



Aviation Products Systems, Inc.  
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# PRODUCT INFORMATION BULLETIN

PIB2015-1 rev. A

**SUBJECT:**

APS66-15300 Linings

**PURPOSE:**

Provide a more cost effective brake lining to Operators therefore reducing their cost per landing.

**SCOPE:**

APS Inc. has developed a metallic lining part number APS66-15300 for use on the 30-182 and 30-182A calipers installed the Cessna 208 series Caravans. These newly engineered linings will increase the life expectancy nearly 35%.

**APPLICABILITY AND ELIGIBILITY:**

APS66-03300 (Standard Lining) and APS66-15300 (Extended Life Lining) will both remain active linings for the Cessna 208 series aircraft. Aircraft with 30-182A Calipers installed must use APS66-15300 linings. Aircraft with 30-182 calipers installed may use either APS66-03300 or APS66-15300 linings in COMPLETE SETS.

**CAUTION: NEVER MIX APS66-03300 LININGS ON THE SAME CALIPER AS THE APS66-15300's.**

**NOTE: APS66-15300 LININGS ARE .035" THICKER THAN THE APS66-03300's**

**IDENTIFICATION:**

APS66-03300's are manufactured to a thickness of .181" to .191". APS66-15300's are manufactured to a thickness of .216" to .226"

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*"BlackSteel"*  
**WWW.APSBRAKES.COM**



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## **APPROVAL:**

APS66-15300 linings are FAA/PMA'd. See Aviation Products Systems FAA issued Supplement No. 32

## **INSTALLATION:**

Install APS66-15300 linings in accordance with the aircraft or brake systems manufacturer's instructions. It is recommended that APS177-00300 pins be installed with new linings. After installation break-in linings per APS's Metallic Lining bedding procedure.

### **APS Metallic Break In Procedure**

1. Taxi Aircraft at a high rate of speed (**30-35 kts.**).
2. Apply brakes with a slightly heavier than normal pressure.
3. **Repeat the above operation for a second consecutive time. Do not let the brakes cool between stops.**
4. Allow brakes to cool for **10-15 minutes.**  
**(DO NOT SET THE PARKING BRAKES DURING THIS COOLING PROCESS)**
5. Apply brakes to confirm that normal pressure will hold the aircraft at high level static run-up power settings. If brakes hold, conditioning procedure is complete. If brakes do not hold, allow brakes to cool completely and repeat steps 1-3.

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