



Aircraft Wheel & Brake  
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**PARTS LIST**  
**WHEEL & BRAKE SHIPSET**  
**ORDER CODE: 199-10300**  
**FOR GENERAL USAGE**

<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
30-9C	Main Brake Assembly (FAA Approved per TSO C26a)	2
40-78J	Main Wheel Assembly (FAA Approved per TSO C26a)	2
102-00600	Screw, Dust Shield (FAA TSO Detail Component for 40-78J)	6
157-00800	Dust Shield (FAA TSO Detail Component for 40-78J)	2

Publication Package (P/N PP199-10300) Consists of the following

199-10300 P/L	Parts List for Order Code: 199-10300 (This Document)	1
50-76	Installation Drawing	1
PRM13A	Conditioning Procedure for Non-Asbestos Organic Brake Lining	1

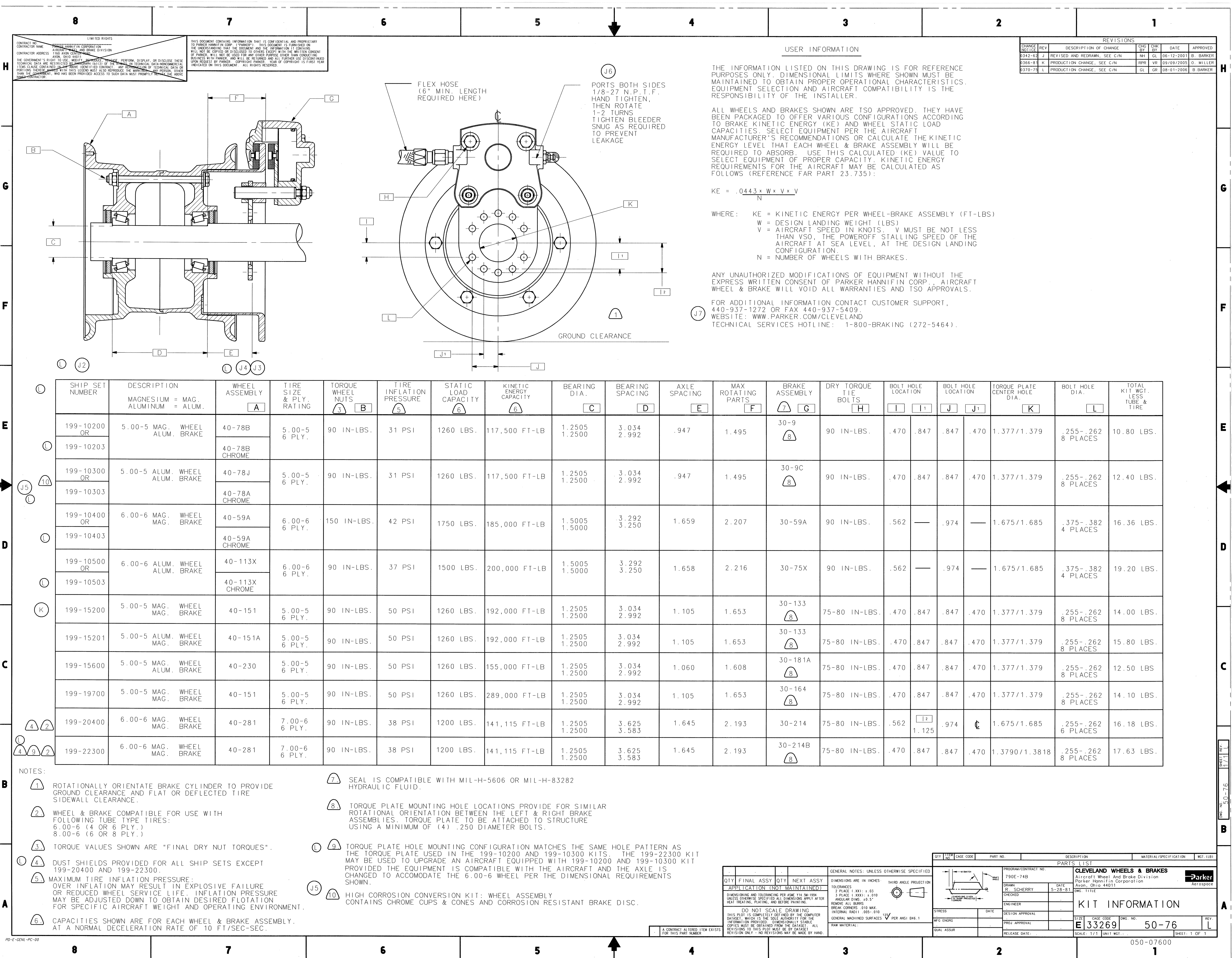
**NOTES:**

- The Cleveland Wheels & Brakes as listed are FAA TSO-C26a approved, quantities 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.
- 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.
- Be advised that number "199-10300" 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 199-10300 order code number for installation purposes, as it is not an FAA recognized part number.
- "Removed"

Order Code Number 199-10300 P/L

Rev. H	11-20-2018 (0097717)
Rev. G	10-05-2018 (0096929)
Rev. F	08-01-2006 (0370-75)
Rev. E	06-12-2001 (0342-62)
Rev. D	12-23-1987 (287-22)
Rev. C	03-04-1985 (275-80)
Rev. B	07-23-1984 (274-47)
Rev. A	07-07-1981 (267-90)
NC	06-08-1981 (267-78)







# Cleveland

Wheels & Brakes

Parker Hannifin Corporation

**Aircraft Wheel & Brake**

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# 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.