

VSP-34
April 14, 1982

VENDOR SERVICE PUBLICATION

To: All Piper CORPAC's

Subject: B. F. Goodrich Service Letter No. 1294
(Premature 2-1435-2 MLG Brake Removal -
Clarification of B. F. Goodrich Service
Bulletin No. 399)

Models Affected: PA-31T2 Cheyenne II XL
PA-42 Cheyenne III

Purpose:

To distribute the attached B. F. Goodrich Service Letter No. 1294 to Piper CORPAC's.

Special Instructions:

1. Please insure that all Piper Service Facilities in your area are aware of the provisions of the attached B. F. Goodrich Service Letter.
2. Reference B. F. Goodrich Service Bulletin 399 and Piper VSP-32.

SERVICE LETTER

No. 1294

Applicable To: 2-1435-2 Brake Assembly

Used On: Piper PA-42-720 Cheyenne III

Piper PA-31T-2-620 Cheyenne IIXL

ISSUED: 17 March 1982
JN9782

LONGER BRAKE LIFE

PURPOSE: To clarify brake wear conditions for removal from aircraft, and worn lining conditions of the 2-1435-2 brake.

SCOPE: Premature brake removal for worn lining condition has resulted in overhaul of brakes that were still serviceable.

REFERENCES: 1. Service Bulletin 399, Brake Removal Wear Limit.

2. BFGoodrich Maintenance and Overhaul Manual for the 2-1435-2 Main Landing Gear Brake, paragraphs 2.5.4.1 & 2.5.4.2.
3. This service letter covers in more detail, paragraphs 2.5.4.1 and 2.5.4.2 of Maintenance and Overhaul Manual for the 2-1435-2 Main Landing Gear Brake.

PROCEDURE: 1. Inspection of brake on the aircraft.

- a. Pressurize brake to 100 psi; measure distance between 342-90 carrier, lining and torque button assembly and piston housing. (see Figure 1) A 0.350" or larger measurement indicates the brake should be removed for overhaul.
 - b. A shiny mark on the O.D. wear face of the 244-540 lining carrier assembly is not a criteria for brake removal. This condition is created by the 342-90 carrier, lining and torque button assembly overhanging the 244-540 lining carrier assembly. (see figure 2).
2. Inspection of the brake friction material after disassembly.
- a. Inspect disk carrier and lining assembly 244-540 for a minimum thickness of .370 inches for 85% of lining surface, and dishing of .050 inches maximum from O.D. to I.D. If either or both of these conditions exist replace part. (See Figure 3)
 - b. Inspect carrier, lining and torque button assemblies 342-90 for a minimum thickness of .160 inches for 85% of the lining surface, and dishing of .025 inches maximum. If either or both conditions exist, replace or repair part. (See Figure 4)

- c. Leading edge wear is not a removal criterion of the carrier lining and torque button assemblies 342-90. This wear pattern can be considered normal wear. (See Figure 5)

