



AIRCRAFT WHEEL & BRAKE DIVISION
PARKER HANNIFIN CORPORATION
AVON, OHIO

LIST OF PARTS

WHEEL & BRAKE SHIP SET

ORDER CODE: 199-08401

FOR GENERAL USAGE

<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
30-75A	Main Brake Assembly (FAA Approved per TSO C26a)	2
40-113	Main Wheel Assembly (FAA Approved per TSO C26a)	2
<u>Publication Package (P/N PP199-08401) Consists of the following</u>		
199-08401 P/L	Parts List for Order Code: 199-08401 (This document)	1
20-111A	Drawing, General Arrangement 40-113/30-75A Wheel & Brake Assy	1
PRM13A	Non Asbestos Lining Conditioning Procedure	1

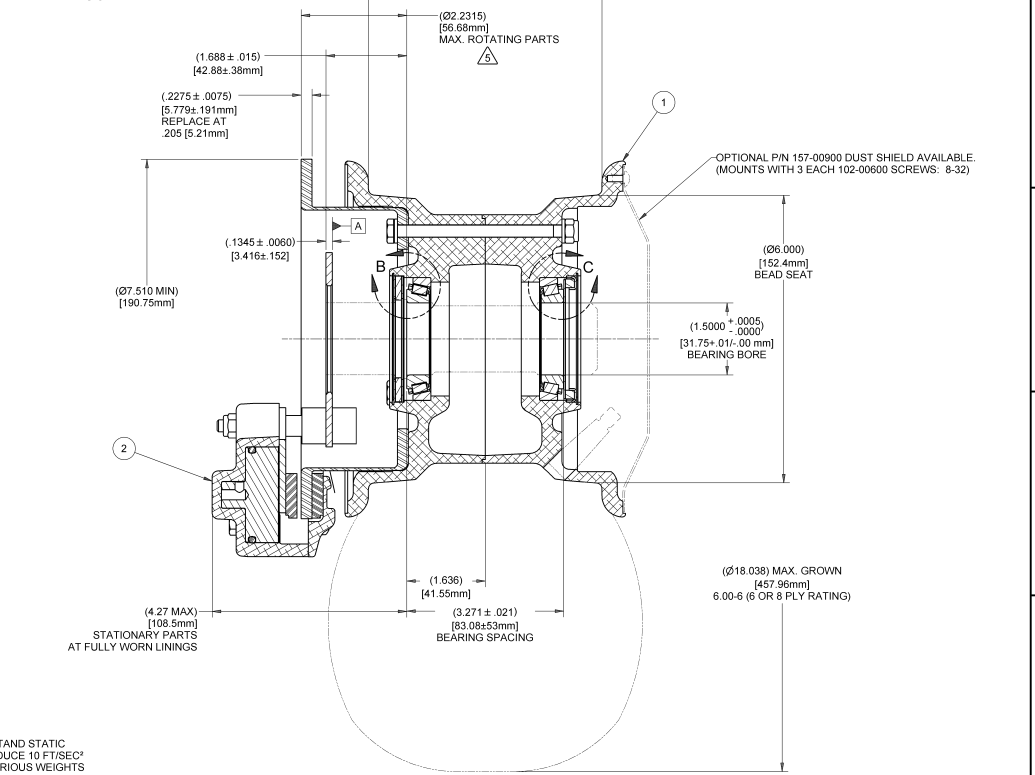
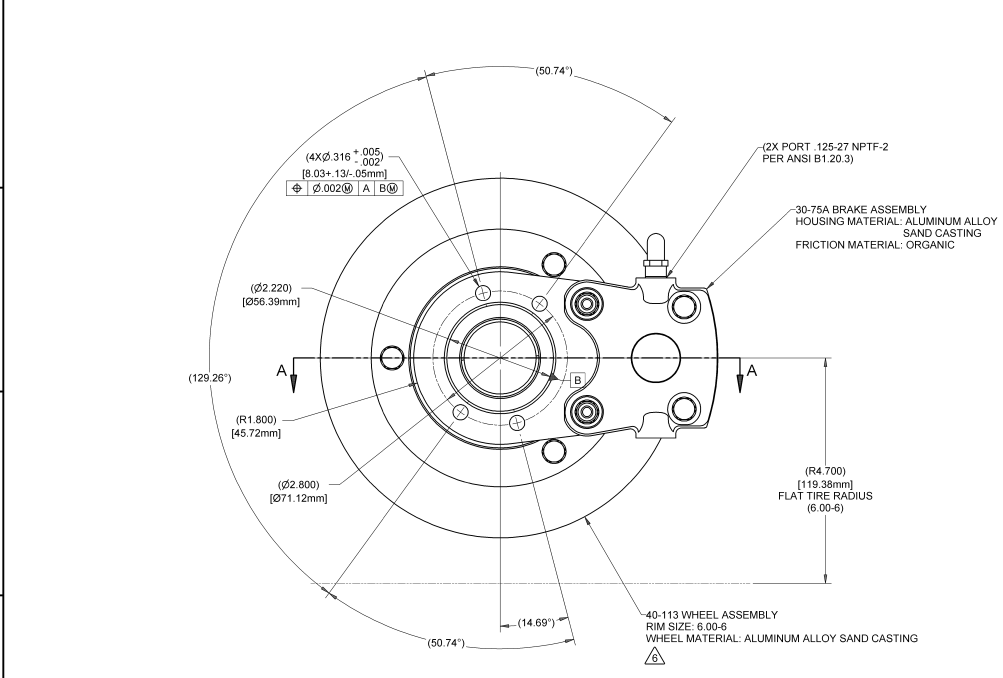
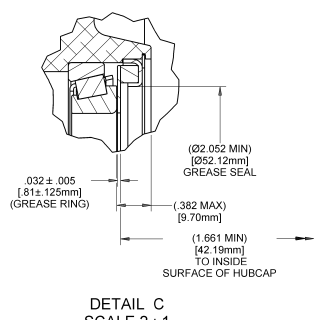
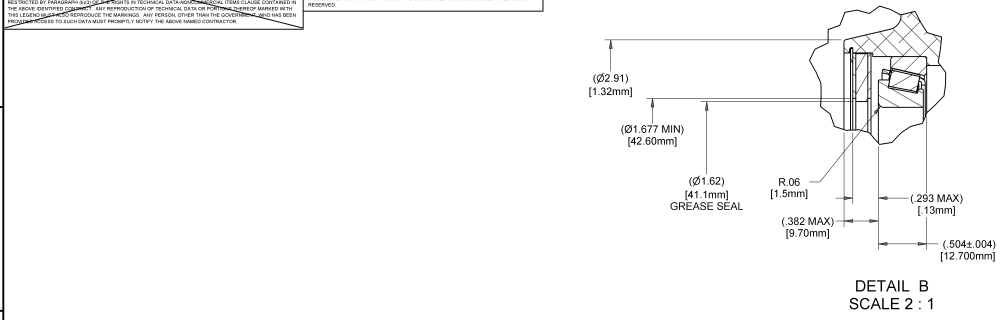
NOTES:

