-Continent Instrument Co., Inc.

Mid-Continent Instrument Co., Inc.  
dba Mid-Continent Instruments and Avionics  
9400 E. 34<sup>th</sup> Street N.  
Wichita, KS 67226

Manual number 9016798  
Rev H, July 6, 2012

## FOREWORD

This manual provides information intended for use by persons who, in accordance with current regulatory requirements, are qualified to install this equipment. If further information is required, please contact:

True Blue Power  
c/o Mid-Continent Instrument Co., Inc.  
Attn: Customer Service Dept.  
9400 E. 34<sup>th</sup> St. N.  
Wichita, KS 67226 USA  
Phone 316-630-0101  
Fax 316-630-0723  
[www.truebluepowerusa.com](http://www.truebluepowerusa.com)  
[www.mcico.com](http://www.mcico.com)

We welcome your comments concerning this manual. Although every effort has been made to keep it free of errors, some may occur. When reporting a specific problem, please describe it briefly and include the manual part number, the paragraph/figure/table number, and the page number. Send your comments to:

True Blue Power  
c/o Mid-Continent Instrument Co., Inc.  
Attn: Technical Publications  
9400 E. 34<sup>th</sup> St. N.  
Wichita, KS 67226 USA  
Phone 316-630-0101  
Fax 316-630-0723

©Copyright 2012  
Mid-Continent Instrument Co., Inc.

**REVISION HISTORY**

| <b>ECO</b> | <b>Rev.</b> | <b>Date</b> | <b>Detail</b>  |
|------------|-------------|-------------|--|
|            | 1           | 04/30/09    | Preliminary release.   |
|            | 2           | 12/02/09    | Updated information.   |
|            | A           | 03/11/10    | Production release.  |
| 5376       | B           | 04/15/10    | Revised Figure 3.3 Installation Diagram.   |
| 5399       | C           | 05/18/10    | Added MCI P/N 54-2007-1 to diode options in Section 3.3.2. Add Section 4.3.5 and related information regarding MD835-2 version.  |
| 5486       | D           | 10/12/10    | Update unit picture with True Blue Power label.  |
| 5535       | E           | 01/13/11    | Updated to include optional annunciator switch.  |
| 5583       | F           | 04/14/11    | Added 9017201 5V Module as an optional part.   |
| 5630       | G           | 07/27/11    | Added additional installation instructions for 9017201 5V Module.  |
| 5780       | H           | 07/06/12    | Update manual to add references to True Blue Power division of Mid-Continent Instrument Co., Inc. Identify new model number "TS835-( )" while maintaining unit part number references as "MD835-( )". Added information associated with new -5 version and Mod 1 improvements. Updated certification from FAA TSO C179 to C179a. |

## TABLE OF CONTENTS

| <u>Section</u>  | <u>Page</u> |
|---|-------------|
| <b>FOREWORD</b>   | <b>2</b>    |
| <b>REVISION HISTORY</b>                                   | <b>3</b>    |
| <b>TABLE OF CONTENTS</b>                                  | <b>4</b>    |
| <b>SECTION 1 GENERAL DESCRIPTION</b>                      | <b>5</b>    |
| 1.1 PURPOSE   | 5           |
| 1.2 PHYSICAL DESCRIPTION                                  | 5           |
| 1.3 FUNCTIONAL DESCRIPTION                                | 5           |
| 1.4 TECHNICAL SPECIFICATIONS                              | 5           |
| <b>SECTION 2 PRE-INSTALLATION CONSIDERATIONS</b>          | <b>6</b>    |
| 2.1 COOLING   | 6           |
| 2.2 EQUIPMENT LOCATION                                    | 6           |
| 2.3 ROUTING OF CABLES                                     | 6           |
| 2.4 LIMITATIONS   | 6           |
| 2.5 MODIFICATIONS   | 7           |
| <b>SECTION 3 INSTALLATION</b>                             | <b>10</b>   |
| 3.1 GENERAL   | 10          |
| 3.2 PRE-INSTALLATION INSPECTION                           | 10          |
| 3.3 PARTS   | 10          |
| 3.4 INSTALLATION  | 11          |
| <b>SECTION 4 OPERATION</b>                                | <b>19</b>   |
| 4.1 DESCRIPTION   | 19          |
| 4.2 THEORY OF OPERATION                                   | 19          |
| 4.3 INSTALLED OPERATION                                   | 21          |
| 4.4 MAINTENANCE   | 23          |
| 4.5 PERFORMANCE   | 24          |
| <b>SECTION 5 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS</b> | <b>27</b>   |
| 5.1 TEST AND VERIFICATION INTERVALS                       | 27          |
| 5.2 COMPONENT MAINTENANCE MANUAL                          | 27          |
| 5.3 STORAGE INFORMATION                                   | 27          |
| 5.4 DISPOSAL  | 27          |
| <b><u>APPENDIX 1</u></b>                                  | <b>28</b>   |

## SECTION 1 GENERAL DESCRIPTION

### 1.1 PURPOSE

The TS835 series Emergency Power Supply (EPS) is designed to supply DC power to the aircraft emergency bus when the main power bus has been de-energized. This emergency power can be utilized to maintain operation of required equipment in the event of a primary system power loss. During normal aircraft operation, the TS835 EPS will utilize the aircraft's primary power bus to recharge or maintain existing charge at full capacity.

### 1.2 PHYSICAL DESCRIPTION

The TS835 EPS consists of a single chassis with a 13-pin ARINC-style connector for electrical interface. The unit includes a field-replaceable fuse that limits the output current of the EPS and is accessible through a hole in the end plate above the connector. The unit is designed to be mounted in a ¼-ATR aircraft equipment rack. The end plate of the unit also provides an alignment hole that mates with the mounting rack. A handle on the front of the unit allows ease of removal and a convenient carrying method. There is an adjustment on the front of the unit for setting the variable 3.0-5.5VDC output for the -5 version of the product.

### 1.3 FUNCTIONAL DESCRIPTION

During typical operation the TS835 utilizes input power from the primary aircraft power supply to charge and/or maintain the charge on the internal battery cells. In the event of primary aircraft power loss, the TS835 will automatically supply power to the associated external loads without interruption.

### 1.4 TECHNICAL SPECIFICATIONS

| <b>TS835 EPS Physical Characteristics:</b> |   |
|--|---|
| Weight:                                    | 4.8 pounds (2.16 kg)  |
| Dimensions:<br>(see Figure 2.2)            | 12.6 inches long max. (+1 inch for handle)<br>3.1 inches high max. (excluding rear tab)<br>2.3 inches wide max. |
| Mating Connector:                          | ITT Cannon DPXB-13-33S-0001 or equivalent   |
| Mounting:                                  | 1/4 ATR Rack  |

**Table 1.1**

| <b>TS835 EPS Functional Performance:</b> |   |
|--|---|
| Certification:                           | FAA TSO-C179a   |
| Performance Qualification:               | RTCA DO-311 Minimum Operational Performance Standards for Rechargeable Lithium Battery Systems  |
| Environmental Qualification:             | RTCA DO-160F<br>F2S2BB[(RCC1)(UG)(U2FF1)]EXXXXXZ(ZXX)AZ(ZC)[RR]H[A3H33]XXAX<br><br>With MD835 5V Module (P/N 9017201) installed:<br>DO-160E, Section 20 (HG); DO-160F, Section 22 [A4G44] |
| Power Input                              | 20 to 32 VDC, 5.2A max  |
| Power Output                             | 20A max total<br>Primary: 24.5 VDC nominal; Auxiliary: 3.0-5.5VDC adjustable (5A max)   |
| Battery Capacity                         | 4.5 Ah nominal @ 1C rate  |
| Maintenance                              | Perform capacity check every 2 years  |
| Reliability                              | 10 year expected life (80% initial capacity retained)   |

**Table 1.2**

## **SECTION 2    PRE-INSTALLATION CONSIDERATIONS**

### **2.1    COOLING**

No internal or external cooling of the unit is required. The unit is designed to operate over a wide temperature range and is designed with internal thermal monitoring and protection circuits. See Section 4: Operation for more details.

### **2.2    EQUIPMENT LOCATION**

The TS835 EPS is designed for mounting flexibility, allowing for installation inside or outside the pressure vessel with no requirement for temperature or pressure control. Although not required, optimum performance and life can be achieved by mounting the TS835 in a temperature controlled section of the aircraft. In addition to altitude and temperature tolerance, the unit is also designed to withstand high levels of condensing humidity. However, installation locations where the unit could be subject to standing or direct water exposure should be avoided. Tested and certified mounting includes the use of a standard ¼-ATR avionics mounting rack. Access to the rear connector may be needed for installation but the nature of the rack allows for convenient removal and installation of the unit from the front.

### **2.3    ROUTING OF CABLES**

The wires and cable bundle associated with the unit are heavy gauge wire and carry significant power. Be aware of routing cables near other electronics or with other wire bundles that may be susceptible to high energy flow.

Avoid sharp bends in cabling and routing near aircraft control cables. Also avoid proximity and contact with aircraft structures, avionics equipment, or other obstructions that could chafe wires during flight and cause undesirable effects. The interconnect cables should not run adjacent to heaters, engine exhausts, or other heat sources.

### **2.4    LIMITATIONS**

The conditions and tests for TSO approval of this article are minimum performance standards. Those installing this article, on or in a specific type or class of aircraft, must determine that the aircraft installation conditions are within the TSO standards. TSO articles must have separate approval for installation in an aircraft. The article may be installed only according to 14 CFR part 43 or the applicable airworthiness requirements.

See Section 4.5 for Performance Specifications and potential limitations and ratings under various environmental and application installations.

## 2.5 MODIFICATIONS

Each model TS835 (part number MD835-( )) has a nameplate that identifies the manufacturer, part number, description, certifications and technical specifications of the unit. It also includes the "MOD" or modification number representing notable changes in the revision history of the unit (See Table 2.2). The following are descriptions of the current modification releases of the TS835 EPS.

### MOD 0

Modification (MOD) 0 is identified on the nameplate by the lack of marking on the MOD numbers 1 through 9 (i.e. 1-9 are visible).

