

# Cleveland

Wheels & Brakes

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# SERVICE BULLETIN

## UPGRADE OF 40-262A WHEEL ASSEMBLY TO 40-262AA CONFIGURATION

- EFFECTIVITY:** Parker Hannifin P/N 40-262A wheel assemblies.
- APPLICABILITY:** All aircraft equipped with the P/N 40-262A wheel assemblies that are to be upgraded to the 40-262AA configuration for use with new bolts P/N 103-17600 and nuts, P/N 094-13800.
- REASON:** Provide optional hardware with a better availability factor.
- DESCRIPTION:** This document provides the necessary instructions to upgrade the 40-262A wheel assembly to the 40-262AA configuration. Replacement parts may be procured individually under the Parker Hannifin P/N or as the Service Bulletin Kit P/N SB7096-1 from Parker Hannifin distributors or from the airframe manufacturer.
- COMPLIANCE:** **Optional. At customer convenience.**
- APPROVAL:** The design contents of this Service Bulletin are FAA DER approved.
- WEIGHT & BALANCE:** Not Affected
- PUBLICATIONS:** AWBCMM0001 Component Maintenance Manual
- MATERIALS:** SB7096-1 Service Bulletin Kit Parts List

Each kit will contain the parts required to convert one (1) 40-262A wheel assembly to the 40-262AA configuration.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
103-17600	Bolt	3
094-13800	Nut	3
166-27400	Nameplate (Replacement, 40-262AA Ass'y)	1
SB7096	Service Bulletin (this document)	1



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## UPGRADE OF 40-262A WHEEL ASSEMBLY TO 40-262AA CONFIGURATION

### ACCOMPLISHMENT INSTRUCTIONS:

#### DISASSEMBLY

40-262A:

Table 1 Items Removed and Discarded

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
103-17800	Bolt	3
094-16100	Nut	3
166-22200	Nameplate	1
166-17300	Nameplate	2

- 1) Jack aircraft, fully deflate tire and remove the 40-262A wheel assembly from the aircraft in accordance with instructions in the aircraft manual.
- 2) Remove wheel retaining nut, tanged washer, and locking clip. Keep nut, washer, and clip for reassembly.
- 3) Pull the wheel assembly off of axle and place on a clean work bench.
- 4) Prior to removing the tire from the wheel, remove the snap rings, grease seals, and bearing cones from wheel hubs and place on a clean surface to avoid contamination.
- 5) Next, check to make sure the tire is fully deflated by removing the valve core from the air valve assembly. A portable tire bead breaker may now be used to unseat the tire beads from the wheel flange.

**CAUTION:** DO NOT USE TIRE IRONS OR SCREW DRIVERS TO PRY THE TIRE AWAY FROM THE WHEEL FLANGE AS THEY MAY DAMAGE THE SEALING SURFACE OF THE WHEEL. A MILD SOAP SOLUTION AROUND THE BEAD AND FLANGE WILL USUALLY BE ENOUGH TO WORK THE TIRE LOOSE.

- 6) Remove and discard the nuts and bolts to separate the wheel halves. Retain the washers.
- 7) Remove the O-Ring seal from the register section of the outer wheel half and inspect for damage such as tears, cuts, deformation. If damaged, replace with new O-Ring.
- 8) Remove and discard the nameplates.



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## UPGRADE OF 40-262A WHEEL ASSEMBLY TO 40-262AA CONFIGURATION

### REASSEMBLY

Table 2 Items installed to upgrade the 40-262A to the 40-262AA

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
103-17600	Bolt	3
094-13800	Nut	3
166-27400	Nameplate	1

- 1) Prior to wheel reassembly, coat O-Ring with Dow Corning Molykote 55M grease or other suitable O-Ring grease for Nitrile compound.

**CAUTION:** O-RING SHOULD NOT BE TWISTED. ALIGN O-RING IN GROOVE OF REGISTER.

- 2) Place O-Ring on register portion of outer wheel half sub-assembly.
- 3) Install valve core into air valve assembly.
- 4) Prior to installing the bolts, apply anti-seize compound per MIL-T-5544 on the bolt threads, and contact surfaces of the bolts, washers, and nuts. Slide countersunk washer onto the bolt, then slide the bolt through the inner wheel half.
- 5) Lay the inner wheel half with bolts and washers on a flat surface with the register side up. Place the tire over the inner wheel half and then place the outer wheel half in the tire making sure to properly align the bolt holes.
- 6) Install remaining washers onto the bolts, then install the nuts and torque to 90 to 100 in-lb. When all the nuts have been torque, torque a second time to make sure that the required value has been achieved.

