

1. GENERAL.

The aircraft is equipped with a conventional retractable landing gear.

The main gears are located in the engine nacelles and the nose gear in the forward fuselage. All gears retract forward.

Each gear is equipped with dual wheels.

Normal landing gear operation is by hydraulic power but in an emergency the gear can be extended by free fall or by use of the hydraulic hand pump. Indications are provided for gear down and locked and for any landing gear/gear handle disagreement.

All main wheels have disc brakes. An anti-skid system automatically modulates the brake pressure for maximum braking efficiency.

The nose gear is steerable by a wheel located on the left pilot's side panel.

A ground sensing system with incorporated weight on wheel switches (WOW) establishes ground or flight mode operation for various systems.

An optional removable tail supporting strut that attaches to the under side of the rear fuselage is available. The strut prevents damage to the rear fuselage of the aircraft if it contacts the ground should the center of gravity move aft of the main gear. A stowage for the strut is provided under the flap of the cargo compartment floor.

2. MAIN COMPONENTS AND SUBSYSTEMS.

2. 1. Landing gear extension/retraction.(Fig. 2.)

All gears retract forward into their respective wheel wells.

The gears are retained in up or down position by locks. Manually inserted lock pins ensure downlocking during ground operation. The landing gear doors are mechanically controlled by each gear. The main gear doors are partly closed, and the nose wheel doors are fully open, when the landing gear is extended.

The gears are extended/retracted in normal mode and can also be extended in emergency mode.

Normal extension/retraction.

With gear UP selected, an electrically operated control valve ports hydraulic pressure to release the downlocks and pressurize the hydraulic actuators.

A mechanical lock on the landing gear control handle prevents selection of gear up on ground. In flight, this lock is disengaged by a solenoid. Should the solenoid fail, the handle can be released by pressing the DOWN LOCK REL button to the left of the gear handle. When the gears are up, an up-lock hook will engage a roller on the gears and retain them in the retracted position.

With gear DN selected, hydraulic pressure is ported to the uplocks and hydraulic actuators. As soon as the gears are fully extended, the downlocks will engage.

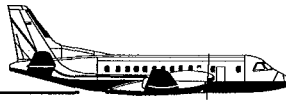
Indicators.

The landing gear indicators consist of three green lights on the gear handle unit and an amber light in the gear handle knob. The lights are controlled by the position of the handle and by the downlock and uplock switches.

Emergency extension.

If normal extension of the landing gear is not successful the hand pump can be used for extension. By setting the hand pump selector in center position (FLAPS LDG GR) and gear handle selected down, hydraulic pressure is ported to the MAIN HYDR accumulator which in turn pressurizes the uplocks and hydraulic actuators.

In case of hydraulic failure, the gear may be extended by free fall. By pulling the landing gear emergency extension handle in the cockpit floor, the gear actuator hydraulic pressure lines will be connected to the return lines to prevent hydraulic lock. Emergency accumulator pressure will then release the uplocks and the gear will extend and lock by gravity and aerodynamic forces. The position of the landing gear control handle has no effect on an emergency extension, except that the Amber disagreement light will come on indicating a disagreement between landing gear and gear handle if the handle is left in up position.



To aid free fall of the main landing gear at an emergency extension the gear door mechanism is disconnected from the gear, leaving the doors in fully open position. The disconnection is made by an explosive separation bolt that is electrically activated by the emergency extension handle when pulled. The electrical circuits are deactivated on ground.

NOTE

If the landing gear was emergency extended due to loss of hydraulic pressure/fluid or a fault in the landing gear control valve, the nose wheel steering will be inoperative.

When retracting the gear, the indications are as follows:

- When gear UP is selected, the amber disagreement light in the gear handle knob will come on to indicate disagreement between the handle and gear positions. After a few seconds the green downlock lights go out.
- When the gear is up and locked, the light in the gear handle knob goes off.