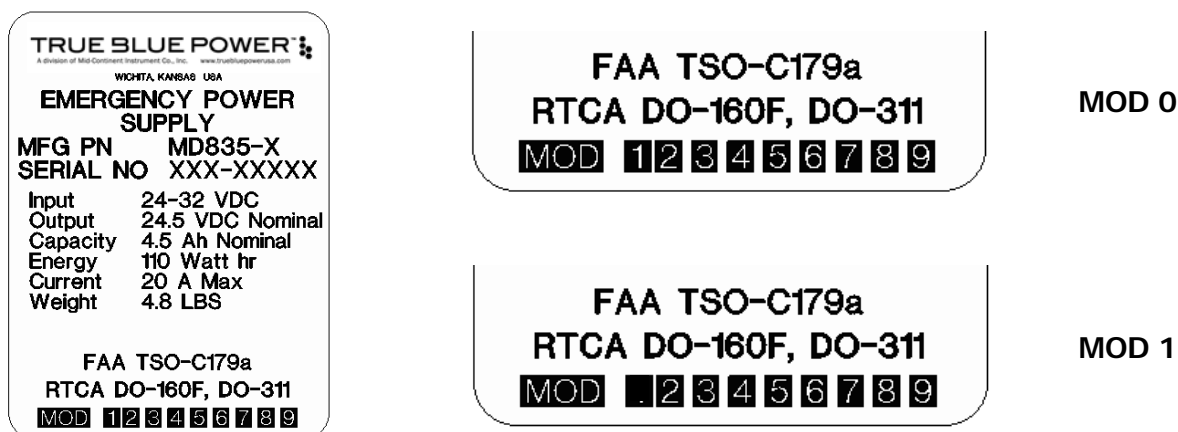
Mod 0 is the initial release of the TS835 EPS.

### MOD 1

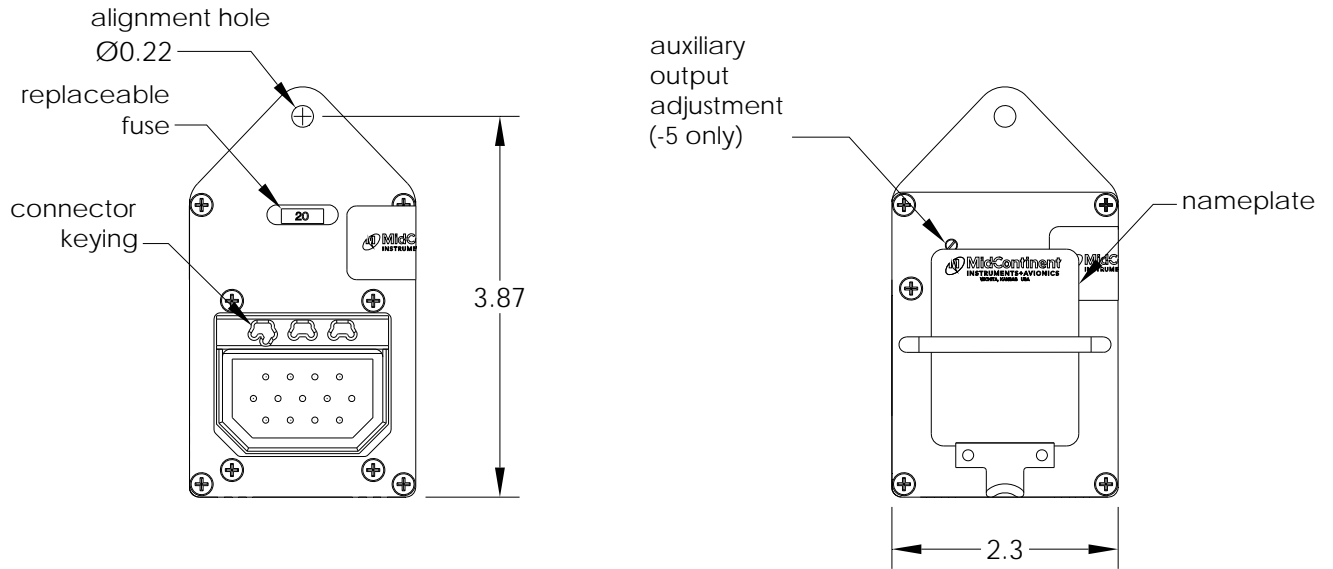
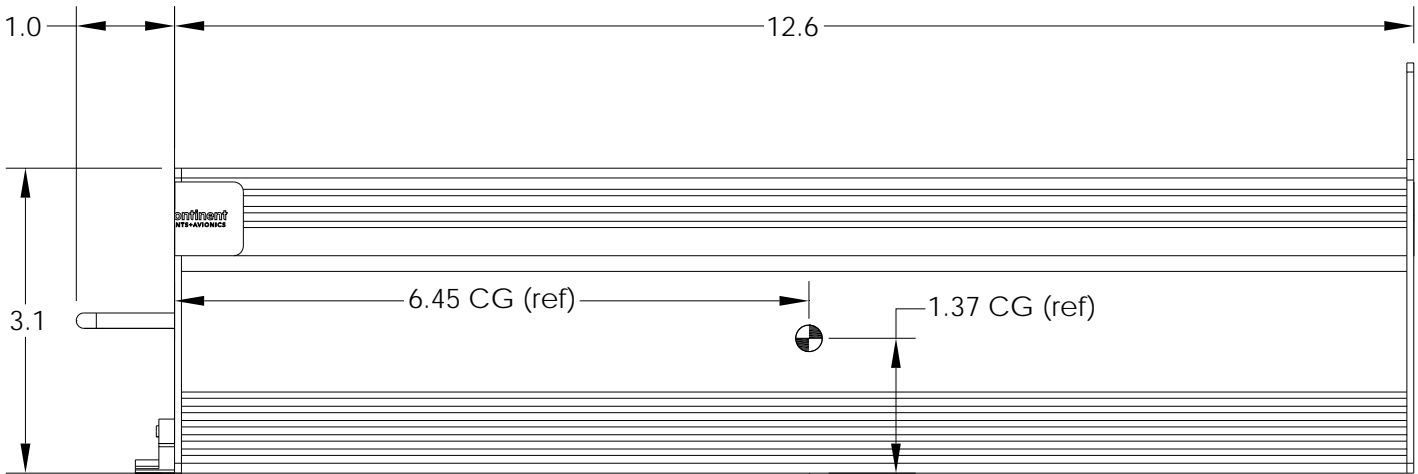
Modification (MOD) 1 is identified on the nameplate by the marking/blacking out of MOD number 1 (i.e. 1 is not visible and 2-9 are visible).

Mod 1 of the TS835 EPS contains the following changes from MOD 0:

- Updated TSO from C179 to C179a
- The external installation of CR1 diode per Installation Wiring Diagrams is NOT required (optional)
- The 3.0 amp maintenance fast charge feature has been removed
- Standard charge rate during both operation and maintenance has been increased from 0.8 amps to 3.5 amps
- Adjustable 5 volt auxiliary power output is available for TS835-5 model
- Connector has been modified to accept multiple mating connector configurations for -1 and -5 models



**Figure 2.1**  
**TS835 Nameplate and MOD Status**

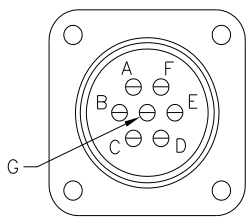
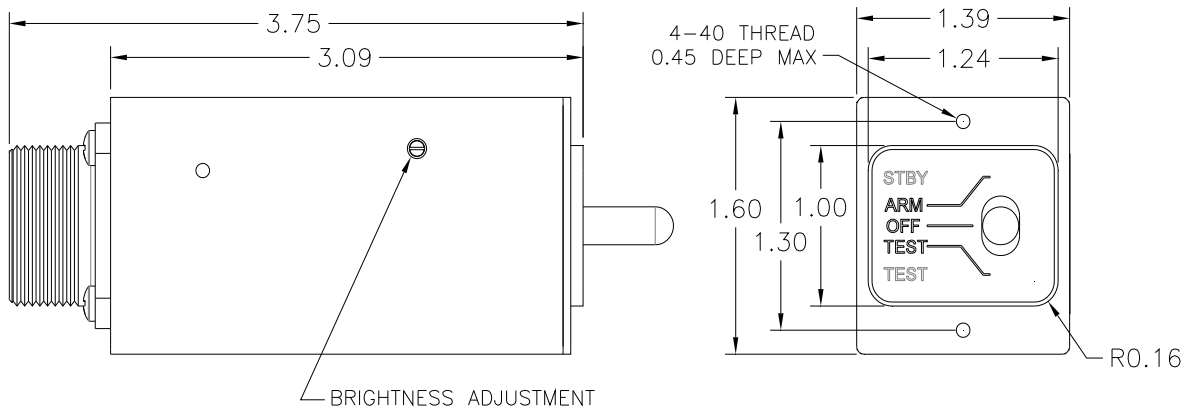


**Figure 2.2 TS835 Outline Drawing**

| Model Number | Mid-Continent Part Number | Identifying Feature                    |
|--------------|---------------------------|--|
| TS835-1      | MD835-1                   | Standard model                         |
| TS835-2      | MD835-2                   | Fuse bypass option                     |
| TS835-5      | MD835-5                   | Additional auxiliary output (3-5.5VDC) |

**Table 2.2 Model and Part Numbers**





| Connector Pinout |                               |
|------------------|-------------------------------|
| Pin #            |                               |
| A                | Power input from aircraft     |
| B                | Power output to emergency bus |
| C                | Power input from MD835 Pin 11 |
| D                | Test (out) to MD835 Pin 2     |
| E                | Test (in) to MD835 Pin 6      |
| F                | Power output to MD835 pin 10  |
| G                | Aircraft ground               |

**Figure 2.3**  
**MD835 Control Switch Annunciator Outline Drawing and Pinout**

| Specifications   |   |
|------------------|---|
| Power Input      | 28 VDC 15 amps max                                      |
| Lighting         | LEDs  |
| Weight           | 0.33 lbs  |
| Temperature      | -55°C to 70 °C  |
| Altitude         | 0 to +55,000 Ft.  |
| Connector        | MS3102E16S-1P   |
| Mating Connector | MS3106F16S-1S   |
| Color            | Bezel and Case: Black                                   |
|                  | Arm, Off, Test Labels: Opaque and Backlit White         |
|                  | STBY Annunciator: Backlit Amber on discharge            |
|                  | TEST Annunciator: Backlit Green (pass); no light (fail) |

**Table 2.3 MD835 Annunciator Specifications**

## SECTION 3 INSTALLATION

### 3.1 GENERAL

This section contains mounting, electrical connections and other information required for installation. These instructions represent a typical installation and are not specific to any aircraft.

