
Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE No: 1-085R1

AIRCRAFT TYPE: SAAB SF340A, SAAB 340B and SAAB 2000

SERIAL No:s

AFFECTED: SAAB SF340A-004 through -159, SAAB 340B-160 through -378,
SAAB 2000-002 through -029

SUBJECT: Landing Gear - Anti-Skid System - Improved Hubcap Drive Coupling

BACKGROUND: Reports from SAAB 340 operators have shown many incidents of unexpected decrease of the brake pressure. In one incident this caused an aircraft to come into contact with the airport building.

Many removals and installations of the main wheel hubcap (because of wheel or brake replacement) can cause defective hubcap drive couplings e.g. large gaps or cracks.

This can cause an incorrect engagement between the drive coupling and the wheel speed transducer resulting in an incorrect signal to the anti-skid control box causing a sudden unexpected decrease of the brake pressure.

An improved coupling clip will prevent unexpected decrease of main wheel brake pressure.

Note: The SAAB 2000 uses a similar part to that installed on the SAAB 340.

REFERENCE

DOCUMENTS: Saab Aircraft AB Service Bulletin SAAB 340-32-107
Saab Aircraft AB Service Bulletin SAAB 2000-32-019

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register.

ACTIONS:

For SAAB SF340A and SAAB 340B:

Perform actions described in Saab Aircraft AB Service Bulletin SAAB 340-32-107, dated 18 January, 1996 or later revisions.

For SAAB 2000:

Perform actions described in Saab Aircraft AB Service Bulletin SAAB 2000-32-019, dated 18 January, 1996 or later revisions.

COMPLIANCE

TIME:

To be performed not later than 1 April, 1996

EFFECTIVE

DATE:

January 22, 1996

LUFTFARTSVERKET

Flight Safety Department

LFS: 1996:9