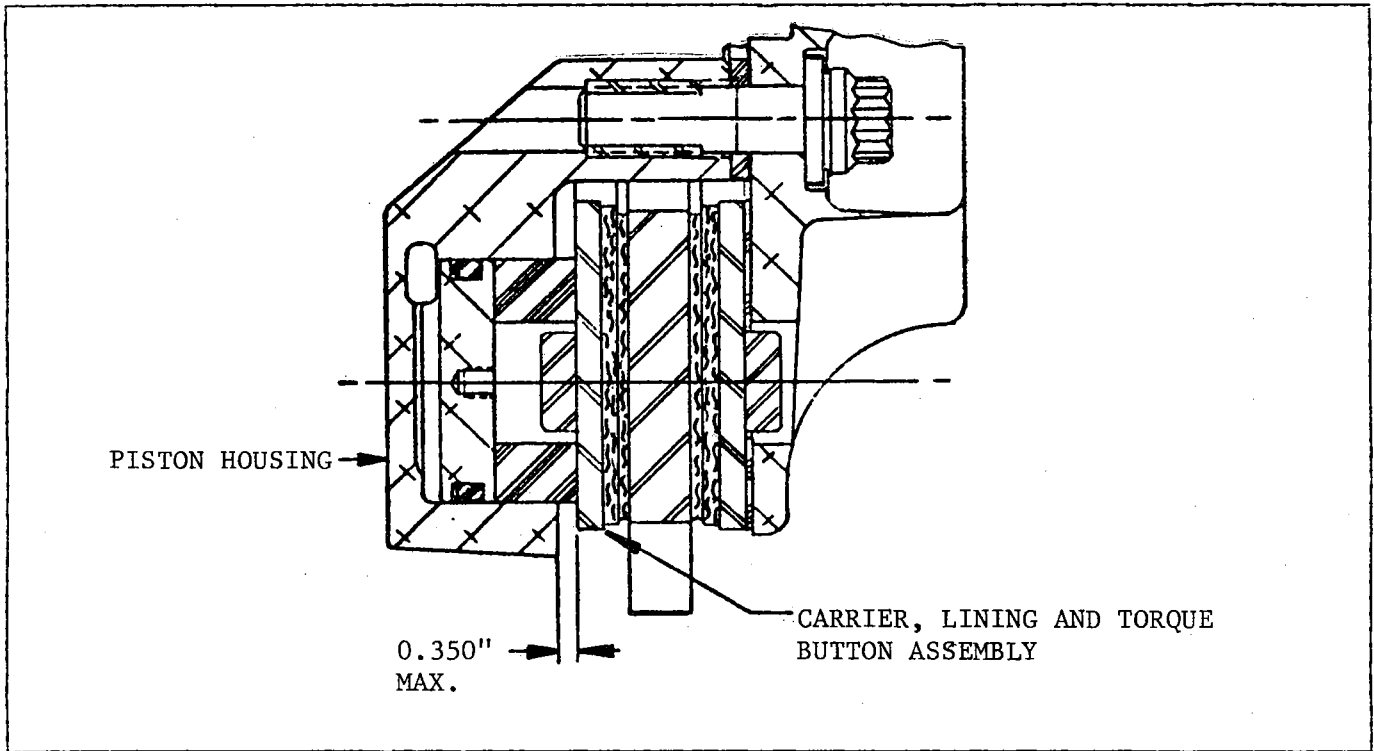


Figure 1.

