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SERVICE BULLETIN

SB-019

	Description	Date	Checked	Approval
0	Initial Revision	25 Nov 2020	 	 
1	Effectivity correction	15 April 2021	 	 
2	Beringer Cotter pin reference added + clarification of orientation	21 Jan 2022	 	 
3	Procedure replacement (§5.2)	05 Jul 2022	 	 
4	Modification of wheel replacement condition regarding MM-00-006	07 Dec 2022	 	 

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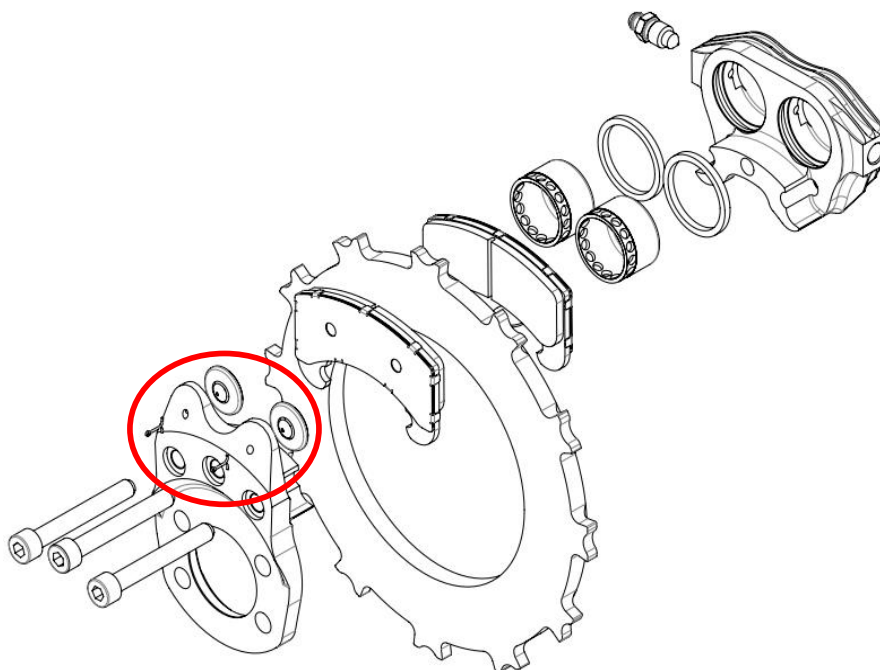


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1. EFFECTIVITY

This service bulletin has to be applied to the following products:

P/N	Affected S/N or batches (prior or equal to)
EA-003.3N	5781 *
EA-003.4N	532
EA-003.5N	206
EA-003.7N	052
EA-003.10N	009
EA-004.1N	001
EA-004.2NL & NR	020
EA-004.3NL & NR	042 (NL) & 043 (NR)
EA-004.4NL & NR	All
EA-004.5NL & NR	002

*Nota: 5600.1 to 5653.1 are already equipped with the new solution (no need to apply this SB)

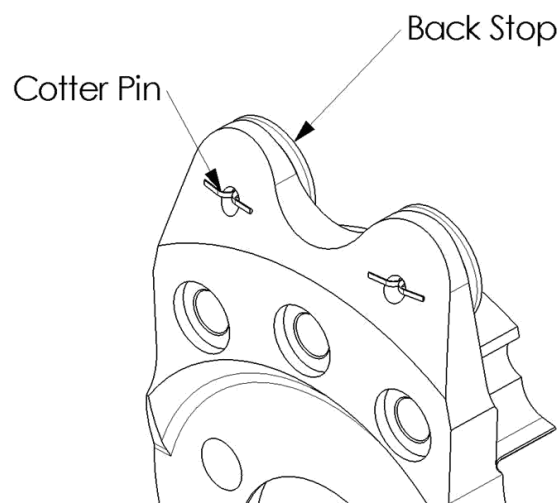
2. PURPOSE

Replacement of Backstop BTR-001 in order to put the cotter-pin (ISO1234) backward (BERINGER reference: L-V-012 or Industry standard MS24665-071). The goal is to prevent scratching of the inner wheel half by the tails of the cotter pin.

