TO: HOLDERS OF CM30-244 COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST FOR MAIN BRAKE ASSEMBLY PART NO. 30-244.

Attached to this transmittal letter is Revision L of CM30-244 (dated October 29, 2014)

This revision contains all pages of the manual. Pages that added or revised are outlined below together with the highlights of the revision.

Please retain all **REVISION HIGHLIGHTS** pages, inserting them into the manual for future reference.

REVISION HIGHLIGHTS

Section/Page No.	Description Of Change
As Follows:	ECO-0044680
Record of Rev./RR-1	Update to reflect latest revision.
Effective Pages/ LEP-1 & LEP-2	Update to reflect latest revision.
Assembly/ 7005	Para. 2.C. (NOW)

C. Brake Lining Procedure

To provide optimum service life of the brake lining material, it is necessary to properly condition (glaze) the linings per the following procedure:

NOTE: If the brakes are used exclusively for low speed (below 25 knots ground speed) applications, then periodic conditioning is recommended to optimize service life.

(1) Perform two (2) consecutive full stop braking applications (with flaps up and no reverse pitch of the propeller) at the following ground speeds per the following aircraft weights:

(a) For aircraft take–off weight up to 8700 lbs: 40-45 knots at one of the following:

- 6.0 ft/sec² deceleration
- 380-480 ft stop distance
- 11.0-13.0 second stop time

(b) For aircraft take–off weight from 8701 to 9800 lbs: 37-42 knots at one of the following:

- 6.0 ft/sec² deceleration
- 330-420 ft stop distance
- 10.0-12.0 second stop time

(c) For aircraft take–off weight over 9800 lbs: 33-40 knots at one of the following:

- 6.0 ft/sec² deceleration
- 230-380 ft stop distance
- 9.0-11.0 second stop time

NOTE: Do not allow or permit the brake to cool substantially between stops.

(2) After, back to back conditioning stops, allow the brakes to cool for ten to fifteen minutes.

(3) Apply the brakes and check for restraint at high static throttle.

NOTE: This step is to be done **ONLY** after steps 1 and 2 are completed and not in and of itself. New brakes may pass this step right from the onset, however, conditioning is still mandatory to ensure optimum service life.

(a) If the brakes hold, the conditioning is complete.

(b) If brakes cannot hold aircraft during static run-up, allow brakes to cool completely and repeat steps (1) through (3).

Section/Page No.	Description Of Change
Assembly/ 7005	Para. 2.C. (WAS)

C. Brake Lining Conditioning Procedure

To provide optimum service life of the brake lining material, it is necessary to properly condition (glaze) the linings per the following procedure.

NOTE: If the brakes are used exclusively for low speed (below 25 knots) applications, then periodic conditioning is recommended to optimize service life.

(1) Perform two (2) consecutive full stop braking applications from 30 to 35 knots.

NOTE: Do not allow or permit the brake to cool substantially between the stops.

(2) Allow the brakes to cool for ten to fifteen minutes.

(3) Apply the brakes and check for restraint at high static throttle.

(a) If brakes hold, conditioning is complete.

(b) If brakes cannot hold aircraft during static run-up, allow brakes to cool completely and repeat steps (1) through (3).

PILATUS

Pilatus Aircraft Ltd, Pilatusstrasse 1, 6371 Stans, Switzerland

SERVICE LETTER

PC-12

SUBJECT: PARKER BRAKE CONDITIONING/RECONDITIONING

To all Customers, Operators and Service Centers:

Date: Sep 29/23

Effectivity: All PC-12, PC-12/45, PC-12/47 and PC-12/47E Aircraft with Parker brakes installed.

This Service Letter is issued to draw attention to the brake conditioning procedure published in the Pilatus Aircraft Ltd. Aircraft Maintenance Manual (AMM), Aircraft Flight Manual (AFM) and manufacturer's Component Maintenance Manual (CMM).

Feedback from Operators has been received reporting premature brake wear on Parker brakes. Investigation with the manufacturer showed that the brakes in question were not properly conditioned.

It is essential to properly condition the brakes in order to reach the best brake performance and service life. New or overhauled brake assemblies must be conditioned after installation using the AMM and CMM procedure (AMM 12-B-32-40-03-00A-920B-A and Parker CM30-244). In addition, brake reconditioning is recommended every 30 landings in-service, following the procedure in the AFM (Section 8, Brake Care).

Pilatus highly recommends that the published procedures are strictly followed in order to reach the maximum service life of the brake units.

Operators that require additional information should contact their authorized Pilatus Service Center, or Pilatus Customer Support on www.pilatus-aircraft.com → contact us.

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