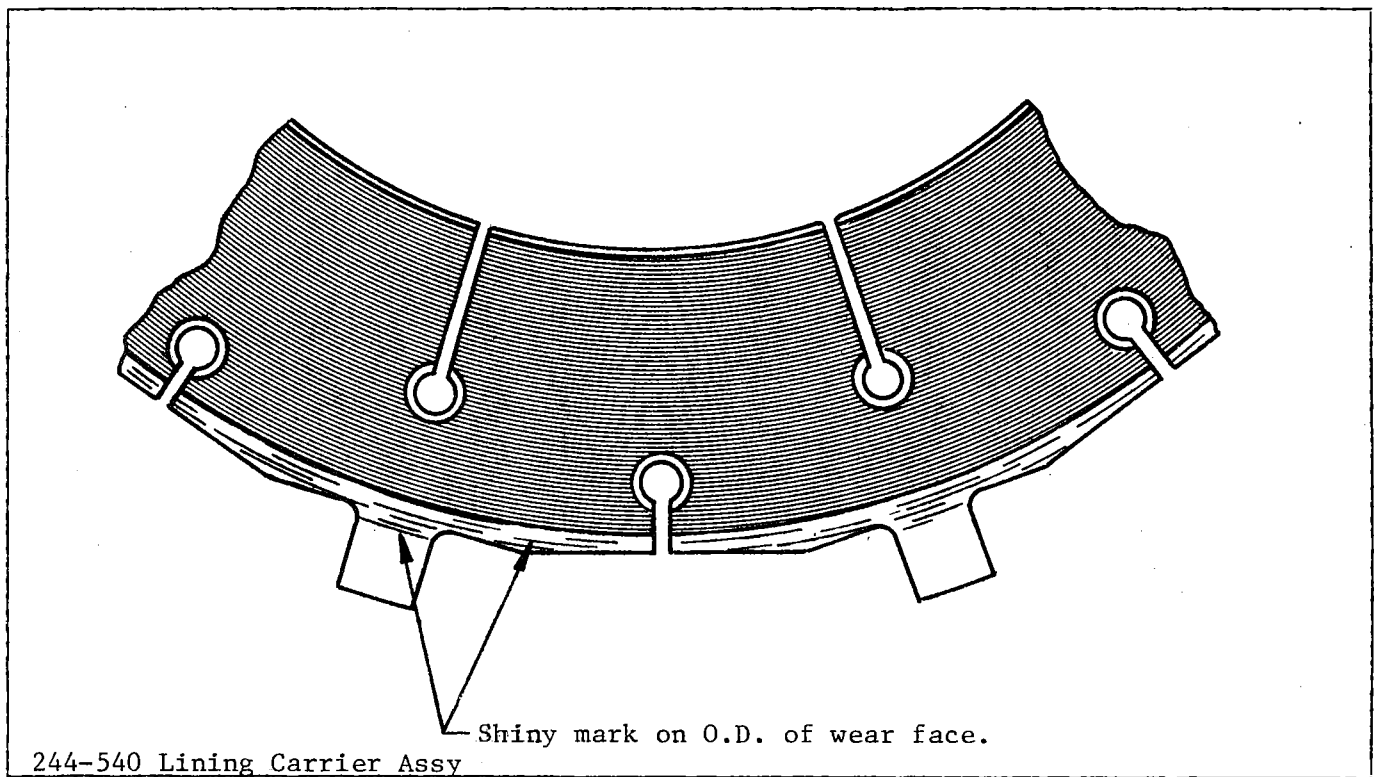
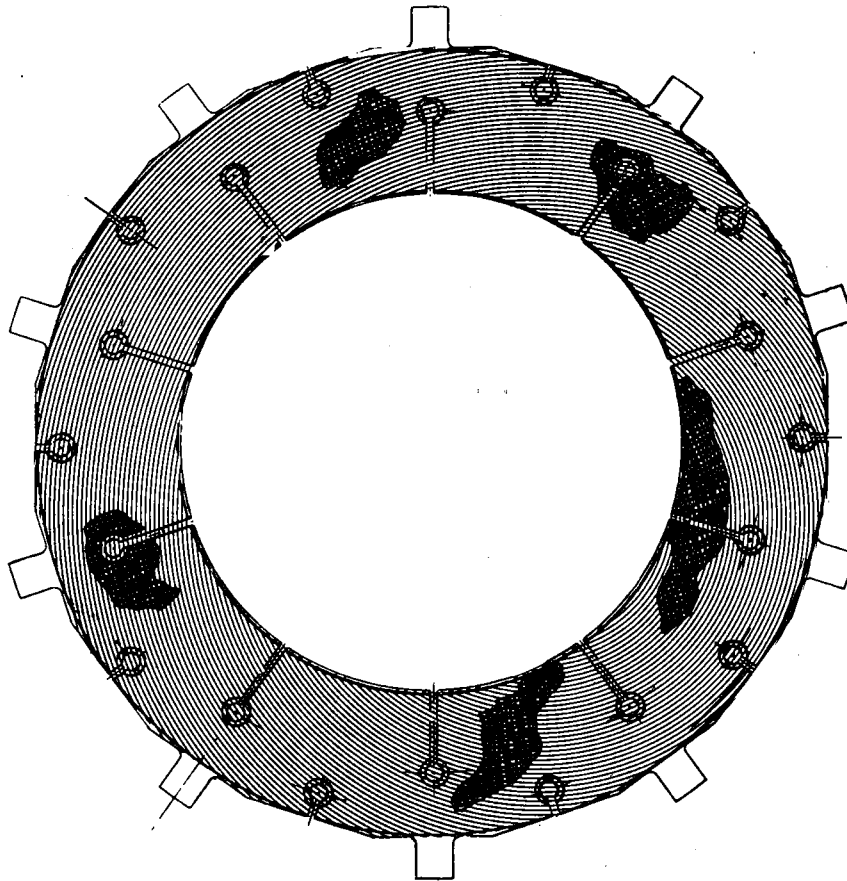
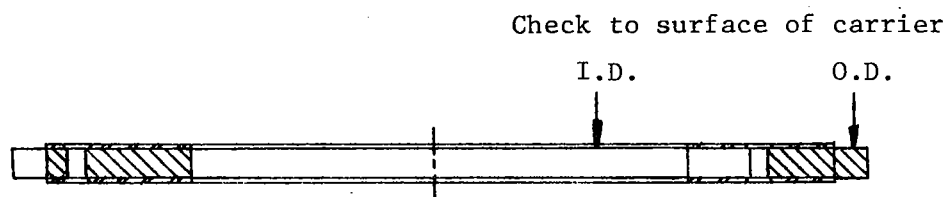


