

Cleveland

Wheels & Brakes

Parker Hannifin Corporation

Aircraft Wheel & Brake
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PRODUCT REFERENCE MEMO

**GULFSTREAM AMERICAN OR ROCKWELL, COMMANDER MODELS: 560F, 680F,
680FL (P), 680T, 680V, 680W, 681, 690, 690A, 690C (840), 690D (900), 695 (980) AND
695A (1000); THOSE EQUIPPED WITH CLEVELAND BRAKE ASSEMBLY
30-107 OR 30-107A**

Within the next 100 hours perform the following:

1. Check each brake nameplate. If the manufacturing date is 3-82 or earlier, proceed to "2". If the date is 4-82 or later, the inspection is complete and no further service need be performed per this PRM. (Make log book entry stating such.)
2. Disconnect and cap hydraulic line at the brake inlet.
3. Remove existing brake inlet fitting, part number 104-00200.
4. Install new inlet fitting, part number 104-04900 and o-ring (part number 101-24600 for 30-107 and part number 101-23000 for 30-107A). The new fitting is a straight thread to flare tube end connector. Assure that the straight thread (and O-ring) is installed into the brake cylinder with the flare tube end out.
5. Connect hydraulic line to the brake inlet.
6. Bleed the brakes. While doing so, check for free flow through the bleeder. (If solid stream flow through the bleeder cannot be reached, then disassemble that brake and inspect for fluid passageway restrictions. Repair as needed.)
7. Make a log book entry showing compliance to PRM27.