

# ROBIN AVIATION

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**MANDATORY**

## SERVICE BULLETIN N°169

**DGAC APPROVAL:** 03.07.00

**AIRCRAFT AFFECTED:** AIRCRAFT FITTED WITH BRAKE FLUID RESERVOIR PN 75.18.05.010 or 75.18.05.011, either 'as built' or subsequently: DR400, DR300, DR253, DR200, DR250, DR220, DR221, DR100A, DR105A, DR1050, DR1051, HR200, R2000.

**SUBJECT:** BRAKE FLUID RESERVOIR CAP (ATA 32-40)

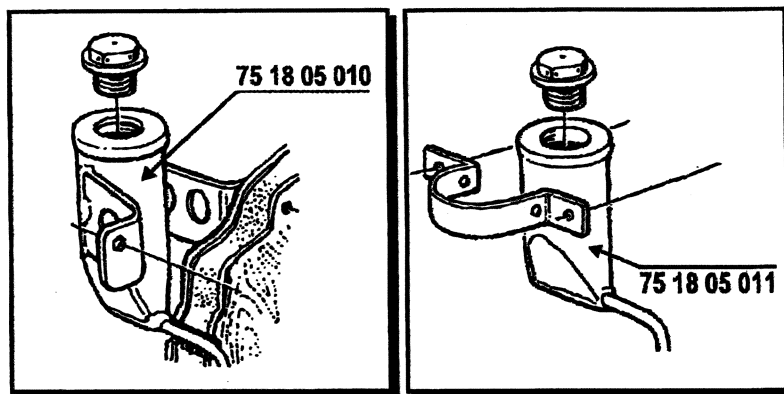
**TIME OF COMPLIANCE:** On receipt of this Service Bulletin or at the next 50 hour inspection at the latest.

**MOTIVE:** Non-conforming cap found during servicing inspection.

**PURPOSE:** Verification, ensuring compliance or possible replacement.

**INSTRUCTIONS:** 1 - IDENTIFICATION OF THE EQUIPMENT:

Remove the engine top cowling to ascertain which type of brake fluid reservoir is fitted. The models concerned by this Service Bulletin and referenced above are made of aluminium with brass caps (see sketch below).



2 - CAP INSPECTION:

The cap should be vented via its top surface.

3 - ACTION TO BE TAKEN:

- 3.1 If the cap has a vent hole simply check that it is not blocked.
- 3.2 If the cap does not have a vent hole:
- For all aircraft except R2000, drill a 1.5 mm through hole through the centre of the cap. Remove any burrs.
  - For R2000 aircraft: replace the existing cap with a cap PN 75.18.05.110.

**4- GENERAL INSTRUCTIONS FOR REFITTING:**

Tighten by hand only and secure with stainless steel safety wire in accordance with the rules of the art.

**RELEASE TO SERVICE:**

**Release to service after application of the instructions in this Service Bulletin.**

**MAINTENANCE:**

**Extra instruction in manufacturer's service schedule:**

When checking the brake fluid level in the reservoir every 50 hours' flying time or every year, ensure the vent of the brake fluid reservoir is working efficiently.