Backstop BTR-001(B) supersedes BTR-001(A) to allow this modification.

3. BACKGROUND

The cotter pin securing the back stop on the brake assembly back plate can be displaced from the as installed position. This can occur during unpackaging and first installation, maintenance, or at any other time when the parts are handled. If the cotter pin tails are raised from the surface of the back plate or rotated 90° from the initial orientation then they are at risk for contacting the inner wheel half and scratching the anodized finish.



4. COMPLIANCE

At the next annual inspection or change of brake disc, brake pad, or tire [Whichever occurs first].

The occurrence of this scratch is not an airworthiness or safety issue. To prevent damage to the wheel half, it is recommended to inspect the cotter pins as soon as practical.

5. INSTRUCTIONS

5.1 Inspection

- Remove the wheel and tire assembly per the instructions in the applicable maintenance manual.
- Inspect the inner wheel half for circular scratches. Refer to SM-02 for wheel half scratch compliance.



- This scratch has been caused by cotter pins that have been displaced from the initial orientation which is set and controlled during manufacturing.



5.2 Replacement of backstop + cotter-pin

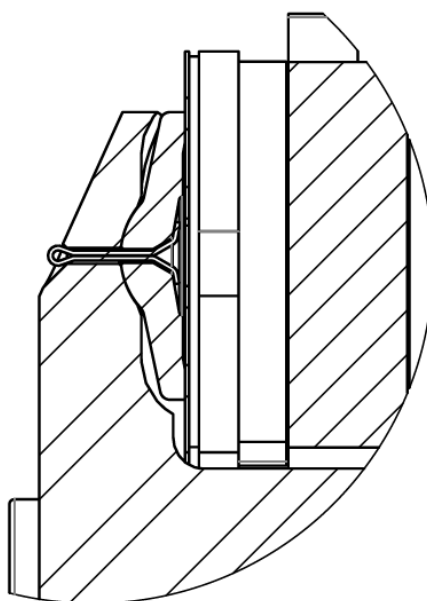
- Remove the existing cotter pins.
- Clean the indent in the backplate using water with soap or cleaning solvent and wipe dry with a clean cloth.

CAUTION: Do not use basic or acid agent on wheel halves. Anodizing can be totally removed within few minutes in contact with basic agent. Make sure that cleaning soap is not basic.

- Lubricate the contact area between back stops and back plate with silicone grease

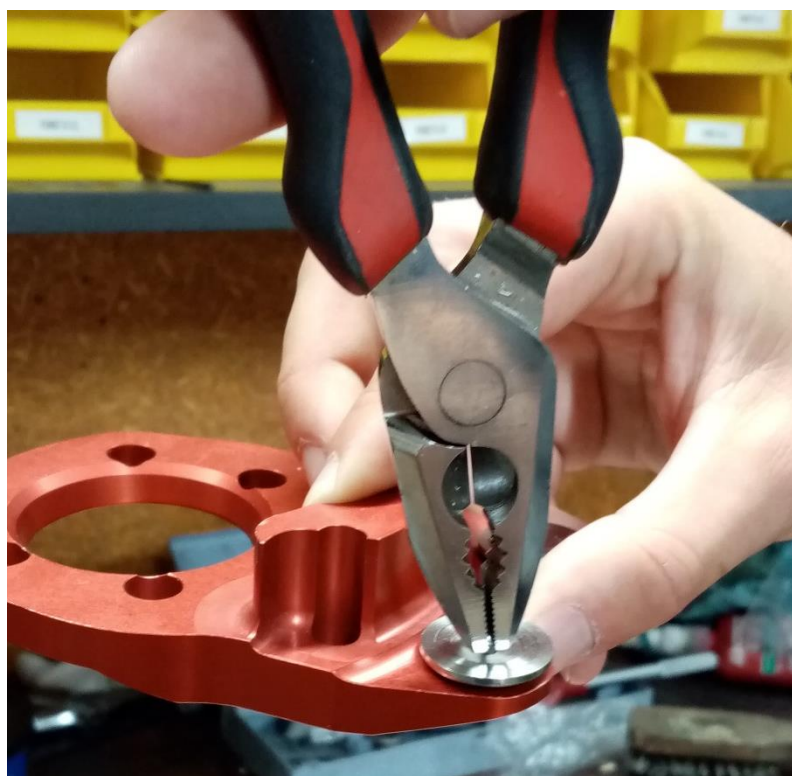
NOTE: Use silicone grease (-50°C to 200°C) compliant with FDA CFR art. 178.3570 (liquid grease in spray is not allowed) or SAE-AS8660 or MIL-S-8660C

