



AIRCRAFT WHEEL & BRAKE DIVISION

PARKER HANNIFIN CORPORATION

AVON, OHIO

PARTS LIST

199-224
WHEEL & BRAKE KIT
HEAVY DUTY OPTION
6.00-6 EQUIPMENT
FOR
LANCAIR AIRCRAFT

<u>PART NUMBER</u>	<u>CODE NUMBER</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
30-233	030-23300	Main Brake Assembly (Metallic Linings)	2
40-406	040-40600	Main Wheel Assembly	2
40-77	040-07700	Nose Wheel Assembly	1
10-19J	010-01909	Master Cylinder Assembly	4
PRM14A	-----	Metallic Lining Conditioning Procedure	1

NOTES:

1. Brake assembly is compatible for use with MIL-H-5606 Hydraulic Fluid. Brake may be used for both the L.H. & R.H. installation by positioning bleeder valve and inlet fittings in brake as required.
2. 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.

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Rev. NC
Rev. A

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Cleveland

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PRODUCT REFERENCE MEMO

METALLIC BRAKE LINING CONDITIONING PROCEDURE

The brake lining material used in this brake assembly is an iron based metallic composition. This material must be properly conditioned (glazed) in order to provide optimum service life.

Dynamometer tests have shown that at low braking energies, unglazed linings experience greater wear and the brake discs can become severely scored.

Conditioning may be accomplished as follows:

1. Perform two (2) consecutive full stop braking applications from 30 to 35 kts. Do not allow the brake discs to cool substantially between stops.
2. On aircraft with tail wheels, exercise caution during stopping to prevent tail lifting. Due to the efficiency of these brakes, extremely hard braking could result in lifting the tail from the ground.

This conditioning procedure will wear off high spots and generate sufficient heat to glaze the linings. Once the linings are glazed, the braking system will provide many hours of maintenance free service.

Visual inspection of the brake disc will indicate the lining condition. A smooth surface, without grooves, indicates the linings are properly glazed. If the disc is rough (grooved), the linings must be reglazed. The conditioning procedure should be performed whenever the rough disc condition is evident.

Light use, such as in taxiing, will cause the glaze to be worn rapidly.

Use caution in performing this procedure, as higher speeds with successive stops could cause the brakes to overheat resulting in warped discs and/or pressure plates.