

Brake Assembly - Air Tractor 802 - Remove/Replace Pistons

- EFFECTIVITY:** All Parker Hannifin P/N 30-210 brake assemblies
- APPLICABILITY:** All Air Tractor Model 802 Aircraft equipped with Parker Hannifin P/N 30-210 brake assemblies
- REASON:** Product Improvement - to enhance the running clearance in the brake assembly by eliminating the friction springs and to provide improved corrosion resistance on the pistons.
- DESCRIPTION:** This document provides the necessary instructions and hardware requirements for removal of existing piston assemblies P/N 092-07900 from the P/N 30-210 brake assembly and replacement with new P/N 062-09301 pistons. Replacement parts can be obtained at no charge from Air Tractor. The new P/N 062-09301 piston eliminates the use of the friction springs, provides improved fit of the piston in the caliper housing and provides improved corrosion resistance. An aircraft must use all new pistons in both brake assemblies. **Do not intermix P/N 092-07900 piston assemblies with new P/N 062-09301 pistons - discard old P/N 092-07900 piston assemblies.**
- COMPLIANCE:** Mandatory - perform at next brake overhaul or immediately if dragging brakes are observed.
- APPROVAL:** The design contents of this Service Bulletin are FAA DER approved.
- WEIGHT & BALANCE:** No change.
- PUBLICATIONS:** The information contained in this bulletin is to be incorporated into the Parker Product Catalog at next revision.
- MATERIALS:** Order Service Bulletin Kit "SB7051-1" from Air Tractor. Each Kit will upgrade one aircraft and contains the following parts:

<u>Parker Part Number</u>	<u>Description</u>	<u>Quantity</u>
062-09301	Piston	16
101-05200	O-ring	16
SB7051	Service Bulletin (This Document)	1

SERVICE BULLETIN

INSTRUCTIONS:

(Parker Component Maintenance Manual can be used to facilitate disassembly and reassembly if desired)

1. Remove P/N 30-210 brake assemblies from aircraft per Aircraft Maintenance Manual.

NOTE: If complying to this bulletin prior to brake overhaul, mark positions from which pressure plates and back plates were removed so that lining segments can be re-installed at same locations. This practice will help to extend the service life of the brake.

2. Remove and discard piston assemblies P/N 092-07900 from all cylinder assemblies.

NOTE: Use of a 1/4-28 UNF bolt into tapped hole of piston will aid in removal of piston.

3. Remove all existing O-rings, P/N 101-05200 from O-ring grooves in cylinder housings and discard.
4. Coat new O-rings P/N 101-05200 supplied in Kit with MIL-H-5606 fluid or Dow Corning 55 O-Ring lubricant and re-install in O-ring grooves of cylinder housings.
5. Coat O.D. of new pistons, P/N 062-09301 supplied with Kit, with MIL-H-5606 fluid and install into piston bores of cylinder housings. Steady downward pressure and a slight rocking of piston will usually facilitate installation.
6. Wipe up excess hydraulic fluid from all surfaces then re-install brake assemblies onto aircraft making sure pressure plate and backplate assemblies are installed in the same locations from when first removed. Torque tie-bolts to 80-85 in-lbs and safety wire with MS20995-C32 lockwire per AC 43.13-1A.
7. Thoroughly bleed brakes per Air Tractor Owners Manual to remove entrapped air. Inspect for leakage and check for improvement in brake running clearance.
8. Make appropriate log book entries regarding compliance to this bulletin.
9. Return aircraft to service.