

Conditioning Procedures for Cleveland Brake Linings



Replacement Brake Linings

Replace worn linings with new, approved linings from Univair. Use these full-size templates to find the correct size lining for your plane. Call or visit our website (1-888-433-5433 / www.univair.com) for current prices.

The conditioning procedures described below for each type of lining will wear off high spots and generate sufficient heat to create a thin layer of glazed material at the lining friction surface. Normal brake usage should generate enough heat to maintain the glaze throughout the life of the lining.

Properly conditioned linings will provide many hours of maintenance-free service. A visual inspection of the brake disc will indicate the lining condition. A smooth surface, one without grooves, indicates that the linings are properly glazed. If the disc is rough (grooved), the linings must be reglazed. The conditioning procedure should be performed whenever the rough disc condition is observed.

Non-asbestos Organic Linings

Conditioning Procedures

1. Taxi aircraft for 1500 feet with engine at 1700 rpm, applying brake pedal force as needed to develop a 5- to 10-mph taxi speed.
2. Allow the brakes to cool for 10 to 15 minutes.
3. Apply brakes and check for restraint at high static throttle. If brakes hold, conditioning is complete.
4. If brakes cannot hold aircraft during static run-up, allow brakes to completely cool, and repeat steps 1 through 3.

McCauley Brakes (B30026)

Part # 066-30026



Part # 066-11100
(Replaces part # 066-00400)



Part # 066-10600
(Replaces part # 066-00200,
and two of this part will
replace part no. 066-00300)



Part # 066-10500
(Replaces part # 066-03000)



Part # 066-11200
(Replaces part # 066-07100)

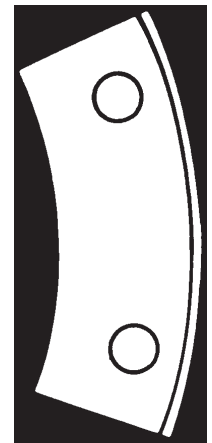


Metallic Linings

Conditioning Procedures:

1. Perform two consecutive full-stop braking applications from 30 to 35 knots. Do not allow the brake discs to cool substantially between the stops.
2. Allow the brakes to cool for 10 to 15 minutes.
3. Apply brakes and check for restraint at high static throttle. If brakes hold, conditioning is complete.
4. If brakes cannot hold aircraft during static run-up, allow brakes to completely cool, and repeat steps 1 through 3.

Part # 066-06200
(Replaces part # 066-01900)



Part # 066-03300

