

AIRCRAFT WHEEL & BRAKE DIVISION

PARKER HANNIFIN CORPORATION

AVON, OHIO

PARTS LIST

199-167 CONVERSION KIT

<u>PART NO.</u>	<u>CODE NO.</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
40-256	040-25600	Wheel Assembly	2
30-195	030-19500	Brake Assembly	2
10-30A	010-03001	Master Cylinder Assembly	2
20-278		Wheel & Brake Drawing	1
PRM No. 13A		Non-Asbestos Lining Conditioning Procedure	1

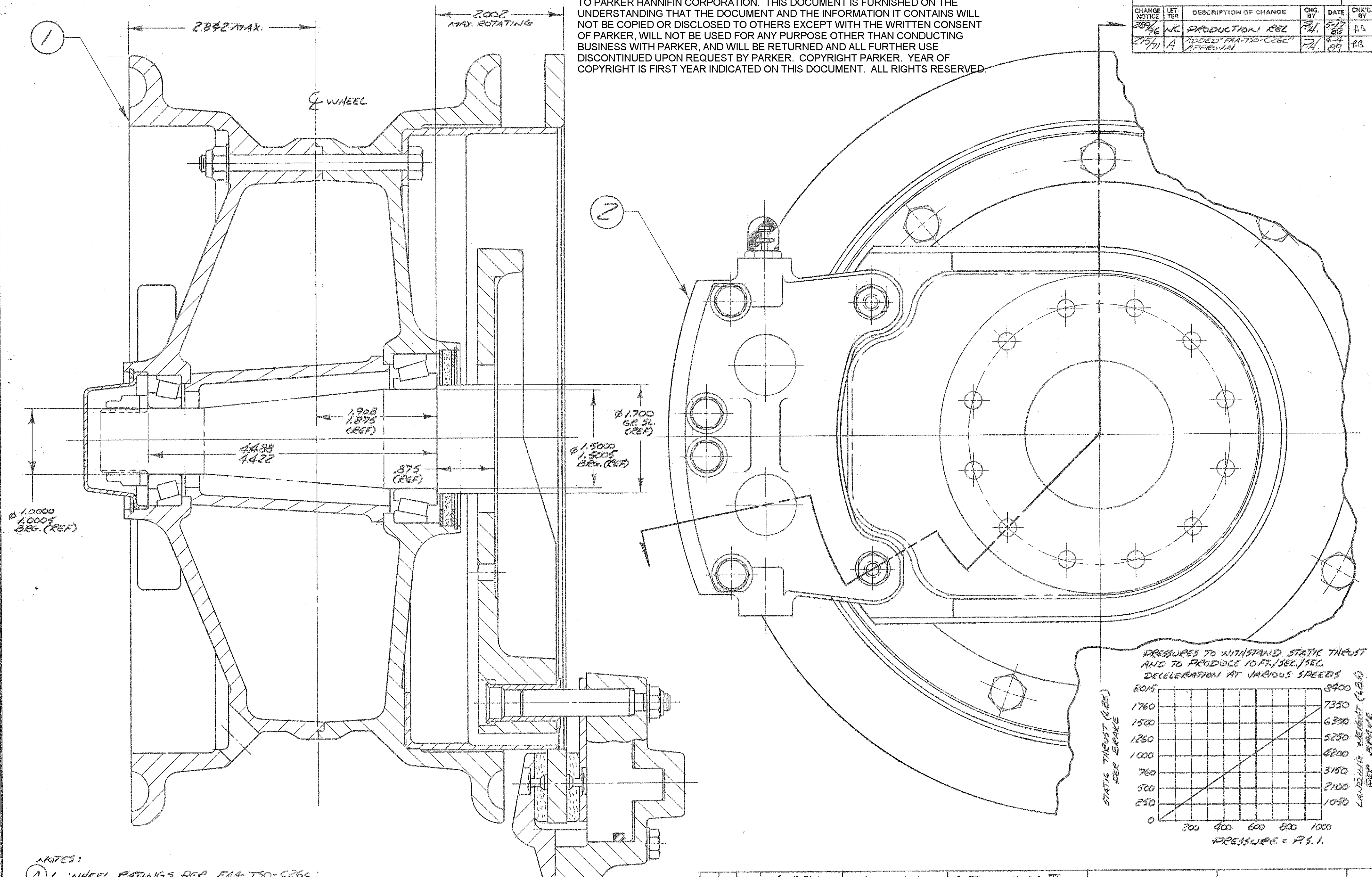
This Kit will convert 1 Aircraft.

