



SERVICE BULLETIN

No. 598A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"Modification DOA EA-1 Approved

June 13, 1978 M

This service release supersedes and voids Service Bulletin 598 dated April 5, 1978.

Subject: Inspection of Main Landing Gear Brake Discs (Cleveland)

Reason for Revision: To add PART II. Compliance with PART II will relieve the necessity of the inspection prior to each flight. Revised serial number affected.

Models Affected: PA-31T Cheyenne II

Serial Numbers Affected: 31T-7820002 to 31T-7820049 Inclusive.

Applies only to above referenced aircraft equipped with Cleveland Main Wheel/Brake system.

Compliance Time: Prior to each flight.

NOTE:

This inspection is to be made prior to each flight until PART II of this Service Bulletin has been complied with.

Purpose: Several recent reports involving 1978 PA-31T Cheyenne equipped with Piper part number 754 618 (Cleveland No. 164-39) Brake Disc Assembly indicate that the discs are prone to circumferential cracking in the welded area that attaches the disc to the cup. Continued use of faulty discs may lead to progressive cracking and eventual separation of the disc from the cup.

This Service Release provides instructions to inspect the Cleveland Main Landing Gear Brake Disc for the presence of cracks in the weld area as described above, and/or replace with new forged brake discs Piper part number 754 626.

Instructions:

1. Disc area subject to cracks is visible without main wheel disassembly.
2. Clean dirt, debris, etc., from disc rim weld.
3. Visually inspect weld around the disc circumference for cracks running the same direction as the weld. NOTE: Do not confuse electrode "craters" and weld finishing marks with weld cracks, which are readily visible.
4. If no weld cracking/separation exists, no further action is required except appropriate entry in aircraft log book or Continuous Inspection Manual.
5. If disc weld circumferential cracking/separation is visible, replace the disc(s) before next flight. Refer to PA-31T Service Manual for Cleveland main wheel removal/installation details.

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Instructions: (continued)

6. Make appropriate compliance entry in aircraft log book or Continuous Inspection Manual.

NOTE:

Above described inspection and log book or Continuous Inspection Manual compliance entry may be accomplished by the aircraft owner/operator.

Material Required: Main Wheel Brake Disc Assembly, maximum two (2) per aircraft Piper part number 754 626 at a suggested list price of \$198.50 each.

PART II

Compliance Time:

Within the next 25 hours of operation or regularly scheduled inspection event whichever occurs first.

Purpose: To announce the availability of a new forged Cleveland Brake Disc, Piper part number 754 626 that will replace the existing welded brake disc Piper part number 754 618. When the forged discs Piper part number 754 626 are installed it will eliminate the necessity of complying with PART I of this Service Bulletin.

Material Required: Two (2) each Piper part number 754 626 Cleveland Brake Discs at a suggested unit list price of \$198.50 each.

Availability of Parts: Your Piper Field Service Facility.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this service release in accordance with Compliance Time, for PART II, above. Reimbursement for material (2 forged brake discs Piper part number 754 626) and three (3) hours maximum per aircraft labor allowance is available through your Piper Field Service Facility in accordance with their respective material/labor allowance credit application procedures.