**NOTE:** Sometimes O-Ring compression will give a false torque reading.

- 7) Apply the new nameplate, P/N 166-27400, on clean outboard wheel half opposite air inflation valve assembly.
- 8) Inflate the tire in a safety cage to 94 psi.
- 9) Install the bearing cones, grease seals, and snap rings into the wheel hubs.
- 10) Install the wheel/tire assembly onto the axle and install the axle hardware per the aircraft maintenance manual.
- 11) Make an appropriate airframe logbook entry of compliance.



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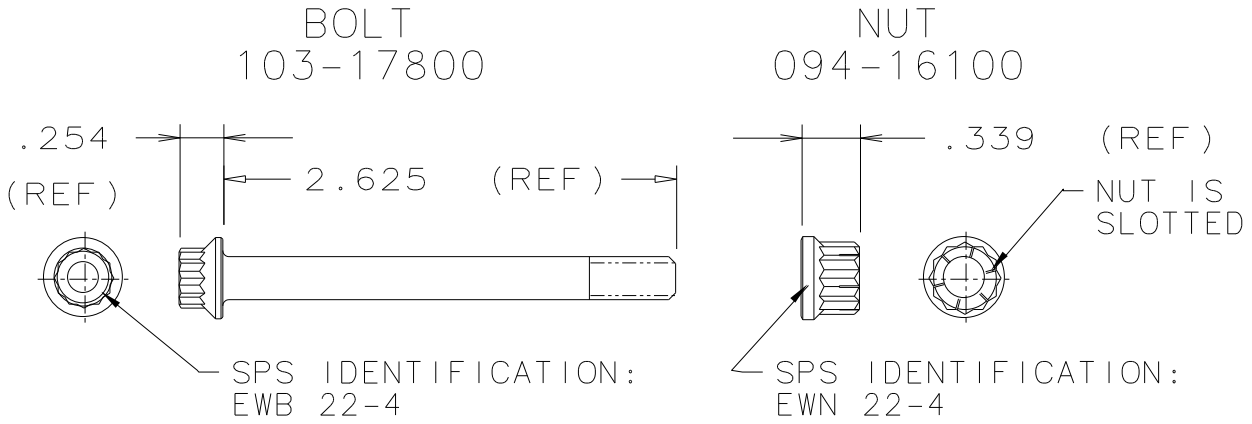


Figure 1 Hardware to be removed from the 40-262A configuration

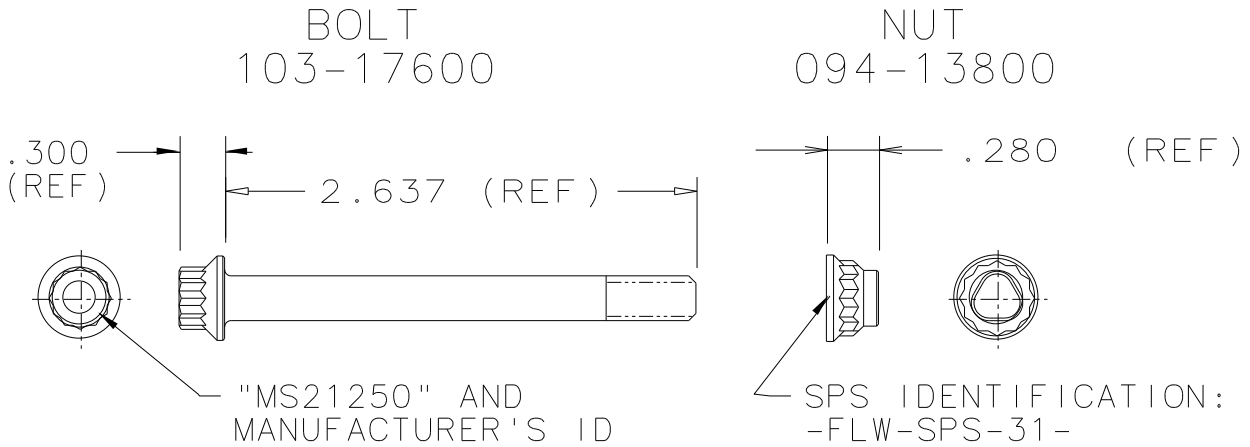


Figure 2 Hardware for upgrade to the 40-262AA configuration