When extending the gear, the indications are as follows:

- If all gears are up and the gear handle is UP, there is no light indication.
- When gear DN is selected the disagreement light in the gear handle knob comes on to indicate initial disagreement between handle position and actual position of gear.
- When a gear is down and locked, the respective green downlock light comes on. When all three gears are down and locked the amber gear handle disagreement light goes out.

During emergency extension, the green down locked gear lights come on irrespective of gear handle position. The amber disagreement light goes out when the gear handle is selected down.

The integrity of the indicator lights is tested by pressing the test button on the gear handle unit.

2. 2. Brakes (Fig. 1.)

The main landing gear wheels are fitted with self-adjusting hydraulic disc brakes.

There are two brake circuits – one for the outboard and one for the inboard brakes. Each circuit has its own accumulator. Hydraulic pressure is normally supplied by the electrical hydraulic pump but the hand pump may be used as an alternative.

The different brake functions are:

- Normal braking (anti-skid).
- Emergency braking (anti-skid).
- Parking brake.

Normal braking.

Braking is controlled by the rudder pedals in the conventional manner. Each pedal is connected to one outboard and one inboard brake power valve and, consequently, each brake has its own power valve. The four power valves are installed on a common assembly in the nose wheel well ceiling.

An anti-skid system modulates brake pressure for maximum braking efficiency. The system consists of an anti-skid control box, one wheel speed transducer on each main wheel, two anti-skid valves and an anti-skid ON/OFF switch on the hydraulic panel in the center pedestal.

The anti-skid system also incorporates "Touchdown Protection". This function prevents braking whilst in flight in order to avoid landing with braked wheels and consequent damage to the tyres.

In order to obtain braking with anti-skid protection the following is required:

- Anti-skid switch ON
and (for each circuit)
- appropriate power lever (see fig. 1) below flight idle, plus 3 seconds delay
or
- appropriate left or right weight on wheel switch (see fig 1) activated to "ground" position, plus 3 seconds delay



or

—average wheelspeed over 50 kts.

NOTE

The activation logics for the inboard and outboard circuits are independent.

Throughout the landing roll, the wheel speed transducers send signals via the control box to the anti-skid valves which modulate the brake pressure. Should a skid begin, e.g. on an inboard wheel, brake pressure is reduced for both inboard brakes since they are connected to the same circuit. Similarly, a skid on an outboard wheel will reduce brake pressure to both outboard brakes. There is also a locked wheel protection which dumps the brake pressure in a brake circuit should the wheel speeds in the circuit differ by more than 50%.

When aircraft speed has decreased to about 20 kts the anti-skid system cuts out and braking must then be modulated manually.

The anti-skid control box circuits and the wheel speed transducers are continuously monitored for proper functioning. If any parameter exceeds its established limits, the A-SKID INOP light on the central warning panel comes on.

The light also comes on if the anti-skid switch is OFF when the gear is extended before landing. This alerts the pilot to an incorrect switch position.

Emergency braking.

Emergency braking must be used if the hydraulic pump is inoperative. Hydraulic pressure is then available only from the brake accumulators or from the hand pump.

The same controls are used for emergency brake application as for normal braking. The anti-skid function is maintained since accumulator capacity is sufficient for more than one complete landing sequence.

Parking brake.

The parking brake is controlled by a handle on the left pilot's side panel. By pulling the handle and then de-

pressing the brake pedals, hydraulic pressure is trapped in the system by means of a parking brake valve closing the return line when the trapped pressure exceeds the brake valve set pressure of 1500 psi. The brake valve will remain closed and the handle remains in pulled (up) position as long as the trapped pressure exceeds 950 psi. If pressure decreases below 950 psi the valve will automatically open and relieve remaining pressure to the return line. The handle remains in the pulled (up) position. The brake handle can be locked in the pulled position by turning the handle approximately 30° clockwise.

A PARK BRK ON (CWP) light comes on when applying the parking brake and the trapped pressure exceeds 1700 psi. Once illuminated, the light will stay on as long as the trapped pressure remains above 900 psi.