1. The Cleveland Wheels & Brakes as listed are FAA TSO C26 approved, quantity are furnished in pairs for replacement of existing equipment on FAA Type Certificated Aircraft (Original Equipment TC Approved or per TC holder Service Bulletin) or initial installation on an experimental non FAA Type Certificated Aircraft.
2. **Note! For a product to be TSO qualified, it has to have successfully demonstrated its ability to meet minimum performance standards in accordance with FAA recognized rating methods. The TSO approval of a product does not constitute installation approval or applicability on an FAA Type Certificated Aircraft.** It is the responsibility of those installing these products to determine that the aircraft installation and its wheel and brake performance requirements are compatible for the TSO ratings of the wheel and brake. TSO approved products must have separate approval for installation in a FAA type certificated aircraft. TSO Approved Products may be installed only if performed under Title 14 CFR Part 43 or the applicable airworthiness requirements.
3. Be advised that number "199-08401" is an Order Code Number only, to identify the grouping of a pre-packaged ship set of TSO Approved wheels and brakes for customer ordering and shipping convenience. At time of installation of parts contained within, the installer is to refer only to the Part Number of each listed wheel and brake assembly to indicate what parts have been installed on the aircraft. Do not refer to the 199-08401 order code number for installation purposes, as it is not an FAA recognized part number.
4. Bearings are packed with Mobil Aviation Grease SHC 100 bearing grease. Prior to installing on aircraft, lightly coat the I.D. and exposed face of grease seal felts with Mobil Aviation Grease SHC 100 bearing grease in the inboard and outboard wheel hubs.

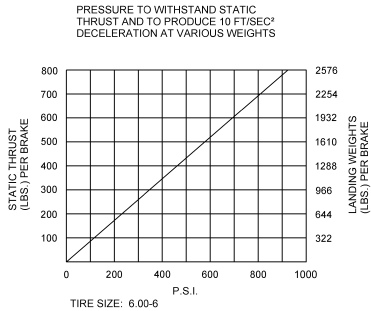
Order Code Number: 199-08401 P/L
Rev. D 11-23-2004 (0363-27)
Rev. E 07-13-2006 (0370-42)

CONTRACT NO. 33269
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REVISION					
CHANGE NO.	REV	DESCRIPTION OF CHANGE	DATE	BY	APPROVED
000-07	1	INITIAL RELEASE	10/08/2004	R. HARTLAUB	



