

SERVICE INFORMATION LETTER

AIRCRAFT: CRJ100 / 200 / 700 / 900
UNIT: Brake Assembly
PART NUMBER (P/N): 5010520-1, 5013642-1, 90001201-1
SERIAL NUMBER (S/N) Various
TITLE: FULL USE OF THE BRAKE DISK STACK AS MEASURED BY THE WEAR INDICATOR PIN

Reference ABSC Service Letter RJ-SL-13, released 13 June 2001.

1. GENERAL

Some operators are removing the brakes on the Canadair RJ100 / 200 / 700 / 900 aircrafts for replacement of the brake stack before the stack needs to be replaced. They are removing the brake before the wear indicator pin is FLUSH with the brake housing. Lufthansa CityLine requested MABS approval to allow a brake with a flush wear pin to conduct additional landings during a daily cycle, before returning to the maintenance facility.

2. JUSTIFICATION

When a new disk stack is installed, the wear indicator pin is set as follows per aircraft variant:

CRJ100 for 1.25 inches (31,8mm) of wear life
CRJ200 for 1.25 inches (31,8mm) of wear life
CRJ700 for 1.00 inches (25,4mm) of wear life
CRJ900 for 1.10 inches (27,9mm) of wear life

The brake is determined to be fully worn when the wear indicator pin is flush with the brake housing. If the wear indicator pin is a fraction of an inch above the surface of the brake housing, some more landings can be accomplished before the brake is replaced based on a conservative average of one one-thousandth of an inch (0.001 inches [0,025mm]) per landing.

The fully worn brake is designed to go additional landings during a daily cycle before returning to a maintenance facility. The brake assembly has been tested in a lab and on an aircraft to sustain a full load RTO (rejected takeoff) for the safety of the passengers and crew. A fully worn CRJ100 / 200 / 700 / 900 brake is designed and has been qualified to meet or exceed all maximum sustained braking requirements of the aircraft.

3. APPROVAL

The technical content of this Service Information Letter is approved by MABS and allows Lufthansa CityLine to conduct minimal additional landings during a daily cycle, if the wear pin is flush, before returning to a maintenance facility. Lufthansa CityLine are encouraged to use the brake stack replacement criteria given in the appropriate Component Maintenance Manual (AP-716, AP-793 and AP-844) for the maximum safe operating life and most economical operation of the brake assembly and aircraft.

Released: 20 May 2011



CS-SIL00026
Issue 1
Page 1
20 May 11