### 3.2 PRE-INSTALLATION INSPECTION

- A. **Unpacking:** Carefully remove the TS835 EPS from the shipping container. The shipping container and packing are designed specifically for the transit of lithium batteries and approved by international transportation agencies. These materials should be retained for use should these units require future shipment.
- B. **Inspect for Damage:** Inspect the shipping container and units for any signs of damage sustained in transit. If necessary, return the units to the factory using the original shipping container and packing materials. File any claim for damages with the carrier.
- C. **NOTE: The unit is shipped with approximately a 50% state-of-charge to extend storage life and prevent loss of capacity. Perform a complete charge on the TS835 using the procedures listed in this manual prior to installation and/or use.**

### 3.3 PARTS

#### 3.3.1. Included Parts

- A. MD835-( ) Emergency Power Supply
- B. 20A mini blade fuse, installed (MCI p/n 9016763 or equivalent)
- C. Installation Manual (MCI p/n 9016798)
- D. CR1 diode kit (MCI p/n 9017207, Mod 0 units only)

#### 3.3.2. Installer Supplied Parts

- A. Rack: ¼ ATR (MCI p/n 5120-107-C01 or equivalent)
  - B. Mating Connector: 13-pin ARINC (MCI p/n 9016600-2, -4, -5 or equivalent)
  - C. Emergency Fuse Bypass Switch (-2 version only):  
Two position (off-on, capable of appropriate current for applied load)
- (Panel Controls)
- D. MCI Control Switch Annunciator (MCI p/n 9017176)
  - E. Annunciator Mating Connector: 7-pin circular (MCI p/n 9017119 or equivalent)
- OR, alternative option -
- D. Panel Switch: Three position (off-on-momentary, capable of 20A minimum)
  - E. Test Annunciator: 327 lamp or equivalent

#### 3.3.3. Optional Parts

- (for Emergency Power "On" Annunciation)  
(This feature is included in the MCI Control Switch Annunciator p/n 9017176)
- A. Diodes: 1N5614 (qty of 2), or equivalent
  - B. Annunciator: 327 lamp or equivalent
- (to add 5VDC Auxiliary Power Output to -1 or -2 versions)  
(This feature includes CR1 diode and Mating Connector)
- C. MD835 5V Module (MCI p/n 9017201)

### 3.4 **INSTALLATION**

Install the EPS in the aircraft in accordance with the aircraft manufacturer's instructions and the following steps:

#### **HARNES PREPARATION**

- A. If using the MD835 5V Module (MCI p/n 9017201)
  - i. Prepare aircraft wiring with mating connector in accordance with Installation Wiring Diagram Figure 3.5
  - ii. MD835 5V Module includes the Mating Connector shown in Figure 3.2
- B. If using the MD835 Control Switch Annunciator (MCI p/n 9017176)
  - i. Prepare aircraft wiring with mating connectors and appropriate interconnects per Figure 3.3 and 2.3
- C. If installing an MD835-( ) **MOD 0**
  - i. The CR1 Diode identified in the Installation Wiring Diagrams is **REQUIRED** as an external installation component for Mod 0 units which do not use the MD835 Control Switch Annunciator or the MD835 5V Module.
  - ii. Prepare aircraft wiring with mating connector in accordance with Installation Wiring Diagram Figure 3.3
  - iii. See RACK PREPARATION and Figure 3.7 below for CR1 diode mounting instructions.
- D. If installing an MD835-( ) **MOD 1**
  - i. Prepare aircraft wiring with mating connector in accordance with Installation Wiring Diagram Figure 3.3
  - ii. The CR1 Diode is *optional* for Mod 1 units and allows the emergency loads or bus to be powered through the main bus when the battery is removed from the installation.
  - iii. The CR1 Diode is included as part of the MD835 5V Module or Control Switch Annunciator if used. If not used, instructions for installing the CR1 diode can be found in Step C.ii above.

#### **RACK PREPARATION**

- A. Select location in accordance with Section 2 and mount the ¼ ATR rack according to the aircraft manufacturer's recommended specification. (See sample of ¼ ATR rack in Figure 3.6. Other racks may vary.)
- B. Refer to the Unit Connector Figure 3.1 and Mating Connector Figure 3.2 to ensure that the three half-hex alignment pins are installed correctly to mate with the alignment holes in the unit connector. Note: there are three possible configurations as shown in the figures referring to the MD835-( ) versions and their corresponding alignment pins.
- C. If used, install the MD835 5V Module in the ¼ ATR rack according to MCI P/N 9017201 drawing. See Figure 3.8.
- D. If required, install CR1 diode onto rack. Firmly mount diode to a thermally conductive surface/heatsink. An electrical insulator which is thermally conductive must be placed between the diode and heatsink (included with unit in CR1 diode kit). Mounting the diode to the side of the ATR rack is an acceptable location. See figure 3.7 for an example.

## PANEL PREPARATION

- A. Plan for parts in a location accessible to the pilot or crew during flight, typically located in the instrument panel or other position in the cockpit.
- B. Install the MD835 Control Switch Annunciator, or other 3-way switch and test annunciation lamp, in the instrument panel. For the MD835-2 unit, install the user supplied Emergency Fuse Bypass switch in the instrument panel. Installation of the Emergency Power On annunciation lamp is optional (included with MD835 Control Switch Annunciator). See Figure 3.3, 3.4 or 3.5.

If using the MD835 Control Switch Annunciator (MCI p/n 9017176)

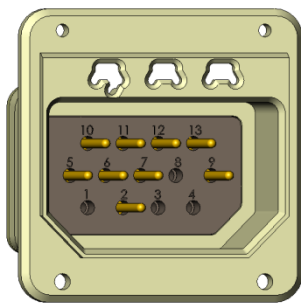
- i. Cut the instrument panel using the bezel dimensions and hole locations shown in Figure 2.3.
- ii. Set the brightness of the ARM/OFF/TEST backlight for night time viewing using the adjustment on the side of the unit

If the MD835 Control Switch Annunciator is not used

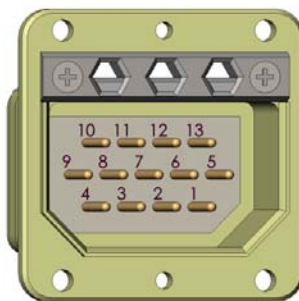
- i. Parts must be provided and installed which include a panel switch (S1), a power diode (CR1), and an annunciator (DS2) per Section 3.3 and Figure 3.3.
- C. For optional indication of active battery output power (Emergency Power On)
    - i. Parts CR2, CR3, DS2, and R1 are required to be incorporated into the wiring harness and panel installation per Figure 3.3.
    - ii. These parts are included internally as part of the MD835 Control Switch Annunciator.

## FINAL INSTALLATION

- A. Install the mating harness into the ¼ ATR rack. If MD835 5V Module is installed, adjust trimpot on Module for desired Auxiliary Power Supply output (3.0-5.5V).
- B. Slide the MD835-( ) into the ¼ ATR rack ensuring that the large, spring-loaded alignment pin mates with the Index Hole on the rear flange of the unit. Hand-tighten the spring nut of the rack onto the locking tab of the unit to secure. If the MD835 5V Module is installed, the mating connector may need to be aligned to the MD835. Loosen MD835 5V Module screws, install MD835 into ¼ ATR rack, tighten top two screws, remove MD835, and then tighten remaining screws to secure MD835 5V Module.
- C. For MD835-5 version, set the output voltage (3.0-5.5V) of the Auxiliary Power Supply by gently turning the adjustment screw accessed through the front of the unit. See Figure 2.2.
- D. NO INTERNAL OR EXTERNAL COOLING OF THE UNIT IS REQUIRED.



MD835-1, -5

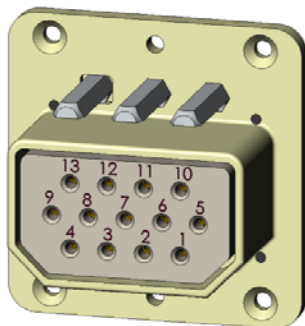


MD835-2

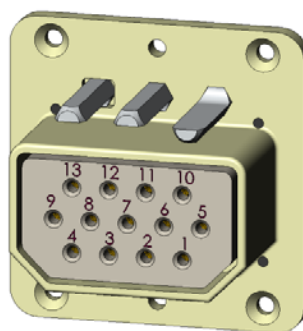
| Connector Pinout |  |
|------------------|--|
| Pin 1            | (reserved)                                       |
| Pin 2            | Test Switch                                      |
| Pin 3            | (reserved)                                       |
| Pin 4            | (reserved)                                       |
| Pin 5            | 3-5.5VDC Aux Out (-5 only)                       |
| Pin 6            | Test Output                                      |
| Pin 7            | Power Ground (optional)                          |
| Pin 8            | (reserved)                                       |
| Pin 9            | Fuse Bypass (-2 only), OR<br>5V Enable (-5 only) |
| Pin 10           | 24-32 VDC In                                     |
| Pin 11           | 20-26 VDC Out                                    |
| Pin 12           | Power Ground                                     |
| Pin 13           | (reserved)                                       |

note: unused/reserved pins  
may not be populated

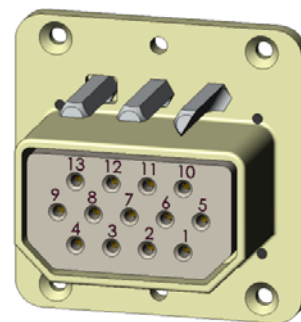
Figure 3.1 Pinout and Unit Connector



MCI P/N 9016600-2  
(for MD835-1 or -5)