- NOTES:
- WHEEL RATINGS PER FAA-TSO-C26a:
STATIC LOAD = 1,500 LBS.
LIMIT RADIAL LOAD = 6,000 LBS.
LIMIT AXIAL LOAD = 2,400 LBS.
COMBINED LIMIT, RADIAL & AXIAL LOAD = 6,465 LBS.
TIRE APPLICABILITY: 6.00-6 TIRES
TUBE VALVE STEM TYPE: TR20
 - BRAKE ASSEMBLY KINETIC ENERGY CAPACITY:
NORMAL ENERGY = 200,000 FT. LBS., 100 STOPS FROM 62 MPH (53.9 KTS) AT 10 FT/SEC²
DECELERATION WITHOUT DISC OR LINING CHANGE.
MAXIMUM R.T.O. KINETIC ENERGY = 385,000 FT. LBS.
MAXIMUM STRUCTURAL TORQUE = 16,560 IN. LBS.
MAXIMUM OPERATING PRESSURE = 1,000 PSI
 - BRAKE FLUID DISPLACEMENT:
MAXIMUM (NEW TO FULLY WORN LININGS) = 1.04 IN³
NORMAL RUNNING CLEARANCE TO 400 P.S.I. = .19 IN³
 - BRAKE ASSEMBLY SEALS DESIGNED TO OPERATE WITH MIL-H-5606 OR MIL-H-83282 HYDRAULIC FLUIDS.
 - THE MAXIMUM ROTATING PARTS DIMENSION INCLUDES THE .015 INCH DISC CONING LIMIT. DISCS ARE TO BE REPLACED AT MINIMUM SERVICE THICKNESS LIMIT SHOWN OR WHEN CONED IN EXCESS OF .015 INCHES. THE RECOMMENDED DISC TO STRUCTURE CLEARANCE SHALL CONSIDER THE MAXIMUM ROTATING PARTS DIMENSION PLUS ANY OTHER AXLE OR LANDING GEAR STRUCTURE DEFLECTIONS THAT COULD RESULT IN A MOVEMENT OF THE BRAKE DISC TOWARDS THE LANDING GEAR STRUT.
 - ALSO AVAILABLE WITH CHROME PLATED DISC. TO ORDER, SPECIFY ASSEMBLY NUMBER FOLLOWED BY "CHROME". ALSO AVAILABLE WITH PERFORMANCE GOLD DISC. TO ORDER, SPECIFY ASSEMBLY NUMBER FOLLOWED BY "GOLD".



PRESSURE TO WITHSTAND STATIC THRUST AND TO PRODUCE 10 FT/SEC² DECELERATION AT VARIOUS WEIGHTS

1	2	30-75A		BRAKE ASSEMBLY					
1	1	40-113		WHEEL ASSEMBLY					
QTY	REV	CAGE CODE	PART NO.	DESCRIPTION		MATERIAL SPECIFICATION	WG. (LBS)		
PARTS LIST									
PROGRAM/CONTRACT NO. PD435									
CLEVELAND WHEELS & BRAKES									
AIRCRAFT WHEEL AND BRAKE DIVISION									
PARKER HANFORD CORPORATION									
AUSTIN, OHIO 44011									
PARTS LIST									
CAGE CODE									
DESCRIPTION									
MATERIAL SPECIFICATION									
WG. (LBS)									
WEIGHTS									
WHEEL ASSY., TOTAL: 8.0 LBS. (3.6 KG)									
BRAKE ASSY., TOTAL: 1.9 LBS. (0.8 KG)									
WHEEL & BRAKE ASSY., TOTAL: 9.9 LBS. (4.4 KG)									
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Cleveland

Wheels & Brakes

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1-800-BRAKING (272-5464)

216-937-1272 • FAX 216-937-5409

PRODUCT REFERENCE MEMO

CONDITIONING PROCEDURE FOR NON ASBESTOS ORGANIC BRAKE LINING

The brake lining material used in this brake assembly is a non asbestos organic composition. This material must be properly conditioned in order to provide maximum performance and service life.

Conditioning may be accomplished as follows:

1. Taxi aircraft for 1500 feet with engine at 1700 rpm applying brake pedal force as needed to develop a 5 - 10 mph taxi speed.
2. Allow brakes to cool for 10 - 15 minutes.
3. Apply brakes and check to see if a high throttle static run up may be held with normal pedal force. If so, conditioning is completed.
4. If static run up cannot be held, repeat steps 1 through 3 as needed to successfully hold.

This conditioning procedure will generate sufficient heat to create a thin layer of glazed material at the lining friction surface. Normal brake usage should generate enough heat to maintain the glaze throughout the life of the lining.

Light brake usage can cause the glaze to wear off, resulting in reduced brake performance. In such cases, the lining may be conditioned again following the instructions set forth in this PRM.