Install new backstop design with a new long cotter-pin (BERINGER P/N: **L-V-012** or Industry standard **MS24665-071**) installed in the other direction (see below). *The “eye” of the cotter-pin must be out of the brake caliper.*

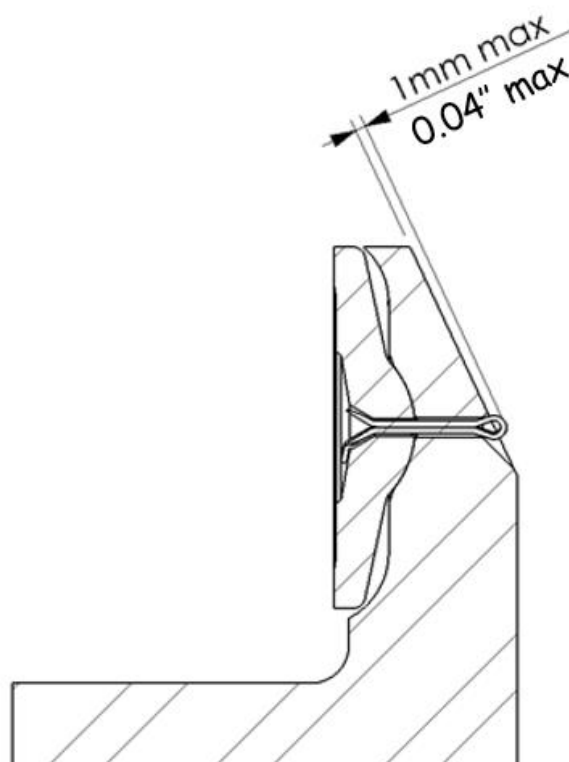
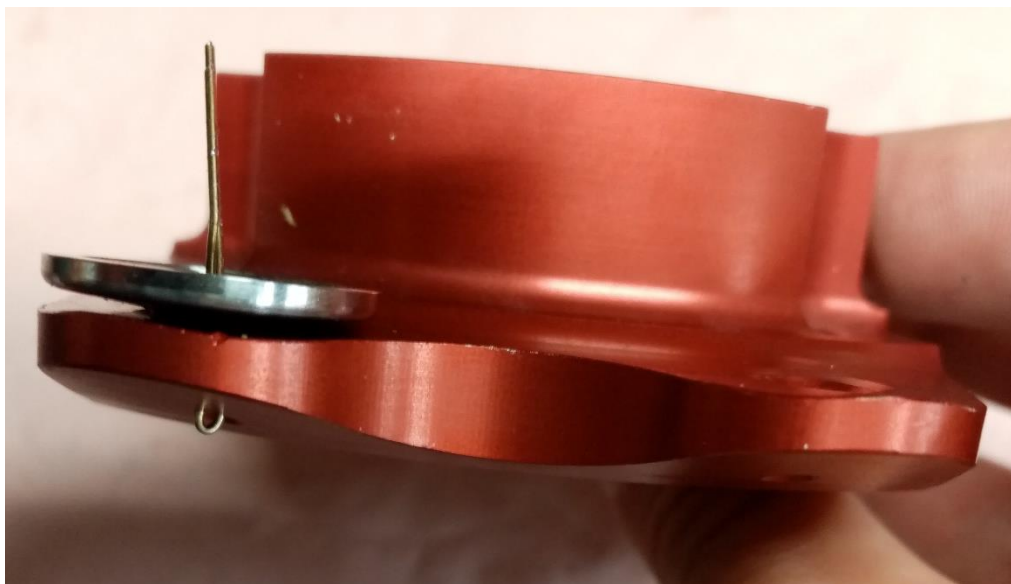