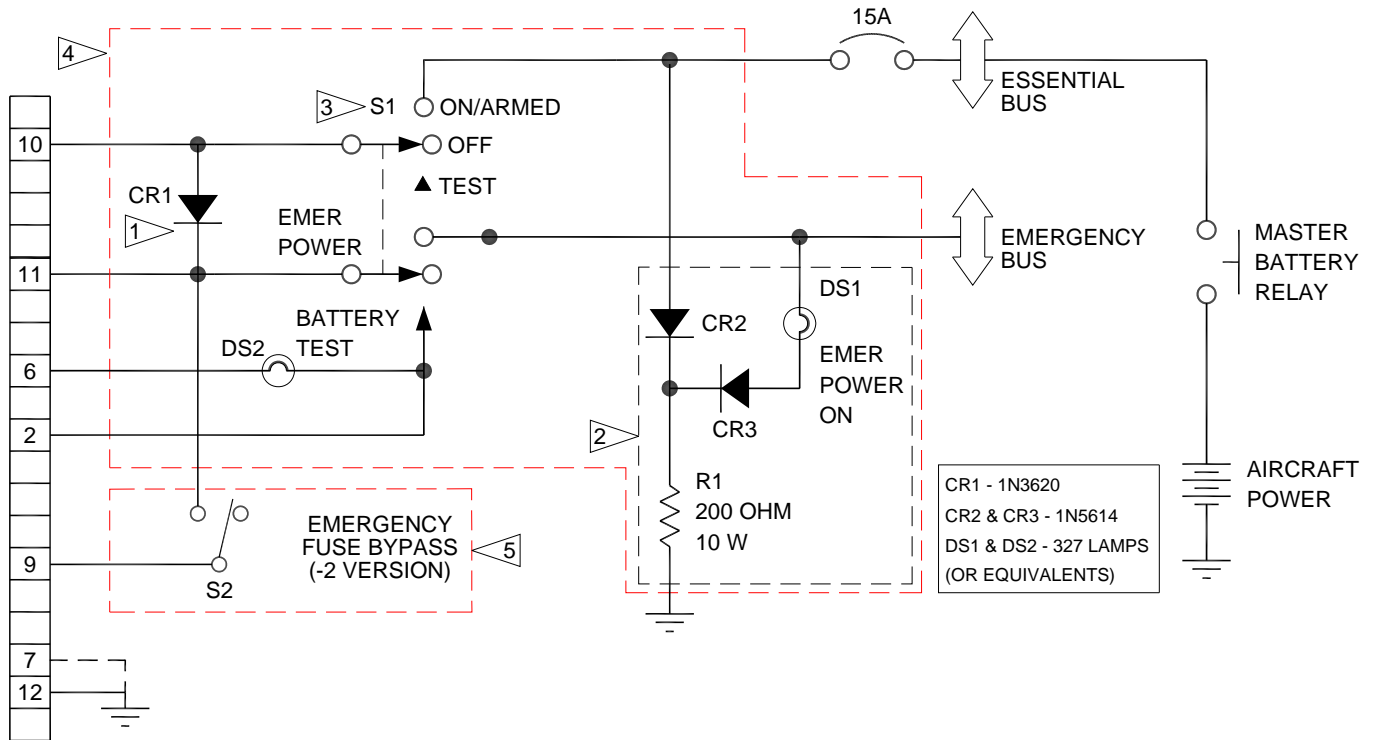


MCI P/N 9016600-4  
(for MD835-2)



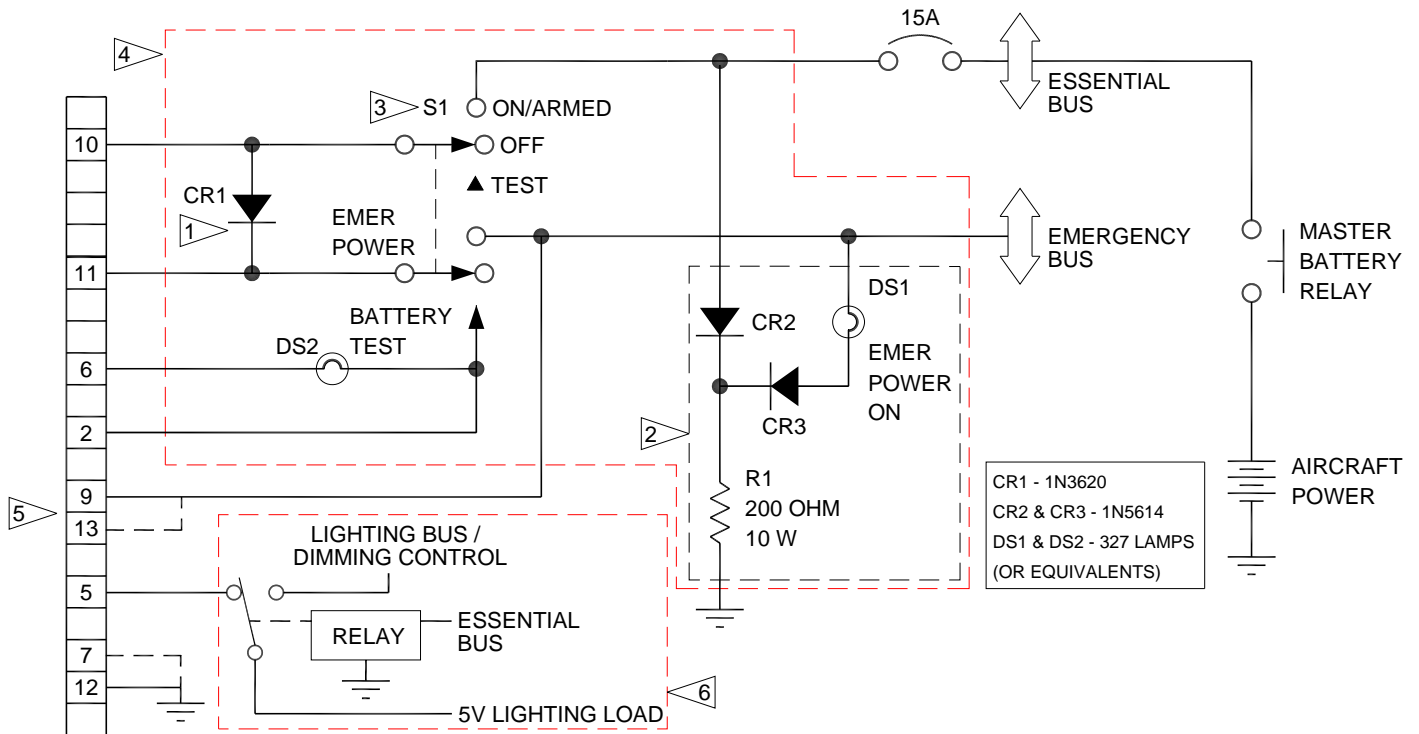
MCI P/N 9016600-5  
(for MD835-5 (optional))

Figure 3.2 Mating Connectors



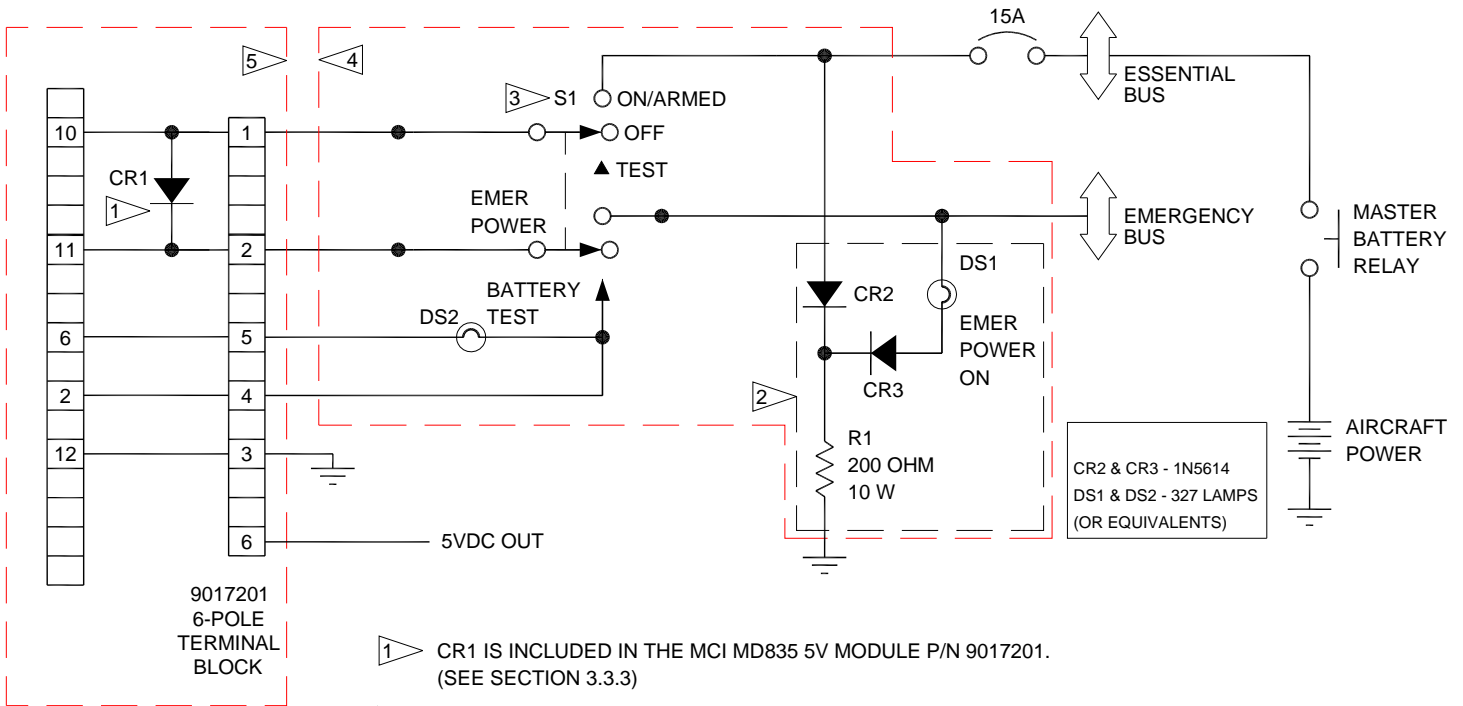
- 1 CR1 IS REQUIRED FOR MOD 0 UNITS  
CR1 IS OPTIONAL FOR MOD 1 UNITS  
(SEE SECTION 3.3.1 AND NOTE 4 BELOW)
- 2 INSTALL CR2, CR3, DS1, AND R1 IF ANNUNCIATION OF EMERGENCY POWER ON IS REQUIRED.  
(SEE SECTION 3.3.3 AND NOTE 4 BELOW)
- 3 S1 IS ON-OFF-MOMENTARY SWITCH.
- 4 THIS PART OF THE CIRCUIT IS INCLUDED IN THE MCI MD835 SWITCH ANNUNCIATOR P/N 9017176
- 5 INSTALLER SUPPLIED SWITCH (S2) FOR -2 FUSE BYPASS VERSION
- 6 USE AWG 16 WIRE FOR POWER AND GROUND.  
ALL OTHER LINES CAN BE AWG 22 WIRE.

