

G. BRAKE DISC INSPECTION

The MATCO brake disc will give years of trouble free service under normal field conditions. Conditions such as unimproved fields, standing water, industrial pollution, or frequent use of the aircraft may require more frequent inspection of the brake system including the disc in order to prolong the life of the brake linings. The disc should be checked for wear (See **Fig. 6 Dim. "A"**) and for any grooves, deep scratches, excessive pitting or coning of the brake disc. Although coning is rarely a problem with the MATCO disc, if it should occur, coning beyond 0.015 inch (0.381mm) in either direction is cause for disc replacement. Isolated grooves up to .030 inch (0.76mm) deep should not be cause for replacement. Any grooving of the disk however, will reduce the service life of the linings.

The WHLD4 disc is plated for rust prevention. Within a few landings, the plating will wear off where the linings rub against the disc. The remaining portion of the disc will remain plated and corrosion free for an extended period of time under normal use. Nickel plated discs are available from MATCO for those demanding increased corrosion protection and wear.

Rust in varying degrees may form on the exposed portion of the disc. If a powdered rust appears on this surface, one or two braking applications during taxiing should wipe the disc clear. Rust build up beyond this point, may require removal of the disc from the wheel to properly clean both surfaces. A wire brush followed by 220-grit **garnet** paper should restore the braking surface adequately. Do not remove plating in areas that are not contacted by the linings.

Fig. 6