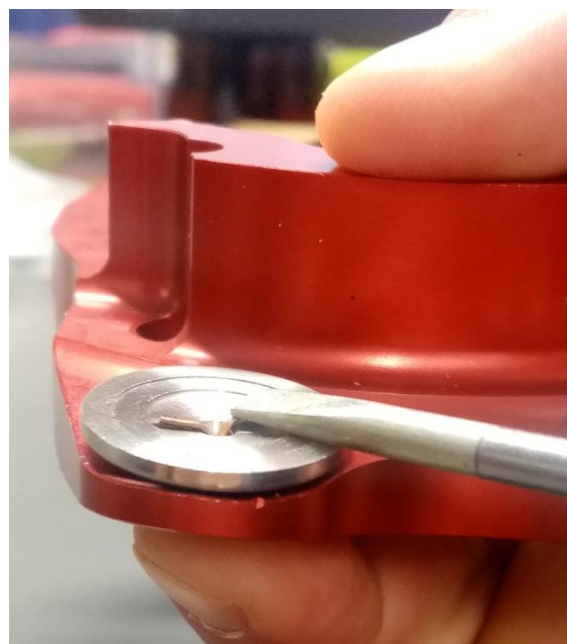
- Pull the cotter pin with pliers.



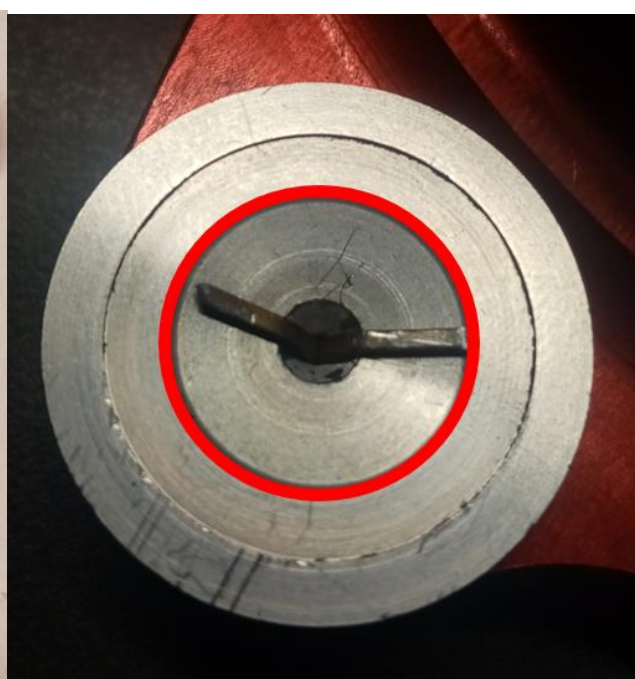
- The “eye” of the cotter pin must flush less than 1mm (0.04”).



- Bend the tails of the cotter pin with a flat screwdriver without play. Do not hesitate to use your finger to maintain the cotter pin in position while bending the tails.



- Cut the tails of the cotter pin with cutting pliers. The length of the tails shall be less than the inner diameter of the chamfer of the backstop (in red on the picture below).





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- Bend again the tails of the cotter pin with a flat screwdriver, as previously.



END