**Figure 3.3**  
**Installation Wiring Diagram**  
**MD835-1 and MD835-2**

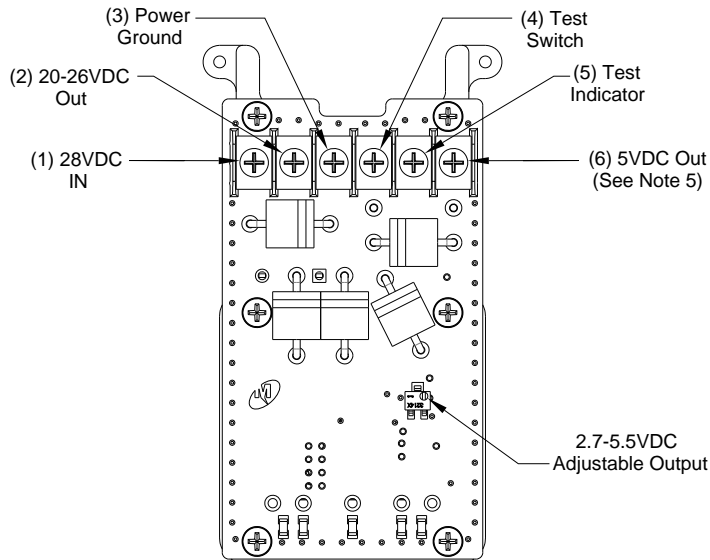


- 1 ▷ CR1 IS REQUIRED FOR MOD 0 UNITS  
CR1 IS OPTIONAL FOR MOD 1 UNITS  
(SEE SECTION 3.3.1 AND NOTE 4 BELOW)
- 2 ▷ INSTALL CR2, CR3, DS1, AND R1 IF ANNUNCIATION OF EMERGENCY POWER ON IS REQUIRED.  
(SEE SECTION 3.3.3 AND NOTE 4 BELOW)
- 3 ▷ S1 IS ON-OFF-MOMENTARY SWITCH.
- 4 ▷ THIS PART OF THE CIRCUIT IS INCLUDED IN THE MCI MD835 SWITCH ANNUNCIATOR P/N 9017176
- 5 ▷ 9 AND 13 CONNECTED INTERNALLY. EITHER CAN BE USED FOR 5V INPUT/ENABLE.
- 6 ▷ SUGGESTED 5V INSTALLATION. INSTALLER SUPPLIED COMPONENTS.
- 7 USE AWG 16 WIRE FOR POWER AND GROUND.  
ALL OTHER LINES CAN BE AWG 22 WIRE.

**Figure 3.4**  
**Installation Wiring Diagram**  
**MD835-5**

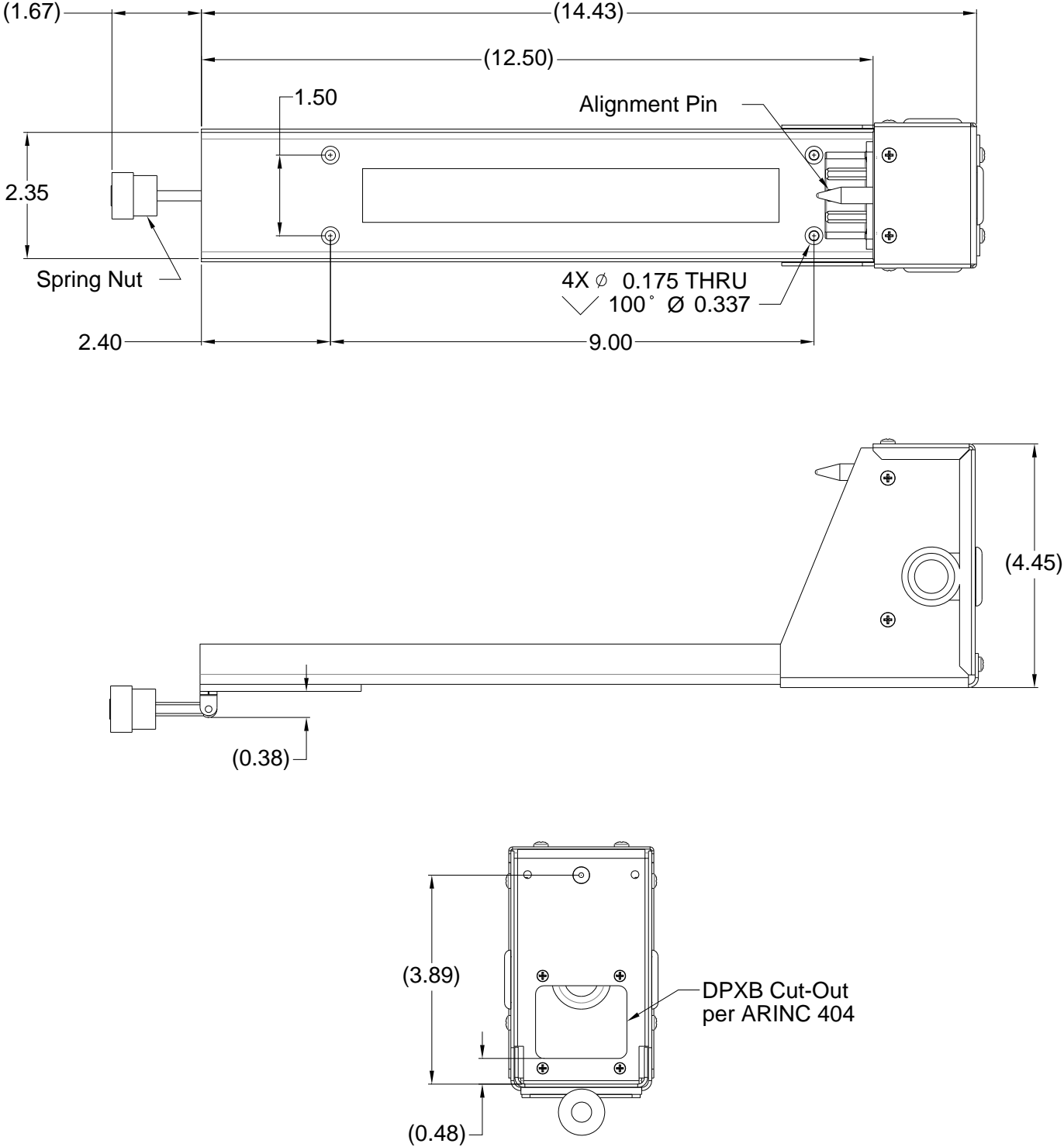


- 1 CR1 IS INCLUDED IN THE MCI MD835 5V MODULE P/N 9017201. (SEE SECTION 3.3.3)
- 2 INSTALL CR2, CR3, DS1, AND R1 IF ANNUNCIATION OF EMERGENCY POWER ON IS REQUIRED. (SEE SECTION 3.3.3 AND NOTE 4 BELOW)
- 3 S1 IS ON-OFF-MOMENTARY SWITCH.
- 4 THIS PART OF THE CIRCUIT IS INCLUDED IN THE MCI MD835 SWITCH ANNUNCIATOR P/N 9017176
- 5 THIS PART OF THE CIRCUIT IS INCLUDED IN THE MCI MD835 5V MODULE P/N 9017201 (PORTIONS OF INTERNAL CIRCUITRY NOT SHOWN)
- 6 USE AWG 16 WIRE FOR POWER AND GROUND. ALL OTHER LINES CAN BE AWG 22 WIRE.

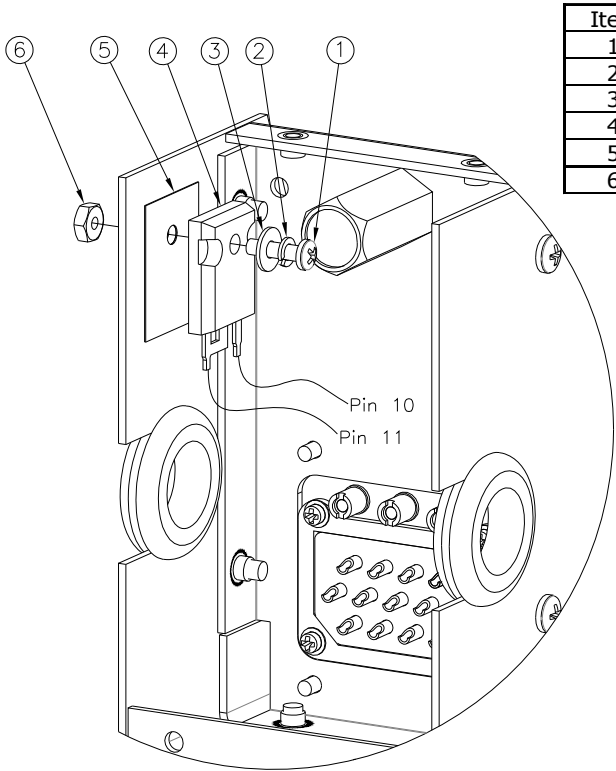


**Figure 3.5 Installation Wiring Diagram  
MD835-1 With 9017201 5V Module**





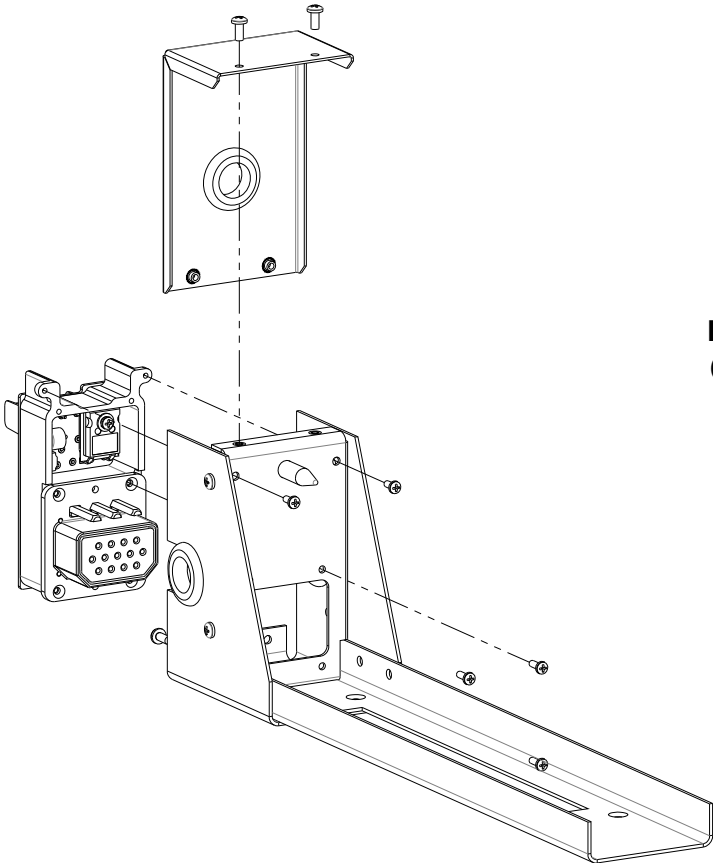
**Figure 3.6 Installation Rack Drawing  
Per P/N 5120-107-C01**



| Item | Qty | Description                        |
|------|-----|------------------------------------|
| 1    | 1   | Screw 4-40x7/16 Pan Phil Blk Patch |
| 2    | 1   | Washer Lock #4 Split SS            |
| 3    | 1   | Washer Flat #4x0.315 OD, 0.025 thk |
| 4    | 1   | Diode, 400V, 60A, TO-247           |
| 5    | 1   | Pad, Insulating, SilPad 900S       |
| 6    | 1   | Nut 4-40 Hex                       |

**Figure 3.7**  
**Example Installation of CR1**  
**Diode (p/n 54-2007-1) into Rack**

required for Mod 0 unit only



**Figure 3.8**  
**Installation of 5V Module**  
**(p/n 9017201) into Rack**

## SECTION 4 OPERATION

### 4.1 DESCRIPTION

The True Blue Power TS835 Emergency Power Supply is designed to supply backup power to any load desired in the case of primary power loss in an aircraft. It utilizes rechargeable lithium iron nanophosphate chemistry to provide 20.0-28.0VDC and 4.5 Ampere-hours of capacity at the 1C rate (see "Performance" below). It utilizes a 13-pin ARINC-style connector and is designed to be installed in a standard ¼ ATR equipment rack.

