

Notes:

1. The 4 wheel anti-skid system installed on the Falcon 10 & 50 and others requires the use of 4 Drive Motors with 4 PN AS-300-101 axel adapters.
2. The Messier-Bugatti anti-skid system installed on the Falcon 900 requires the use of the 6 Drive Motors with 4 PN AS-300-203 Axel Adapters, 2 P/N AS-300-204 Axel Adapters.

Care and maintenance:

This device is a product of superior design and manufacture and should be treated with care. The individual components should be stored in the shipping container when not in use. Store drive unit with drive adapters installed to protect drive motor shaft. Use only in dry locations, the components are not water resistant. Do not store in excessively hot, cold or dusty locations. There are no user serviceable parts inside any of the components and any evidence of tampering may void the warranty on the entire system.

Limitation:

The AS-100 Anti-skid Drive System is not a calibrated test instrument. The digital readout is intended for reference only and the system must be used in conjunction with a calibrated tachometer as per airframe manufactures work card instructions.

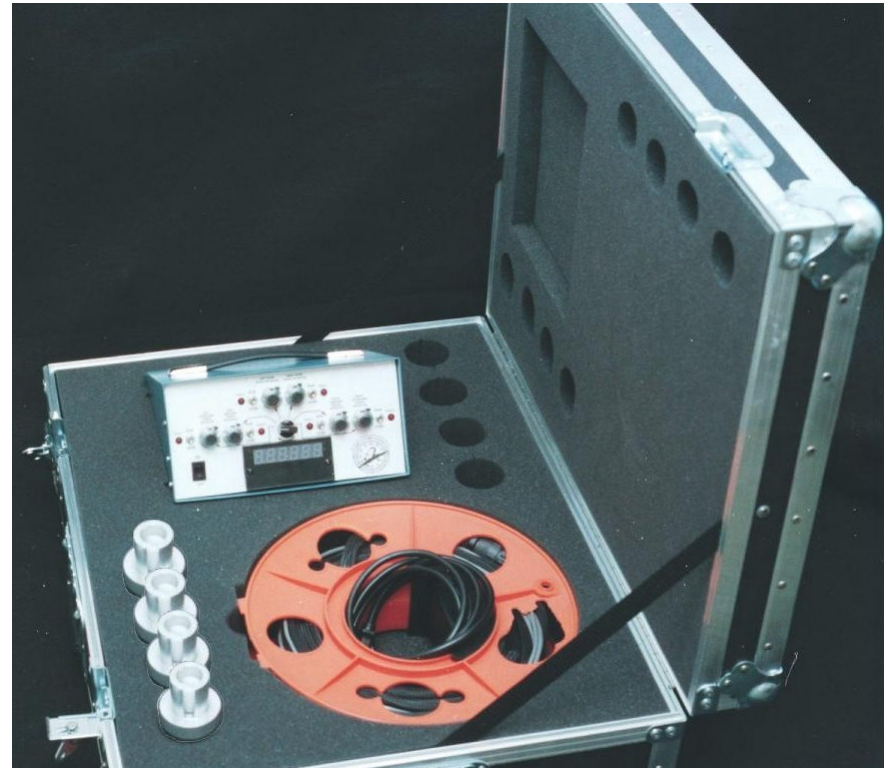
Warranty information:

All components of the AS-100 Anti-skid Drive System are warranted against defects in material and workmanship for a period of one year from the date of delivery. The components of the system will be covered under the warranty to the extent that we will repair or replace all or parts of the system which are defective. This warranty will be honored provided the system has been treated in accordance with the care and maintenance procedures listed in this manual. A component which has been opened or improperly used may void the warranty on the entire system.

AS-100 Anti-skid drive system

INSTRUCTION MANUAL

The AS-100 Anti-skid Drive System is intended for use by the professional aircraft maintenance technician. Use by consumers or other unqualified personnel is not recommended.



AVIATION TECHNICAL SOLUTIONS

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Operation:

1. Carefully unpack and layout components under a properly prepared aircraft.

2. Ensure power switch on the front of the control box is OFF, and connect to a standard 110v a/c supply with an extension cord as necessary.

3. Attach the 24 PIN PLUG on the INTERCONNECT CABLE to the socket on the back of the CONTROL BOX.

4. Select and install on the DRIVE MOTORS, DRIVE COUPLINGS and AXEL ADAPTERS appropriate to the aircraft, refer to notes.

5. Attach the 9 PIN PLUGS on the interconnect cable to the DRIVE MOTORS. DRIVE MOTORS are all alike, direction of rotation is determined by the cabling. Note "DIRECTION OF ROTATION" arrow on 9 PIN PLUG is pointing in direction of tire rotation.

6. Turn power switch ON and adjust drive motor speed with the "SPEED INCREASE" knobs on the CONTROL BOX. The digital readout on the CONTROL BOX may be used for reference after motor speed is set by reference to a calibrated tachometer.

7. Select 'Stop' on the RUN/STOP switches and install the DRIVE MOTORS on to the axels. Pay close attention to engage the DRIVE COUPLING to the aircraft tach/generators.

8. The RUN/STOP switches on the control box may now be used to control individual DRIVE MOTORS to aid in testing and troubleshooting.

9. A red "FAULT" light indicates a drive coupling not engaged properly or an aircraft tach/generator not turning freely. Turn the power OFF to the control box to automatically reset the light. Clear the reason for the fault and resume the operation of the control box.

10. Perform all maintenance or troubleshooting as per aircraft manufacturers recommendations.

11. Return all components to the shipping container when not in use. Store DRIVE MOTORS with DRIVE ADAPTERS installed to protect motor shafts.

