



MATCO BRAKE CONDITIONING PROCEDURES

NOTE It is important to condition new linings after installation to obtain maximum service life and performance. The procedures below show when and how this should be done.

1. After the linings have been installed, apply brake pressure during high throttle static run-up. Note RPM at creep if any occurs.
2. Perform two or three taxi stops from approximately 30-35 mph to generate 300 – 400 degrees at brake pads. Allow brakes to cool for 10-15 minutes. Do not use the park brake during this time!
3. Repeat step one and note RPM at creep if any occurs. There should be a noticeable increase in holding torque.
4. If properly conditioned, the pads will have a uniform shiny appearance (*glaze*) on the surface.

NOTE

Forward movement of the aircraft while testing brakes could be caused by skidding and not brake malfunction. Use caution with heavy braking on aircraft with a tail-wheel as it could cause the tail to lift from the ground.

Conditioning removes high spots, and creates a layer of glazed material at the lining surface. Normal braking will produce enough heat to maintain glazing during the life of the lining. Glazing can be worn off during light use such as taxiing.