

TEMPORARY REVISION NO. 08
To: Eclipse 550® POH and
FAA-Approved Airplane Flight Manual

ABS RELIABILITY IMPROVEMENT

This Temporary Revision affects the AFM Part Number 06-123841, Revision "Original Issue", dated June 02, 2014. Remove this TR when Revision 01 is inserted. Record this TR insertion (or removal) on the Log of Temporary Revisions.

Insert this page behind LOTR-1.

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Brakes

Brake system servicing is limited to maintaining adequate hydraulic fluid level in the reservoir, located on the bulkhead in the upper right corner of the nose compartment. Check the fluid level periodically and at scheduled maintenance. Replenish as necessary with MIL-PRF-87257A hydraulic fluid.

Brake lining adjustment is automatic and each brake assembly incorporates a brake pad wear indicator. The brake must be set to measure the wear indicator. As the brake pads wear, the pin is pulled into the piston housing. When the pin is flush with the pin retainer hex, the brake pads must be replaced.

Refer to the AMM Chapter 12 for complete servicing of fluid level and to Chapter 32 for brake inspection and replacement.

Shock Struts

The landing gear struts and actuators should be kept clean and free from containments. Refer to "[CLEANING AND CARE](#)" (page 8-29), "[Exterior Paint Surfaces](#)" (page 8-30) in this section.

Lubrication Points

Lubricating instructions, locations and lubricants are referenced in AMM Chapter 12.

Lubricants and dispensing equipment must be kept clean. Use only one lubricant in a grease gun or oil can. After lubrication, clean off all excessive grease or oil to prevent dust and dirt build-up.

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