

 <p>Aeropole, 05130 TALLARD - FRANCE Tel:+33 (0)4 92 20 16 19 Fax:+33 (0)4 92 52 69 66 e-mail : contact@beringer-aero.com</p>	<h1>SERVICE BULLETIN</h1>	Manuel référence : BRG-ALTP-02
		Référence document : SB-011

This document has been produced in accordance with alternative procedure to DOA

SERVICE BULLETIN

- SUBJECT:** Wheel reduced life time, fatigue crack on the wheel bead seat causing loss of tire pressure.
- PURPOSE:** To identify and replace wheels used with a static load over 3400 N (748 lbs).
- MODELS AFFECTED:** 5.00-5 wheels P/N: RA-002(A), RA-002(B), RF-005(A), RF-005(B)
- S/N AFFECTED:** All
- DELAY OF APPLICATION:** Next maintenance or within 50 FH whichever comes first

I. GENERAL INFORMATION

Recent endurance bench testing at BERINGER has shown that the wheel life time was lower than the expected life time when used in the higher range of the static load. The wheel is approved for a maximum static load rating of 6500N (1432 lbs).

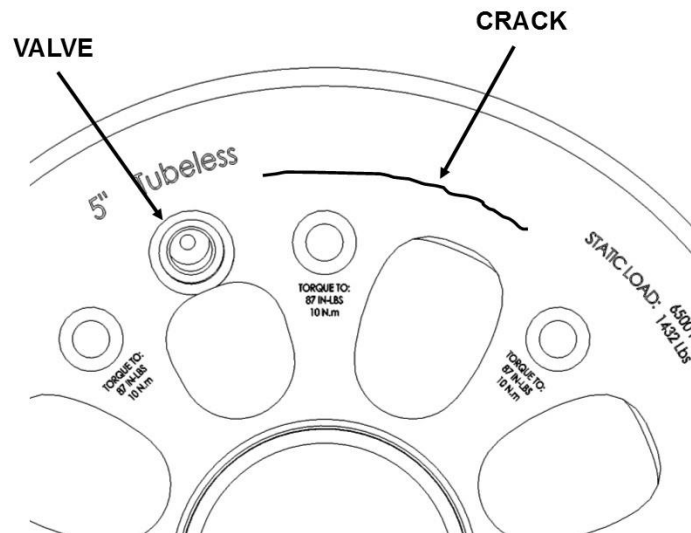
When the wheel static load is over 3400 N (748 lbs) the wheel is subjected to a reduced life time. After a certain number of rolling cycles a fatigue crack may appears in the bead seat corner of the outer wheel half (valve side). This fatigue crack causes a slow loss of tire pressure.

II. PREVENTIVE ACTION REQUIRED

Identify if the static load rating of your wheel is under or over 3400 N (748 lbs).

- A. The static load applied to the wheel is under 3400 N (748 lbs): there is no preventive action, you are not concerned by a reduced life time or fatigue issue to the wheel
- B. The static load applied to the wheel is over 3400 N (748 lbs): you may be concerned by a reduced life time and fatigue damage to the wheel, perform the following instructions:

1. Inspect outer wheel half (valve side) and search for a visual crack near bead seat. The schema below shows the location and shape of the eventual crack. Note: the crack can be not only close to the valve but anywhere around the circumference.



2. If a crack is visible whatever the length or the position of the crack, replace the wheel by a new one.
3. If there is no visible crack the wheel can continue to be used with a limited life time reduced to 300 FH starting when the wheel was firstly installed on the aircraft. If this limit is already exceeded replace the wheel by a new one.

III. CORRECTIVE ACTION REQUIRED

- A. The static load applied to the wheel is under 3400 N (748 lbs): there is no corrective action, you are not concerned by a reduced life time or fatigue issue to the wheel
- B. The static load applied to the wheel is over 3400 N (748 lbs): replace the wheel by another wheel model that is conforming to the loads.

Note: The wheel must be approved on the aircraft type prior to any installation.

Name, signature:

Rémi BERINGER

