

# Cleveland

Wheels & Brakes

## Parker Hannifin Corporation

Aircraft Wheel & Brake

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# PRODUCT REFERENCE MEMO

## AVAILABILITY OF KIT TO RETROFIT OBSOLETE BRAKE MODEL 30-181 TO BECOME 30-181A

**PURPOSE:** Cleveland Brake Model 30-181 and Lining P/N 066-10200 are now obsolete, and spares support will no longer be offered. It is suggested that all 30-181 brakes be retrofitted to become 30-181A per Kit 199-200 and this PRM.

**APPLICABILITY:** All aircraft currently equipped with Brake Model 30-181. (NOTE: Model 30-181A is a TSO Minor Change to 30-181. It meets TSO performance requirements for 30-181 and is directly interchangeable.)

**EFFECTIVITY:** 07-01-92.

**COMPLIANCE:** Mandatory. At next scheduled lining replacement.

### MATERIALS

**REQUIRED:** Kit 199-200

<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
066-10600	Lining	2
068-00401	Shim	1
105-00200	Rivet	6
103-11500	Bolt	2


**NOTE:** Quantity indicated will retrofit one brake.

**PROCEDURE:** **NOTE:** All maintenance to be done per Aircraft Wheel & Brake Manual.

1. Unless wheel maintenance is required, this procedure can be done without jacking aircraft. It is, however, suggested that brake discs be inspected per Manual and replaced, if needed, at this time.
2. Assure that all hydraulic pressure is relieved from brakes and remove backplates and pressure plates, as required, to replace linings.
3. Discard existing aluminum backplate shims P/N 068-12300 (1 ea.) and tie bolts P/N 103-12000 (2 ea.). Retain and reuse tie bolt washers P/N 095-10200 (2 ea.).
4. Remove old lining from pressure and backplate by drilling out all rivets using a 5/32 inch drill. Install new linings P/N 066-10600 with new rivets P/N 105-00200.
5. Clean exposed surfaces of piston and push fully back into cylinder.

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6. Slide pressure plate onto anchor bolts on brake cylinder and slide cylinder assembly into torque plate.
7. Insert new brake tie bolts P/N 102-11500 with washers into brake cylinder. Slide new shim P/N 068-00401 over the bolts. Place backplate between brake disc and wheel flange, align with tie bolts and tighten. Torque at 75-80 in-lbs.
8. Locate existing nameplate on brake and scribe a letter "A" after brake Model 30-181.

This equipment upgraded to 40-230 Wheel/30-181 Brake per Cleveland Conversion Kit 199-93 Mfg under FAA-TSO-C26c		A	
Install Date	<input type="text"/>	Mfg Date	<input type="text"/>
Wheel Weight	4.80 LBS.	Brake Weight	1.45 LBS.

NOTE: If Wheels and Brakes have been retrofitted to 30-181 per Kit 199-93, locate nameplates 166-12500, one each on the Brake and Wheel and scribe an "A" in location shown below.

9. Depress and release pedals several times. Rotate wheels and check for brake drag. Bleed brakes if needed. A slight amount of drag is allowable, however, a severely bound unit should be investigated and corrected. Excessive drag can be caused by improperly seated linings.
10. Remove aircraft from jacks and condition linings per [PRM13A](#).
11. Make a log book entry referencing this activity and return aircraft to service.