NOTE: For use with MIL-H-5606 (Red Oil) Hydraulic Fluid Only.

199-167
NC 05-23-88 (289-96)
10-3-88, REV. A, (292-89)

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CHANGE NOTICE	LETTER	DESCRIPTION OF CHANGE	CHG. BY	DATE	CHK'D BY
2896	NC	PRODUCTION REL	PAI	5-17-88	BA
2957	A	ADDED FAA-TSO-C26C APPROVAL	PAI	4-8-89	BA



NOTES:

1. WHEEL RATINGS PER FAA-TSO-C26C:
 STATIC LOAD = 3400 LBS.
 LIMIT LOAD = 12,206 LBS.
2. BRAKE ENERGY CAPACITY PER FAA-TSO-C26C:
 500,000 FT.-LBS. 100 STOPS FROM 75 M.P.H.
 AT 10 FT./SEC./SEC. DECELERATION WITHOUT
 DISC OR LINING CHANGE
3. BRAKE FLUID DISPLACEMENT
 MAX. NEW TO FULLY WORN = 1.60 CU. IN.
 NORMAL CLEARANCE TO 400 P.S.I. = .09 CU. IN.

WEIGHTS:

WHEEL	8.60 LBS.
DISC	4.97 LBS.
BRAKE CYL.	4.00 LBS.
TORQUE PLATE	1.60 LBS.
TOTAL	19.17 LBS.

1	1	040-25600	WHEEL ASSY.	6.50-10 TYPE III					
1	2	030-19500	BRAKE ASSY.						
+	+	020-27800	WHL/BRK. ASSY						
QTY	QTY	ITEM	PART NO.	DESCRIPTION	MATERIAL & SPEC.	HEAT TREAT & SPEC.	FINISH & SPEC.	WGT.	
NEXT ASSEMBLY		QTY	FINAL ASSEMBLY		QTY	PATTERN, CASTING OR BLANK NO.		DRAWN BY: J. H. H. 5-26-88	
THIS DESIGN IS THE PROPERTY OF PARKER HANNIFIN CORP. AIRCRAFT WHEEL AND BRAKE DIVISION AND IS NOT TO BE COPIED, DUPLICATED, OR USED AS THE BASIS FOR MANUFACTURE OR SALE OF EQUIPMENT WITHOUT OUR WRITTEN PERMISSION.		ZYGO PER MIL-I-6866 STAMP P ON PART		WORK TO DIMENSIONS - DO NOT SCALE TOLERANCE FOR .XXX ± .010 TOLERANCE FOR .XX ± .030 TOLERANCE FOR ANGULAR DIMS ± 1/2° TOLERANCE FOR FRACTIONAL DIMS ± .030		CHECKED BY: BA		Cleveland Wheels & Brakes Aircraft Wheel and Brake Division Parker Hannifin Corporation 1160 Center Road Avon, Ohio 44011	
GENERAL MACHINED SURFACES TO BE 125 FINISH UNLESS NOTED		UNLESS NOTED ALL THREADS PER MIL-S-7742		BREAK SHARP EDGES .010 UNLESS NOTED. REMOVE ALL BURRS BEFORE PLATING, DRILL PER INSP. PROCEDURE NO. 114.		SCALE: 1:1		NAME: WHEEL & BRAKE ASSY	
								20-278	

Cleveland

Wheels & Brakes

Parker Hannifin Corporation

Aircraft Wheel & Brake

1160 Center Road

Avon, Ohio 44011 USA

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.