PILATUS AIRCRAFT LTD. CH-6371 STANS, SWITZERLAND

SERVICE LETTER

SUBJECT: GOODRICH AIRCRAFT WHEELS AND BRAKES CORP. SERVICE BULLETIN 2-1674-32-2

To all Customers, Operators and Service Centers: Date: Jan 07/09

This Service Letter is issued to draw attention to the following vendor information:

GOODRICH AIRCRAFT WHEELS AND BRAKES CORPORATION SERVICE BULLETIN 2-1674-32-2, MAIN BRAKE ASSEMBLY P/N 2-1674-1 - INTRODUCTION OF A NEW HIGHER STRENGTH INCONEL BOLT AND A COATED NUT.

The above Service Bulletin introduces higher strength brake unit mounting bolts and new nuts due to reports of the existing bolts breaking when applying the torque load during installation. The new part numbers are:

Description	Goodrich P/N	Pilatus P/N
Bolt	43-1495	959.56.01.513
Nut	63-547	959.56.01.514

Pilatus recommends accomplishment of this Service Bulletin to prevent bolt failure during torque loading. Also, to clarify the torque loading procedure given in the vendor Service Bulletin, Step 3.H. is only necessary if one or more new bolts or nuts are to be installed for the first time.

Operators requiring further information on this subject, please contact one of the addresses given below:

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Attachments: GOODRICH SERVICE BULLETIN 2-1674-32-2

INTENTIONALLY BLANK

GOODRICH

Aircraft Wheels & Brakes
Goodrich Corporation
PO Box 340 Troy, Ohio 45373
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SERVICE BULLETIN

SUBJECT: Landing Gear - Main Brake Assembly - P/N 2-1674-1 - Model PC-12 Aircraft - Introduction of A New Higher-strength Inconel Bolt and A Coated Nut

1. Planning Information

A. Effectivity

Goodrich main brake assemblies, P/N 2-1674-1, installed on Pilatus PC-12 aircraft.

B. Other Procedures that Must Be Done at the Same Time (Concurrent Requirements)

Does not apply.

C. Reason

Pilatus has sent a report of axle flange bolts that are damaged (broken bolts) when the brake assembly is installed on the aircraft. The bolt damaged occurred when the they are torque to the axle flange. The torque value was lowered in Service Bulletin No. 2-1674-32-1, but there is still a small risk of bolt failures.

D. Description

This Service Bulletin introduces a new higher-strength inconel bolt, P/N 43-1495 and coated nut, P/N 63-547 which will replace the current bolt P/N 43-1335 and nut P/N 42FLW642.

The new inconel bolt also has Lockwire holes in the bolt head.

E. Compliance

If an operator has a problem with a damaged bolt, install the a new inconel bolt, P/N 43-1495 and coated nut 63-547. The current bolt, P/N 43-1335 and nut, P/N 42FLW624 can continue in service if there are no problems or until supplies are gone.

F. Approval

This Service Bulletin has Goodrich engineering approval and has Pilatus engineering concurrence. The repairs and modifications herein comply with FAR Part 25 and are on record at the supplier as FAA approved for installation on the applicable Pilatus PC-12 aircraft.

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G. Manpower

There is no effect if the bolts and the nuts are replaced at a brake change.

H. Weight and Balance

Not affected

I. Electrical Load Data

Does not apply

J. Software Accomplishment Data

Does not apply

K. References

Goodrich Component Maintenance Manual (CMM) 32-48-67
Service Bulletin No. 2-1674-32-1

L. Other Publications Affected

The Goodrich Component Maintenance Manual (CMM) 32-48-67 will be updated to include this Service Bulletin.

M. Interchangeability or Intermixability of Parts

The inconel bolts, P/N 43-1495, are not interchangeable with the bolts, P/N 43-1335. The coated nuts, P/N's 63-547 are not interchangeable with the nuts, P/N 42FLW624.

Do not mix the inconel bolts and coated nuts with the current bolts and nuts on a strut.

Each strut must have all of the inconel bolts and coated nuts or the current bolt and nuts.

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2. Material Information

A. Material - Price and Availability

NOTE: To maintain warranty coverage, use only Goodrich Corporation approved replacement parts.

NOMENCLATURE	PART NUMBER	QUANTITY FOR EACH ASSEMBLY	AVAILABILITY
Bolt	43-1495	6	Available at this time
Nut	63-547	6	

B. Industry Support Data

Does not apply

C. Material that is necessary for In-Service Assemblies

NEW PART NUMBER	QUANTITY	NOMENCLATURE	CURRENT PART NUMBER	DISPOSITION OF CURRENT PARTS
43-1495	6	Bolt	43-1335	Use until current supplies are gone
63-547	6	Nut	42FLW624	

D. Material that is necessary for Spare Assemblies

Same as paragraph 2.C.

