

<b>Title: Replacement of the brake piston O- ring</b>		
<b>AG-SB-2022-10-C-EN</b>	<b>Effective Date: 13.12.2022</b>	<b>Compliance Category:</b>  <b>A - MANDATORY</b> <b>B - RECOMMENDED</b> <b>C - OPTIONAL</b>
<b>Applicability</b>		
<b>Aircraft type &amp; model:</b>  <b>All types and models</b>	<b>Affected Serial number(s):</b>  <b>All AutoGyro aircrafts</b>	
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a> .		

**Documentation (Service Bulletin Completion action)**

The accomplishment of this Service Bulletin, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority

**Category Codes**

- A – Mandatory – failure to comply result in a significant reduction of flight safety, injury or death
- B – Recommended – failure to comply may result in reduced safety margin, injury and/or equipment damage
- C - Optional – improves operating behavior, reliability and/or maintainability

<b>Chief Certification Officer</b>    Gerald Speich	<b>Chief Technical Officer</b>          07 / 12 / 2022
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**Reason and overview of the Service Bulletin (cause of problem if known)**

AutoGyro is using a new O-Ring to improve the functionality of the brakes.

The replacement is optional and can be done if there are obvious problems with pushing the aircraft or with the free turning of the wheel.

**Manpower estimates**

A max. of 2h are estimated to disassemble the brake calliper, replace the O-ring, reassemble and bleed the system and check the function after the replacement.

**Compliance**

There are no compliance requirements associated with this SB

**Customer Support**

Can be contacted for questions

**Tooling required**

Standard tools

**Weight and Balance Effects**

None

**Manuals affected**

POH & AMM AutoGyro is not affected

**Previous Modifications that affect the SB**

None

**Accomplishment instructions (Action required to implement this bulletin):**

Unless otherwise stated in the text, the following torque settings are to be used:

M4	4Nm
M5	6Nm
M6	10Nm
M8	25Nm
M10	35Nm

Procedure

Cavalon:

Protect the surface around the center console.  
Remove the center console to fill up brake fluid after the replacement is done.



MTOsport 2017:

Access to the brake fluid reservoir is given easily on the MTO2017.

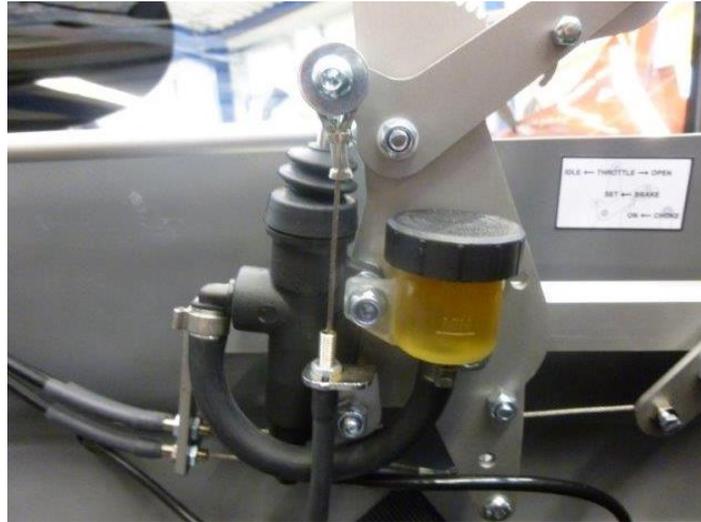


MTOsport 2010:

Like for the MTO2017 you can find the reservoir in the throttle/brake unit.



Calidus:

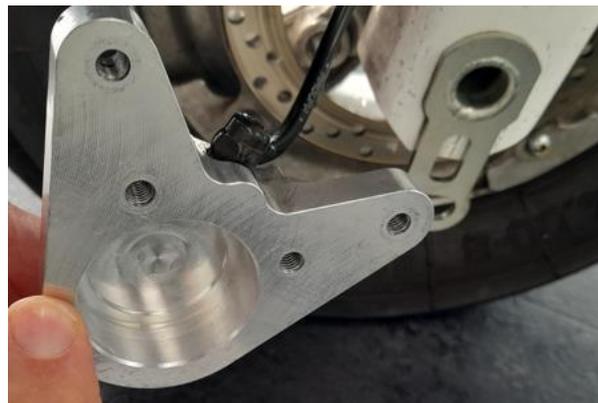


Remove the brake caliper from the brake assembly.



Remove the brake piston from the caliper, either by using the brake lever or using compressed air pushed through the vent screw hole.

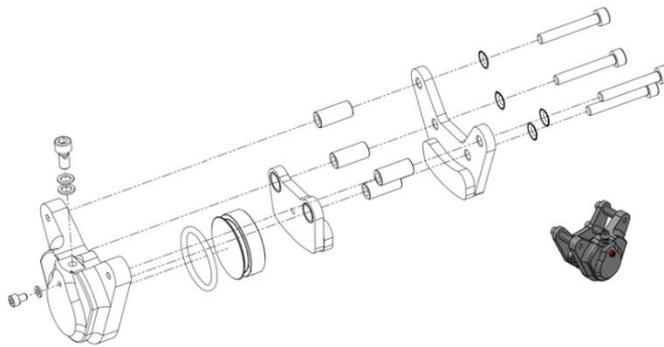
Be careful to avoid brake fluid contamination of the brake pads and aircraft, and especially of painted parts.



Remove the old O-ring and clean the brake piston.  
Apply brake cylinder paste into the groove, then insert the O-Ring and spread some paste on the surface of the brake piston and the O-ring.



Re-install the components back together as per the respective AMM:  
Torque the vent screw only hand tight.



After reassembly bleed the brake system to ensure that it is free of air entrapment in accordance with normal brake bleeding processes. Tighten the vent screw after bleeding.

**Any life-limit changes must be recorded within the aircraft documentation, in line with the requirements of the country of operation.**

NIL

**Material information (Parts required to be made to implement this service bulletin):**

NIL

**List of components (with purchasable part numbers) per aircraft**

PN 48751, O-Ring (2x)  
PN 21399, copper washer 4x8 (2X)  
Art. 0893980 Würth Brake cylinder paste or equivalent

**Interchangeability**

Not affected

**Parts disposition**

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials – NIL
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – NIL