### 4.2 THEORY OF OPERATION

The TS835 Emergency Power Supply system provides a nominal voltage of 24.5VDC and a fuse-limited maximum power output of 20 amps. The TS835-5 model also provides an additional auxiliary output that is adjustable (3.0-5.5VDC). The unit is designed to receive a 20-32VDC input from the aircraft.

#### 4.2.1. Maintaining Charge

In normal operation, the unit continuously monitors the input voltage from the aircraft's essential bus and only provides battery power when the input is lost. The unit uses the aircraft power to maintain a full charge on the battery cells. This is not a constant load on the aircraft. The charging circuit only activates when the voltage on the cells drops below a set value. When in this recharging mode, the load on the aircraft system is typically less than 0.3A, but can be as high as 5A if recharging an empty battery (3.3A) and powering the heater (1.7A) in a cold environment. When the aircraft voltage drops below 24V, the battery will stop charging in order to minimize the load on the main power system.

#### 4.2.2. Discharge

In order to produce battery power, the unit must first have input power applied, then removed. (4.2.4. Automatic Shut-off) When the input voltage to the unit is applied and drops below 21.5V, the unit will begin supplying power to the associated load. The output voltage can range from 28.0 to 20.0VDC during a discharge cycle. However, the output voltage is typically between 24-25V during the majority of the discharge time (after the first 5% is discharged and then until about 15% of the battery's capacity is remaining). The unit will shut itself off when the voltage provided by the internal cells reaches approximately 19.5V. This is to prevent permanent damage to the unit or individual cells. At the end point voltage of 19.5V, the battery has approximately 1% of remaining power available. Therefore this precautionary shut off does not significantly detract from the amount of available power that might be supplied to the load in an emergency.

#### 4.2.3. Auxiliary Power Output

For the TS835-5 model, the Auxiliary Power Output is available and typically used for lighting of required equipment during an emergency. The output is adjustable from 3.0V to 5.5V and provides up to 5A of current. While the auxiliary power is available during both normal and emergency operation, an equivalent installation to that shown in Figure 3.5 is recommended such that it is only connected to the required load when primary aircraft power is lost.

If the aircraft power should return to normal levels, the battery will cease to provide an output when the aircraft voltage exceeds the battery voltage. The unit will begin recharging the cells (if needed) when the aircraft power returns to 24V or higher.

#### **4.2.4. Automatic Shut-off**

This feature allows the unit to prevent accidental or excessive self discharge when the aircraft is not in use. When the input voltage drops below 21.5V and the load is below 150mA for a period of 5 minutes (or no load exists), then the unit will turn itself off and the output power is no longer available. The unit can be activated either with an input voltage greater than 22V or by activating the test feature. This safety and functional feature prevents downtime of the aircraft by ensuring that the unit is charged and ready for operation prior to each flight.

#### **4.2.5. Remote Test**

The unit has a self-test feature that can be accessed remotely through a pair of pins on the connector. When activated via a switch from the panel, the circuit will close and light an annunciator if the unit passes the built-in self-test routine. This indicates a minimum of 80% of the unit's current capacity is available and also verifies that the heater and temperature monitoring is operational.

#### **4.2.6. Battery Technology**

The TS835 utilizes state-of-the-art lithium iron nanophosphate battery cells. These cells are designed using a technologically advanced chemistry and manufacturing process to enhance the performance of the cell and address challenges with the use of traditional lithium chemistries in aviation applications. The application of nanotechnology manufacturing processes allows the cells to obtain one of the highest power densities possible (power-to-weight ratio) in the field of battery development. Additionally, the use of lithium iron phosphate chemistry enhances the inherent safety of the cells significantly.

The nanophosphate cathodes (positive electrode) in combination with the liquid electrolyte produce an extremely high tolerance to abuse, including the exclusion of oxygen generation. This equates to an inherent stability against the potential for thermal runaway, flammable destruction, or venting of highly toxic or explosive quantities of gas. When combined with the circuitry of the unit which monitors cell temperature and balances the charging of the cells, the potential for a catastrophic event is essentially eliminated.

#### **4.2.7. Battery Performance and Capacity**

Based on new nanoscale materials initially developed at MIT, low impedance nanophosphate electrode technology provides significant performance advantages over alternative high power technologies. A standard measure of rechargeable battery capacity involves both the current-for-time performance (i.e. amp-hours) and also the "C" rate.

Many typical lead acid batteries, and some lithium systems as well, are defined at a 1/20<sup>th</sup> (0.05) or 1/10<sup>th</sup> (0.1) C-rate. This is defined as the constant load that can be applied over 20 or 10 hours, respectively. For example, a battery rated at 5 Ah at a 0.1 C-rate can deliver 0.5A for 10 hours (0.5A x 10 hours = 5Ah). However, that same system typically does not perform linearly at higher C-rates. As an example, a 5Ah lead acid battery rated at 0.1C can typically support approximately a 3.6A load for 1 hour (equal to a 1C capacity of 3.6Ah). The capacity is defined by a logarithmic function of load versus time. Therefore, loads applied to this type of battery which exceed the rated C-rate quickly decrease the time available. Applying a 5A load to a 5Ah battery rated at 0.1C does not last 1 hour, rather would last approximately 36 minutes. Doubling the load to 10A for the same system would last less than half the time, or approximately 15 minutes.

One of the significant advantages to the lithium nanophosphate technology is its constant capacity versus load (see Figure 4.2). The TS835 is rated for 4.5Ah at the 1C rate. This will support a 4.5A load for 1 hour of operation. However, its constant capacity versus load capability means that at double the load, or 9.0A, the battery still maintains the linear (instead of logarithmic) relationship of load versus time, producing 30 minutes (or 0.5 hours) of power ( $9.0A \times 0.5 \text{ hours} = 4.5Ah$  at 2C rate). Similar results can be found at the maximum power rating of the TS835. For a 20A load (or approximately a 4.5C rate), the battery will last approximately 13.5 minutes ( $4.5Ah / 20A = 0.225 \text{ hours} = 13.5 \text{ minutes}$ ). Ultimately, this allows a much longer lasting battery at all load levels.

The battery cells are stable and perform well over temperature. While comparable technologies suffer significantly from the effects of high temperature, the lithium cells used in the TS835 can retain more than 90% of their capacity after 200+ full discharge cycles at 60°C.

True Blue Power's use of lithium nanophosphate cells translates to less long term maintenance costs. At the 1C rated load of 4.5A, data from the cell manufacturer demonstrates that 80% of the original capacity is retained after 7000+ complete discharge and recharge cycles. While the emergency use of the TS835 system in an aviation application may only experience a few complete discharges in its lifetime, its cycle life also translates to calendar life. The cell manufacturer asserts a projection of more than 10 years of usable life in the field.

#### **4.2.8. System Safety**

In addition to the safety associated with the chemistry of the cells themselves, the unit provides a number of provisions to enhance the overall safety of the product. Although the lithium nanophosphate cells are designed to operate at low temperatures, the unit also incorporates a heater to provide additional performance at even lower temperatures. A temperature monitoring circuit is incorporated in the cell pack that is used to activate the heater when ambient temperature drops below approximately 0°C. (The heater draws about 1.7A when in use.) This prevents the cell electrolyte from freezing during discharge or charging at extremely low temperatures.

A temperature monitor in the circuit also checks for any over-temperature condition that could arise from either the cells or the heater. A fault would result in the unit shutting down to prevent damage to the pack. This also prevents the possibility of any dangerous failure mode of the cells as a redundant backup to the inherent safety of the cell's chemistry.

The replaceable fuse in the unit prevents damage to equipment in the event of a short circuit at the load.

*No software or complex hardware is incorporated in the design of this product.*

### **4.3 INSTALLED OPERATION**

The following are operating instructions for using the TS835 Emergency Power Supply when installed in an aircraft.

#### **4.3.1. Remote Test**

The remote test activation switch installed in the panel (MCI p/n 9017176 or installer provided) has three positional settings: OFF (latched), ARM (latched), and TEST (momentary). On the MD835 Control Switch Annunciator, the ARM/OFF/TEST display is

opaque white for daytime viewing and backlit (dimnable) for night time viewing. Brightness can be set on the side of the annunciator during installation.

To test the TS835 (typically required by the aircraft operation manual prior to dispatch), press and hold the three-way switch into the Test position. When installed correctly (per Figure 3.3) the test annunciation light will illuminate. Release the switch. This indicates that the TS835 has a minimum of 80% of the unit's current capacity available and also verifies that the heater and temperature monitoring is operational. This indicates that the battery has a minimum of 80% capacity available and is qualified for use. On the MD835 Control Switch Annunciator, the green "TEST" annunciation light will appear.

For most accurate results, the remote test procedure should be to select the TEST position on the panel switch from the OFF position prior to activating the system (see Section 4.3.2.) and prior to applying power to the essential aircraft bus.

#### **4.3.2. Activation**

To activate or "arm" the system prior to flight, place the three-way activation switch in the ARM or ON position. This will apply power to the unit, allowing it to maintain its maximum charge capability and to provide uninterrupted power to the loads on the emergency bus should primary aircraft power fail. If installed, the optional "Emergency Power On" feature provides annunciation of when the battery is in use/discharging. This feature is included in the MD835 Control Switch Annunciator and is indicated by an amber "STBY" annunciation.

#### **4.3.3. Disarm**

By placing the three-way activation switch in the OFF position, the input voltage to the unit will be disconnected, disabling both the ability of the battery to charge or discharge. The activation switch should always be kept in the OFF position when not in use to prevent accidentally discharging the battery.

#### **4.3.4. Resetting the Automatic Shut-off**

The unit is designed to shut down within 5 minutes to prevent unwanted discharge in the event that input power is lost and the load is below 150mA. In order to reactivate the unit for charging or discharge, restore an input voltage of 22-32V or briefly activate the test feature and then return the switch to the ARM position. Either action will reset the automatic timer and allow the unit to function properly.

#### **4.3.5. Emergency Fuse Bypass (TS835-2 ONLY)**

The TS835-2 has a fuse bypass feature available. When installed, a panel mounted switch allows the pilot or crew to route battery power around the internal fuse of the TS835. This would allow the emergency bus to remain powered in the event that primary aircraft power fails and the internal fuse of the TS835 was open.

