

Cleveland

Wheels & Brakes

Parker Hannifin Corporation

Aircraft Wheel & Brake

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PRODUCT REFERENCE MEMO

PC-12 BRAKE LINING CONDITIONING PROCEDURE

EFFECTIVITY: All Parker Hannifin (Cleveland Wheels & Brakes) P/N 30-244 Brake Assemblies

APPLICABILITY: PC-12 and PC-12/45 Aircraft converted per STC No. SA01376CH to use Cleveland Main Wheel & Brake Conversion Kit 199-241.

REASON: To provide optimum service life of the brake lining material used in conversion kit part number 199-241, it is necessary to properly condition (glaze) the linings.

DESCRIPTION: Brake linings can show accelerated wear if not properly conditioned.

The brakes should be conditioned after installation of the kit (ref. Kit Installation Manual IM199-241) and prior to placing the aircraft back in service.

Conditioning may be accomplished as follows:

- a) Perform two (2) consecutive full stop braking applications from 30 to 35 knots. Do not allow the brake to cool substantially between the stops.
- b) Allow the brakes to cool for ten to fifteen minutes.
- c) Apply the brakes and check for restraint at high static throttle. If brakes hold, conditioning is complete.
- d) If brakes cannot hold aircraft during static run-up, allow brakes to cool completely and repeat steps a through c.

If the brakes are used exclusively for low speed (below 25 kts.) applications, then periodic conditioning is recommended to optimize service life.

COMPLIANCE: Recommended.

APPROVAL: The engineering contents of this Product Reference Memo are FAA DER approved.

WEIGHT & BALANCE: Not applicable.

PUBLICATIONS: PRM75 is available from:

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