

# PRODUCT REFERENCE MEMO

## **ONE-TIME INSPECTION OF CLEVELAND BRAKE ASSEMBLIES 30-100 (CESSNA PART NUMBER 9910393-3) INSTALLED ON CESSNA 402C, 414A AND 421C MODEL AIRCRAFT**

Within the next 100 hours, perform the following:

1. If the manufacturing date on the decal affixed to the brake reads 10-79, 11-79, 12-79, 1-80, 2-80 or 3-80, continue to step "2". If the manufacturing date is other than listed above, no inspection is required.
2. Loosen the eight 103-11800 cylinder tie bolts on each brake assembly and remove the 074-03400 back plate assemblies and 068-02800 insulator.
3. Slide the brake cylinder out of the torque plate.
4. (See Figure 1.) Inspect the cylinder surface (back plate interface) for indentations (crushing) caused by the back plates. This type of indentation will be especially noticeable around the bolt holes.
5. If there are no signs of indentations, reassemble the brake assemblies, reversing steps "2" and "3". Torque the cylinder assembly tie bolts to 75-80 inch-pounds. Make a log book entry referencing completion of this procedure. No further activity is required.
6. If there are signs of indentation on the cylinder to back plate interface surface, the depth of the indentation must be determined. The best way we have found is with the use of a dial indicator.
7. If the impression depth is .005 maximum, or less, the brakes may be reassembled reversing steps "2" and "3". Torque the 103-11800 cylinder tie bolts to 75-80 inch-pounds. Make a log book entry referencing completion of this procedure. No further activity is required.
8. If the impression depth is found to exceed .005, the brake assembly must be replaced as soon as possible with an assembly of corresponding part number (Cleveland 30-100; Cessna part number 9910393-3) bearing a manufacturing date of 4-80 or higher. New brake assemblies that have the required 4-80 or higher manufacturing date are available through Cessna Customer Service. When the new assembly(ies) are installed, a log book entry referencing completion of this procedure should be made and no further activity is required.

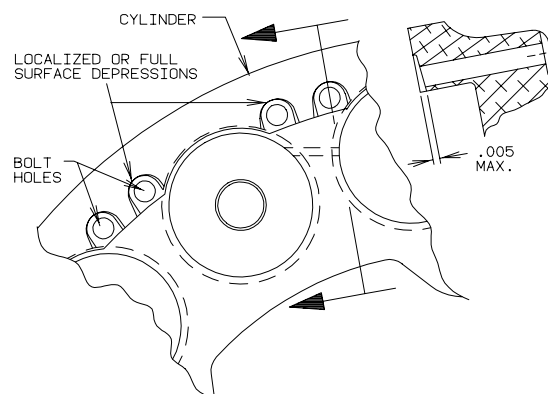


Figure 1. Brake Cylinder Inspection