#### **4.3.6. Auxiliary Power Output**

An auxiliary power output is available for the TS835 that simultaneously provides the primary 24.5V nominal output as well as a separate adjustable 3.0-5.5V lighting output. This can be provided by adding the MD835 5V Module (p/n 9017201) to the TS835-1 or TS835-2 models or is a built-in feature of the TS835-5 model. This output is available during normal operation (aircraft power available) and emergency operation. However, it is recommended that an external relay be provided on the 5V output so that it only provides power to the emergency lighting bus load when aircraft power has failed. (See Figure 3.4)

#### 4.4 **MAINTENANCE**

Because the cells are designed to maintain their charge-holding capability over time, True Blue Power is recommending a two-year maintenance cycle. The two-year check includes a full charge, discharge, and recharge while evaluating the discharge time against minimum requirements. Additionally, at any time when the capacity of the unit is in question or after being utilized in an in-flight emergency situation, True Blue Power recommends conducting this procedure.

##### 4.4.1. **Standard Charging**

- i. If 28V power is applied to the primary input pin (power on pin 10, ground on pin 12), a standard charge will take approximately 1.5 hours for a fully discharged unit (up to 8 hours for Mod 0). The current draw should be 0.15 - 3.5A throughout the charge cycle. Use of a power supply capable of 5A is recommended to provide full charge current.
- ii. When the current draw of the unit reaches 0.15A or below, the unit is fully charged.

##### 4.4.2. **Fast Charging (Mod 0 units only)**

By grounding an additional pin on the connector during charging (pin 4), the unit can be put into 'fast charge' mode. This allows the unit to draw up to 3A and fully charge the battery cells in approximately 2 hours. The unit must be removed from the airplane to utilize the fast charge procedure.

- A. To manually fast charge a unit, apply a ground to pin 4 to enable the fast charge mode.
- B. Apply  $28.9 \pm 0.1$ VDC of power to the input pin (pin 10) and connect the ground to pin 12. **THE POWER SUPPLY MUST BE SET TO A CONSTANT CURRENT OF 3.0A.** The unit will draw 3.0A of power until the batteries have been charged to the voltage set limit. At that time, the current draw will begin to decrease and the voltage of the cells will remain constant. (CCCV method – constant current, constant voltage)
- C. When the current draw of the power supply reaches approximately 1.0A or below, complete the charge cycle by removing the ground to pin 4 and follow step 4.4.1.B. above. (Do not allow the unit to remain in fast charge mode for extended periods of time once the current draw reaches this low level.)

##### 4.4.3. **Capacity Verification**

To test the unit for capacity verification, apply the following procedure @ 15°-40°C:

- A. Charge the unit using either the Standard Charge or Fast Charge method described in Section 4.4.1 and 4.4.2, respectively.
- B. Apply 28.0V to the input pin.
- C. Provide constant current load to the output (pin 11) of 4.5A. (Tek Power TP3711 A or equiv.)
- D. Remove the input power.
- E. Monitor the time required from removal of input power until the unit stops providing output power to the load.
- F. To be approved for service in standard applications, the unit must provide 48 minutes of output power per the required procedure listed above.  
**NOTE:** For a specific aircraft installation and certification, this value can be altered based on the particular load supported and the time necessary for regulatory or application need.
- G. Recharge the unit per Section 4.4.1 or 4.4.2.

#### **4.5 PERFORMANCE**

Two of the many advantages of lithium battery technology are the relatively constant output voltage over time and the linear performance of capacity at multiple load levels. The performance of the TS835 in these regards is demonstrated in Figures 4.1 and 4.2, respectively.

Actual capacity of the TS835 Emergency Power Supply may vary considerably depending on temperature, charge status, and battery condition. Low temperatures can temporarily degrade battery capacity. If the unit is stored below  $-18^{\circ}\text{C}$  ( $0^{\circ}\text{F}$ ) for 3 hours or more prior to dispatch, refer to Figure 4.3 for required warm-up time and available capacity. The warm-up procedure requires input power to be applied and the activation switch to be in the On/Arm position.

The TS835 is designed for high cycle life and long calendar life. However, all batteries degrade in performance over time, even when correctly maintained. Figure 4.4 demonstrates cycle life at various temperatures. A poorly maintained battery will suffer accelerated degradation in excess of the guidelines given in this document. Extended storage in a highly discharged state or at high ambient temperatures (above  $+35^{\circ}\text{C}$ ) may permanently damage a battery or reduce its performance. Complete charging is required every six months if not in use.



