

# Cleveland

Wheels & Brakes

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# PRODUCT REFERENCE MEMO

## **NOSE WHEEL ASSEMBLY P/N 40-413 – PRESSURE LOSS – INSPECT/TEST/REPLACE**

**APPLICABILITY:** Sikorsky S-76A, B, C, models equipped with Parker Hannifin Nose Wheel Assembly P/N 40-413 (Goodrich P/N 207A-900)

**EFFECTIVITY:** S/N 1059 to 1086, 1089 & 1090

**PURPOSE:** To inform Owners/Operators of the above aircraft who utilize Parker Hannifin P/N 40-413 Nose Wheel Assembly on their aircraft of the potential for loss of air pressure exceeding the limits of CM40-413.

**COMPLIANCE:** Recommended.

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

**WEIGHT AND  
BALANCE:** No Change.

**PROCEDURE:** Exercise Option 1 or Option 2 by January 1, 2004.

Option 1: Perform Diffusion Test per CM40-413 Section 1.D as follows;

Inflate the tire to 145 psig and allow the tire to stretch and stabilize on the wheel for 12 hours minimum (For new tires). After the stretch period, re-inflate the tire to 145 psig and allow the wheel / tire assembly to sit for 24 hours minimum.

The wheel assembly shall hold the rated inflation pressure after the 24 hour period with a pressure drop no greater than 5% (7.25 psig). Pressure drop in excess of 5% is cause for rejection.

If the wheel/tire assembly is rejected, the test may be repeated with one or more additional tires to determine whether the tire is the cause for pressure loss.

Option 2: Return wheel assembly for replacement.

**PUBLICATIONS:** The information contained in this Product Reference Memo (PRM 80) is to be incorporated into CM40-413 and AWBCMM0001-5 at the next revision of each.