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PRODUCT REFERENCE MEMO

PC-12 BRAKE LINING CONDITIONING PROCEDURE

EFFECTIVITY: All Aircraft Wheel and Brake, LLC (Cleveland Wheels & Brakes) P/N 30-244 Brake Assemblies

APPLICABILITY: PC-12, PC-12/45, PC-12/47, and PC-12/47E aircraft converted per STC No. SA01376CH to use Cleveland main wheel and brake conversion kit 199-241.

REASON: To provide optimum service life of the brake lining material used in conversion kit part number 199-241, it is necessary to properly condition (glaze) the linings.

DESCRIPTION: Brake linings can show accelerated wear if not properly conditioned.

The brakes should be conditioned after installation of the kit (ref Kit Installation Manual IM199-241) and prior to placing the aircraft back in service.

To provide optimum service life of the brake lining material, it is necessary to properly condition (glaze) the linings per the following procedure:

NOTE: Maintaining the conditioning glaze throughout the entire life of the brake assembly is extremely important. Failure to maintain the glaze may result in premature wear. If the brakes are used exclusively for low speed (below 25 knots ground speed) applications, then periodic conditioning is recommended to optimize service life.

a. Perform two (2) consecutive full stop braking applications (with flaps up and no reverse pitch of the propeller) at the following ground speeds per the following aircraft weights:

(1) For aircraft take–off weight up to 8700 lbs: 40-45 knots at one of the following:

- 6.0 ft/sec² deceleration
- 380-480 ft stop distance
- 11.0-13.0 second stop time

(2) For aircraft take–off weight from 8701 to 9800 lbs: 37-42 knots at one of the following:

- 6.0 ft/sec² deceleration
- 330-420 ft stop distance
- 10.0-12.0 second stop time

(3) For aircraft take–off weight over 9800 lbs: 33-40 knots at one of the following:

- 6.0 ft/sec² deceleration
- 230-380 ft stop distance
- 9.0-11.0 second stop time

NOTE: Do not allow or permit the brake to cool substantially between stops.

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b. After, back to back conditioning stops, allow the brakes to cool for ten to fifteen minutes.

c. Apply the brakes and check for restraint at high static throttle.

NOTE: This step is to be done **ONLY** after steps 1 and 2 are completed and not in and of itself. New brakes may pass this step right from the onset, however, conditioning is still mandatory to ensure optimum service life.

(1) If the brakes hold, the conditioning is complete.

(2) If brakes cannot hold aircraft during static run-up, allow brakes to cool completely and repeat steps a. through c.

REFERENCES: For additional aircraft maintenance recommendations, see Pilatus Service Letter SL-241, dated 2023-09-29.

COMPLIANCE: Recommended.

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

WEIGHT & BALANCE: Not applicable.

PUBLICATIONS: PRM75 is available from:

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