Figure 2.



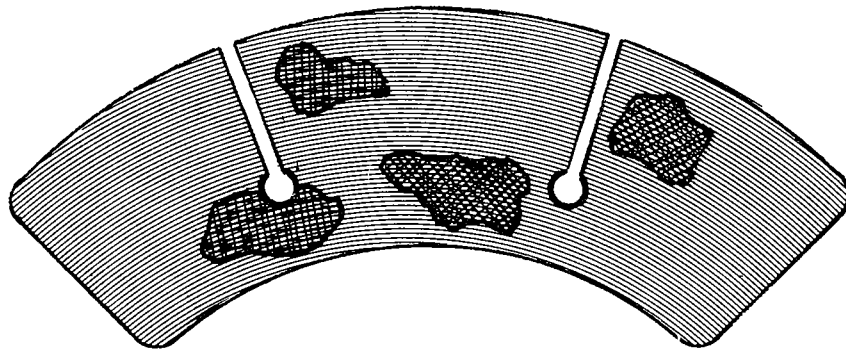
Shaded area covers 85% of the lining surface and is worn to a minimum thickness of .370 inches.



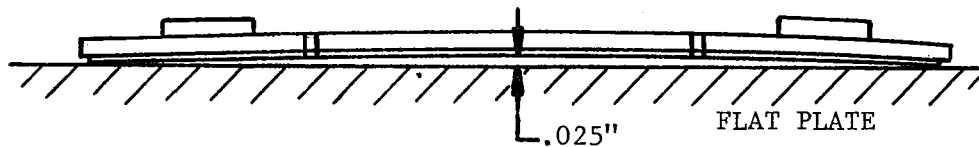
Dishing of .050 inches maximum from O.D. to I.D.

244-540 Lining Carrier Assembly

Figure 3.



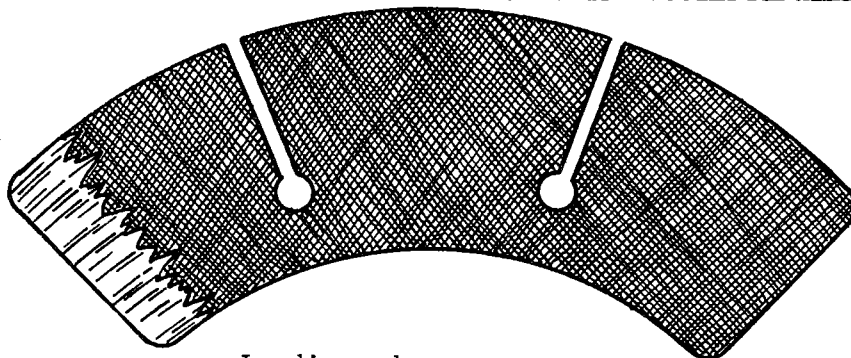
Shaded area covers 85% of the lining surface and is worn to a minimum thickness of .160 inches.



Check flatness on lining side of carrier. Dishing of .025 inches maximum replace or repair parts. Carrier may be cold flattened with a mallet and flat plate.

342-90 Carrier Lining and Torque Button Assembly

Figure 4.



Leading edge wear.

This condition can be considered normal lining wear.

342-90 Carrier Lining and Torque Button Assembly

Figure 5.