E. Reidentified Parts

Does not apply

F. Tooling - Price And Availability

Does not apply

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3. Accomplishment Instructions

CAUTION: CORRECTLY APPLY ANTI-SEIZE COMPOUND. ANTI-SEIZE COMPOUND THAT IS NOT APPLIED CORRECTLY CAN CAUSE INCORRECT BOLT TENSION WHICH CAN CAUSE A BOLT TO BREAK.

CAUTION: APPLY ONLY A SPECIFIED ANTI-SEIZE COMPOUND. A COMPOUND THAT IS NOT A SPECIFIED COMPOUND CAN CAUSE INCORRECT BOLT TENSION WHICH CAN CAUSE A BOLT TO BREAK. A COMPOUND THAT IS MIXED WITH A SOLVENT, LUBRICANT, OR OTHER COMPOUND CAN CAUSE INCORRECT BOLT TENSION WHICH CAN CAUSE A BOLT TO BREAK.

A. Apply a specified anti-seize compound to the threads and the bearing surfaces of the bolts and the nuts.

NOTE: Anti-seize compound that is warm is easier to apply

B. Test for the nuts - Use your hand to turn each nut as far as possible on a tie bolt. Discard the nut if the bolt extends out of the nut.

C. Install the bolts thought the brake assembly and axle flange.

D. Install a nut on each bolt.

E. Tighten all of the nuts in a crisscross sequence to the preliminary torque of 230 pound-inches (26 Nm).

F. Tighten all of the nuts again in a clockwise or counterclockwise sequence to the final torque to 415 pound-inches (46,8Nm). Make one continuous turn of each nut to the final position.

G. Tighten the first and second nuts again to the final torque.

H. Torque a new inconel bolt or coated nut the first time:

(1) Loosen all of the nuts to zero torque.

(2) Torque all of the nuts again.

I. Lockwire the bolt heads together with lockwire, P/N MS20995C32 (refer to Figure 1).

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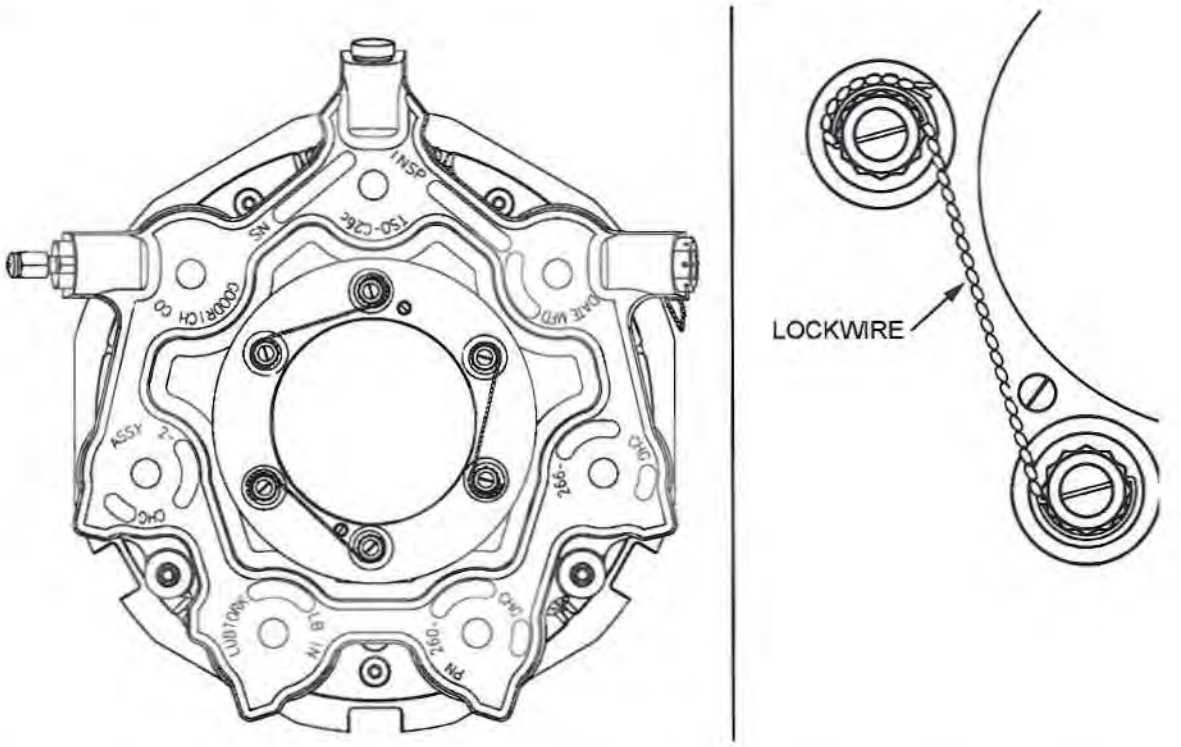

Figure 1. Lockwire Pattern for Bolts