

Cleveland

Wheels & Brakes

Parker Hannifin Corporation

Aircraft Wheel & Brake

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PRODUCT REFERENCE MEMO

WHEEL INFLATION VALVE - INSPECT / RETORQUE

EFFECTIVITY: All Parker Hannifin Wheel Assemblies equipped with 160-01100 or 160-01200 Inflation Valves. P/N 160-01100 is used on FAA-TSO Wheel Models 040-21101, 40-107A, 40-148, 40-170, 40-170A, 40-170B, 40-198, 40-211, and 40-279. P/N 160-01200 is used on FAA-TSO Wheel Models 40-203, 40-204, 40-273, and 40-273A.

APPLICABILITY: All aircraft equipped with the above listed wheel assemblies. All holders of the Cleveland Wheels & Brakes Component Maintenance Manual (CMM). All holders of Product Reference Memo PRM64, Technician's Service Guide.

REASON: Torque Value information for P/N's 160-01100 and 160-01200 as provided in the CMM and PRM64 is incorrect.

DESCRIPTION: This document provides corrections to the Cleveland Wheels and Brakes Component Maintenance Manual, (Revision B), Appendix A, Section A5, and corresponding Section of PRM64, Technician's Service Guide (Revision NC). The Tire Inflation Valve Stem Torque Table (A5) lists Inflation Valve P/N's 160-01100 and 160-01200 to be torqued at 25-35 in-lbs (2.8-4.0 N·m). Torque Value for P/N's 160-01100 and 160-01200 should be listed as 75-100 in-lbs (8.5-11.4 N·m). Wheels with these Inflation Valves torqued at the incorrect values could leak at the Inflation Valve Grommet.

COMPLIANCE: Highly Recommended - 1. Update information immediately.
2. Check & retorque at next overhaul or tire change, or immediately as needed if tire leakage is evident.

APPROVAL: The design contents of this Product Reference Memo are FAA DER approved.

WEIGHT & BALANCE: No change.

PUBLICATIONS: Corrected information has been incorporated to the Cleveland Wheels & Brakes Component Maintenance Manual and PRM64 per next scheduled revision (July 1, 1996).



PRODUCT REFERENCE MEMO

INSTRUCTIONS: 1. Mark up current Component Maintenance Manual and PRM64 to indicate new torque values until revised publications are released.

2. For affected wheels, as required to correct leakage, perform the following:
 - A. Remove wheel per applicable maintenance manual.
 - B. Assure that tire is fully deflated, then break wheel/tire bead at outer wheel half only.
 - C. Remove inflation valve, and check rubber grommet for any cuts, nicks, distortion, or excessive wear. If rubber grommet is defective, install a new inflation valve.
 - D. Coat the internal and external surfaces of the inflation valve grommet with Dow Corning 55 O-ring Lubricant, then slide grommet onto the valve stem.
 - E. Install the inflation valve into the outer wheel half.
 - F. While holding the stem to prevent rotation, torque the valve retaining nut to 75-100 in-lbs. The object is to tighten the valve retaining nut high enough to effectuate the seal, but low enough so as not to create excessive squeeze out or to damage the grommet. A properly installed valve will be torqued at the lowest possible value (within the 75-100 in-lb range), and is solid within the hole, requiring a moderate to heavy force to rotate.
 - G. Inflate tire in an inflation cage, to pressure as needed to properly seat the tire beads. Then reduce pressure to 10 psig. Use a soapy water solution to check for leaks. Pay particular attention to the Inflation valve area. If a leak appears at the valve stem, retorqued, adjusting torque to the high side of the 75-100 in-lb range.
 - H. Reinstall wheel to aircraft per applicable maintenance manual. Once wheel is installed, adjust tire inflation to proper value for the aircraft.
 - I. Make a log book entry referencing this activity, and return aircraft to service.