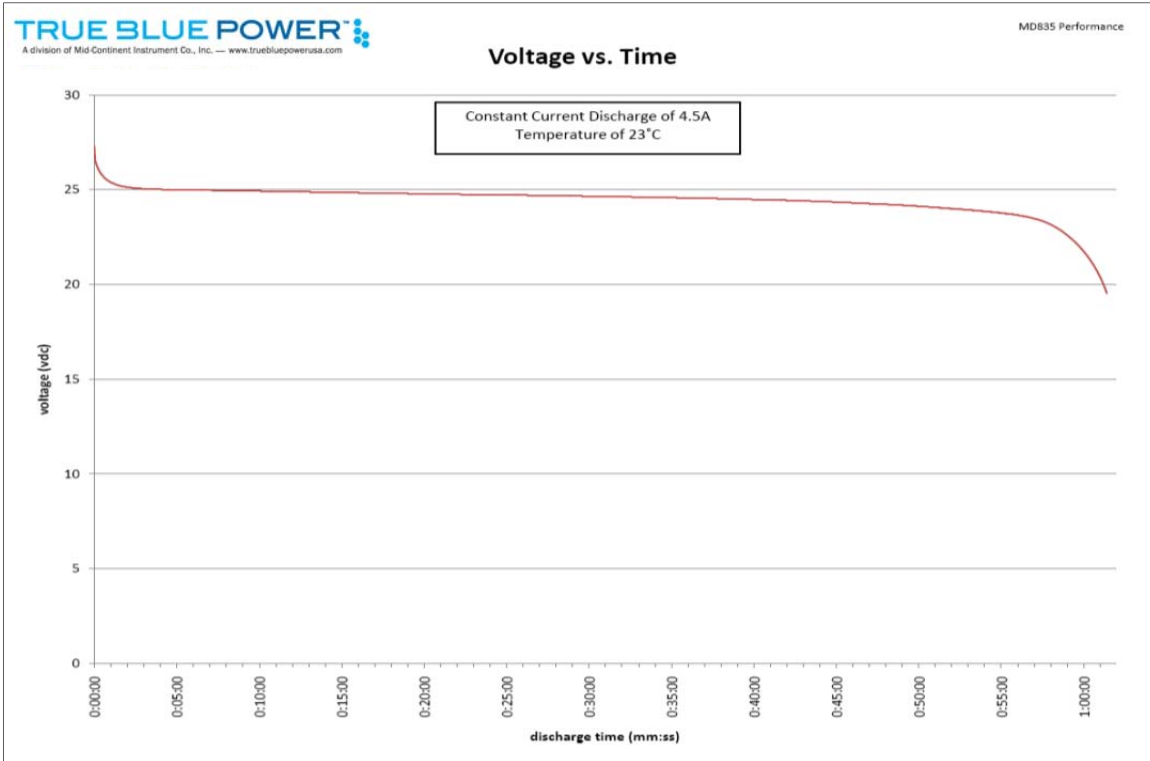


Figure 4.1 Nominal Battery Capacity and Voltage Output

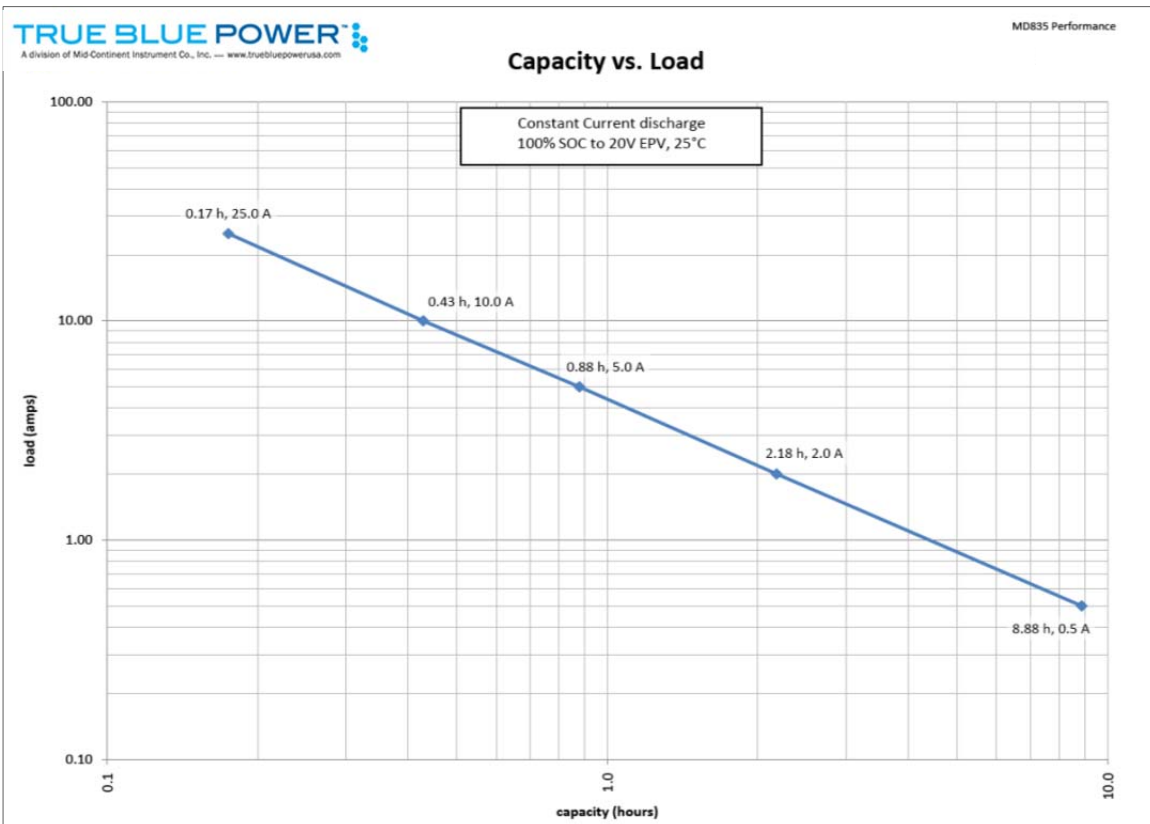


Figure 4.2 Nominal Battery Capacity versus Load

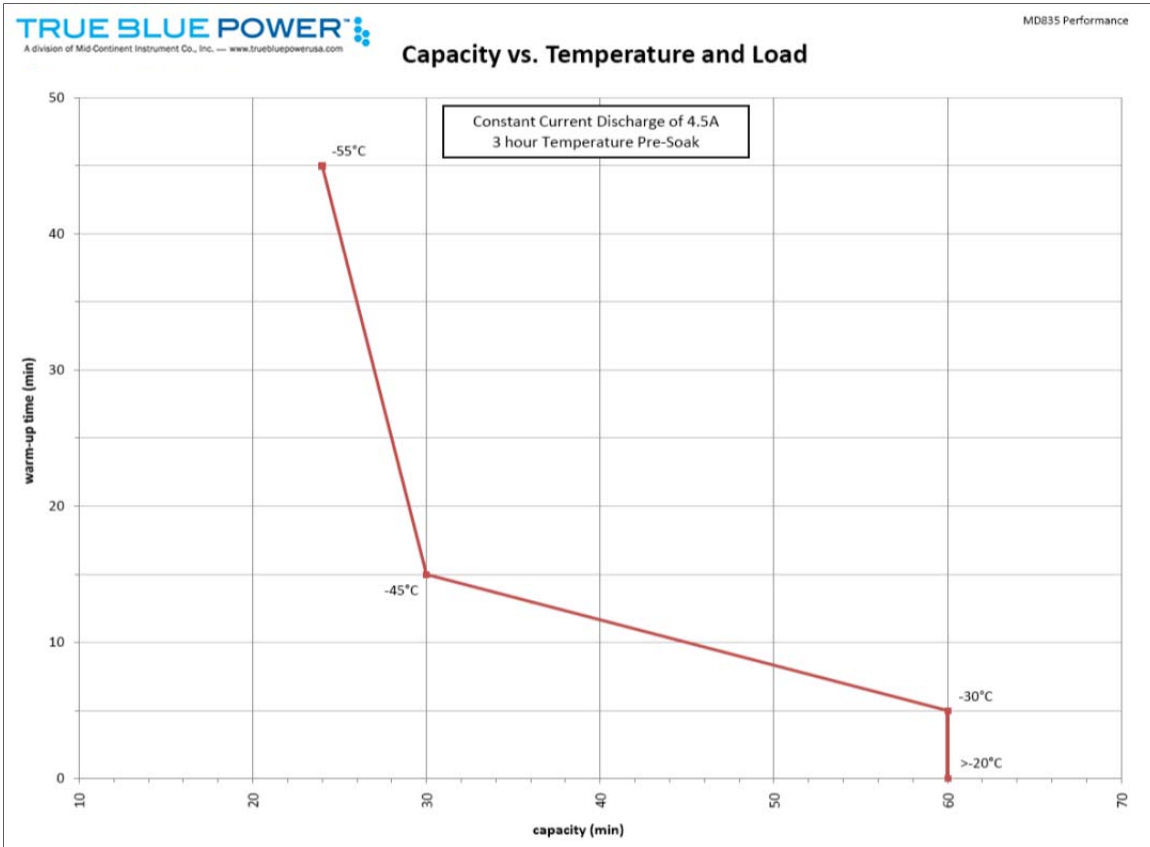


Figure 4.3 Nominal Battery Capacity versus Warm-up Time

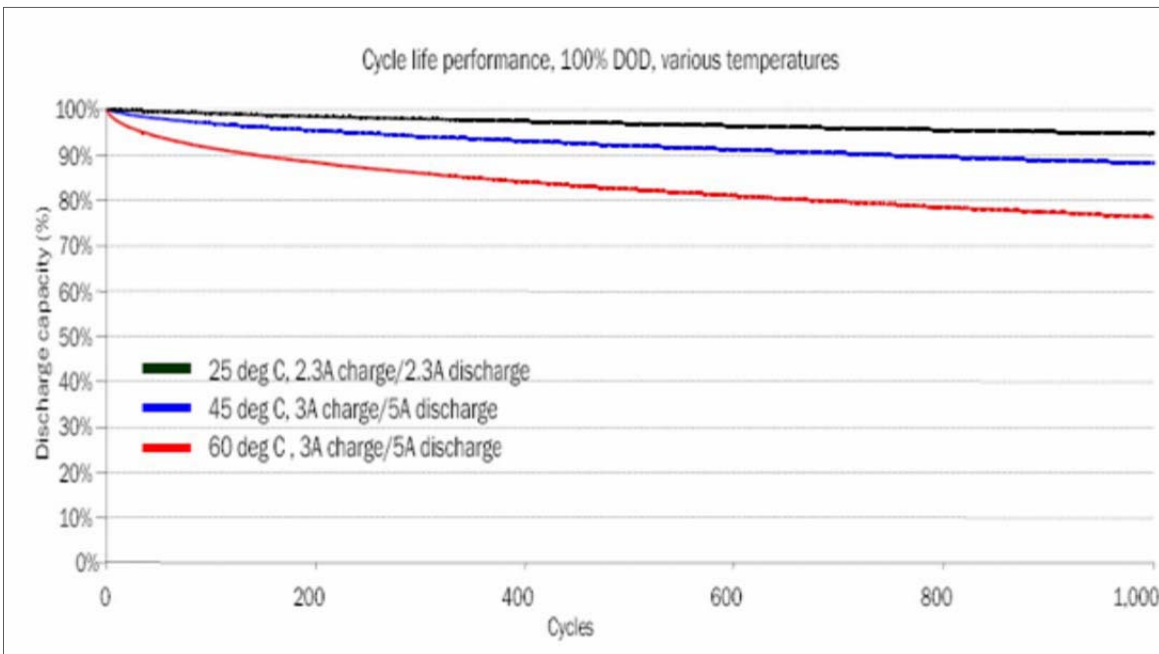


Figure 4.4 Cycle Life versus Temperature

## SECTION 5 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

### 5.1 TEST AND VERIFICATION INTERVALS

- A. A remote (in-panel) test (see Section 4.3.1) should be performed prior to flight to verify the state of charge of the battery. Should the test not pass, the unit should be removed and either recharged or capacity checked (per Section 4.4.3). If the unit continues to fail the remote test, it should be returned to the manufacturer for maintenance.
- B. Routine testing and capacity verification should be performed on a bi-annual schedule (every 24 months) from date installed. See Section 4.4 for maintenance and test procedures.
- C. For short uses of the unit in the aircraft, the aircraft system will recharge the unit on its own. An in-panel test can help determine whether the unit requires removal and recharge.
- D. A full capacity check (Section 4.4) should be performed any time there is concern regarding the capacity of the unit. Mid-Continent recommends removal of the unit and performance of a full capacity test any time after having incurred an in-flight loss of power or subsequent activation and use of the TS835 Emergency Power Supply.

### 5.2 COMPONENT MAINTENANCE MANUAL

- A. The cells, electronics, and other components that comprise the TS835 EPS, excluding the externally accessible fuse, are not user replaceable items. Therefore, data is not available from the manufacturer to conduct field repairs in the case of a faulty or expired product.
- B. Estimated life and recommended replacement interval for the internal battery cells can extend up to 10 years. In the event that the unit exhibits failure, insufficient capacity, or expired life, contact True Blue Power for overhaul, exchange, or replacement.

### 5.3 STORAGE INFORMATION

- A. In normal use, the TS835 EPS utilizes the input power supplied to maintain the proper charge voltage and sustain the battery cells at peak capacity. Although the chemistry of the cells used in the TS835 maintain an extremely low relative self-discharge rate, all batteries will slowly self-discharge if left unused for long periods. In addition, self-discharge rates are directly related to the storage temperature. Higher storage temperatures will result in faster self-discharge rates. Recommended maximum storage temperature is 35°C (97°F). Exposure to higher storage temperatures for sustained periods of time are possible, but may increase the self-discharge rate or result in some loss of capacity.
- B. If left unused for more than 6 months, the battery should be recharged prior to use following the procedure set forth in Section 4.4.

### 5.4 DISPOSAL



NOTE: All lithium ion batteries are classified by the federal government as non-hazardous waste and are safe for disposal as normal municipal waste. However, these batteries do contain recyclable materials and recycling options available in your local area should be considered when disposing of this product. Do not incinerate.

**APPENDIX 1**

**ENVIRONMENTAL QUALIFICATION STATEMENT**

**NOMENCLATURE:** Emergency Power Supply

**MODEL/PART NUMBER:** TS835-( )/MD835-( ) **TSO NUMBER:** C179a

**MANUFACTURERS SPECIFICATIONS:** Minimum Performance Specifications:  
Test Specification (TS) 443, Test Data Sheet (TDS) 443

**QUALIFICATION STANDARD:** RTCA DO-160F, dated Dec 6, 2007 (\*)  
RTCA DO-160G, dated Dec 8, 2010

| CONDITIONS                                    | SECTION | DESCRIPTION OF TEST   |
|---|---------|---|
| Temperature and Altitude                      | 4       | Category F2   |
| Low Temperature                               | 4.5.1   | Operating Low Temp = -55C   |
| High Temperature                              | 4.5.2   | Operating High Temp = +70C  |
| Decompression                                 | 4.6.2   | Altitude = +55,000 ft   |
| Overpressure                                  | 4.6.3   | -15,000 ft  |
| Temperature Variation                         | 5       | Category S2   |
| Humidity *                                    | 6       | Category B  |
| Operational Shock and<br>Crash Safety         | 7       | Category B  |
| Vibration                                     | 8       | Category R, Curve C, C1<br>Category U, Curve G<br>Category U2, Curve F, F1<br>[(RCC1)(UG)(U2FF1)] |
| Explosion *                                   | 9       | Category E  |
| Waterproofness                                | 10      | Category X  |
| Fluids  | 11      | Category X  |
| Sand and Dust *                               | 12      | Category S  |
| Fungus *                                      | 13      | Category F  |
| Salt Spray *                                  | 14      | Category S  |
| Magnetic Effect *                             | 15      | Category Z  |
| Power Input                                   | 16      | Category Z(XX)  |
| Voltage Spike                                 | 17      | Category A  |
| Audio Frequency Conducted<br>Susceptibility * | 18      | Category Z  |
| Induced Signal Susceptibility *               | 19      | Category ZC   |
| Radio Frequency Susceptibility                | 20      | Category RR   |
| Emission of Radio Freq Energy                 | 21      | Category H  |
| Lightning Induced Transient<br>Susceptibility | 22      | Category A3H33  |
| Lightning Direct Effects                      | 23      | Category X  |
| Icing   | 24      | Category X  |
| ESD *   | 25      | Category A  |
| Flammability                                  | 26      | Category X  |