NOTE

There is a possibility to set the brakes (handle is up) without the CWP light coming on if the pressure is just high enough to close the valve (1500 psi) but below the CWP light-on triggering pressure (1700 psi). Therefore, check CWP light coming on when parking brake is set.

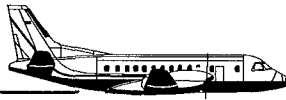
The parking brake is disengaged by turning the handle approximately 30° counter-clockwise and pushing down.

2. 3. Nose wheel steering (Fig. 3.)

Nose wheel steering is hydraulic and operated by a single hydraulic actuator. The steering system is operative on ground only and is controlled by a wheel on the left pilot's side panel. Maximum steering deflection is 60° left or right.

To steer, the wheel must first be pushed down to engage mechanically with the steering system and to complete the electrical circuit to open the steering shutoff valve.

When towing, maximum deflection is 120° or 90°, depending on mod status, as indicated on the nose gear. A ground handling lockout switch in the nosewheel well is used to deactivate the steering system during towing.



If the nosewheel is deflected more than $15^{\circ} \pm 10^{\circ}$ without the steering wheel being pushed down or ground handling lockout switch is closed, a solenoid steering brake will lock the wheel in its present position, and engage the nose wheel steering system preventing further deflection.

In flight the nosewheel is automatically centered by cams in the shock strut.

2. 4. Landing Gear Switches/Relays.

There are two air/ground (WOW) switches located on each main gear and one downlock and one uplock switch on each gear. These switches are used to control various air/ground functions in different systems. Some of the systems receive signals from the WOW and up- and downlock switches via the landing gear relays. These systems are marked with an asterisk. The relays are supplied with 28 VDC via the LDG RELAYS circuit breaker.

Air/ground (WOW) switches.

– LEFT OUTBOARD SWITCH.

- Anti-Skid (left and right outboard wheels).
- Cockpit voice recorder (weight on wheel, one condition to erase).
- Stall warning (inhibit on ground).
- Cabin pressurization system.

– LEFT INBOARD SWITCH.

- Anti-Skid (left and right inboard wheels)
- Pneumatic supply left (precooler jet pump on/off control).
- Left Attitude Heading Reference System (inhibit of test function when airborne).
- Temperature probe (on/off control). *
- Left side window heating (inhibit of high mode on ground). *
- Warning Electronic Unit. *
- Landing Gear handle down lock solenoid. *
- Nose Wheel Steering (arm/disarm). *
- Air Conditioning *
- Passenger Light. *
- Active noise. *
- L Np Bottoming Governor. *

- Flight Idle Stop. *
- ATC 1 Transponder. *
- Flight Data Recorder. *
- TCAS/ACAS. *

– RIGHT OUTBOARD SWITCH.

- Anti-Skid (left and right outboard wheels).
- Stall Warning (inhibit on ground).
- Cabin pressurization system.
- Air Data System (inhibit of test function when airborne).

– RIGHT INBOARD SWITCH.

- Anti-Skid (left and right inboard wheels).
- Pneumatic supply right (precooler Jet pump on/off control).
- Right Attitude Heading Reference System. (inhibit of test function when airborne).
- Landing Gear emergency extension (arm/disarm of explosive bolts).
- Right side window heating (inhibit of high mode on ground). *
- Flight Recorder (backup activation). *
- Landing Gear handle down lock solenoid. *
- Nose Wheel Steering (arm/disarm). *
- R Np Bottoming Governor. *
- Flight Idle Stop. *
- ATC 2 Transponder. *
- ACARS. *

Up- and downlock switches.

– LEFT MLG DOWNLOCK SWITCH.

- Landing gear indication.
- Hydraulic pump (control signal).
- Warning Electronic Unit (Landing gear config warning).
- Flight Idle Stop. *
- TCAS/ACAS. *



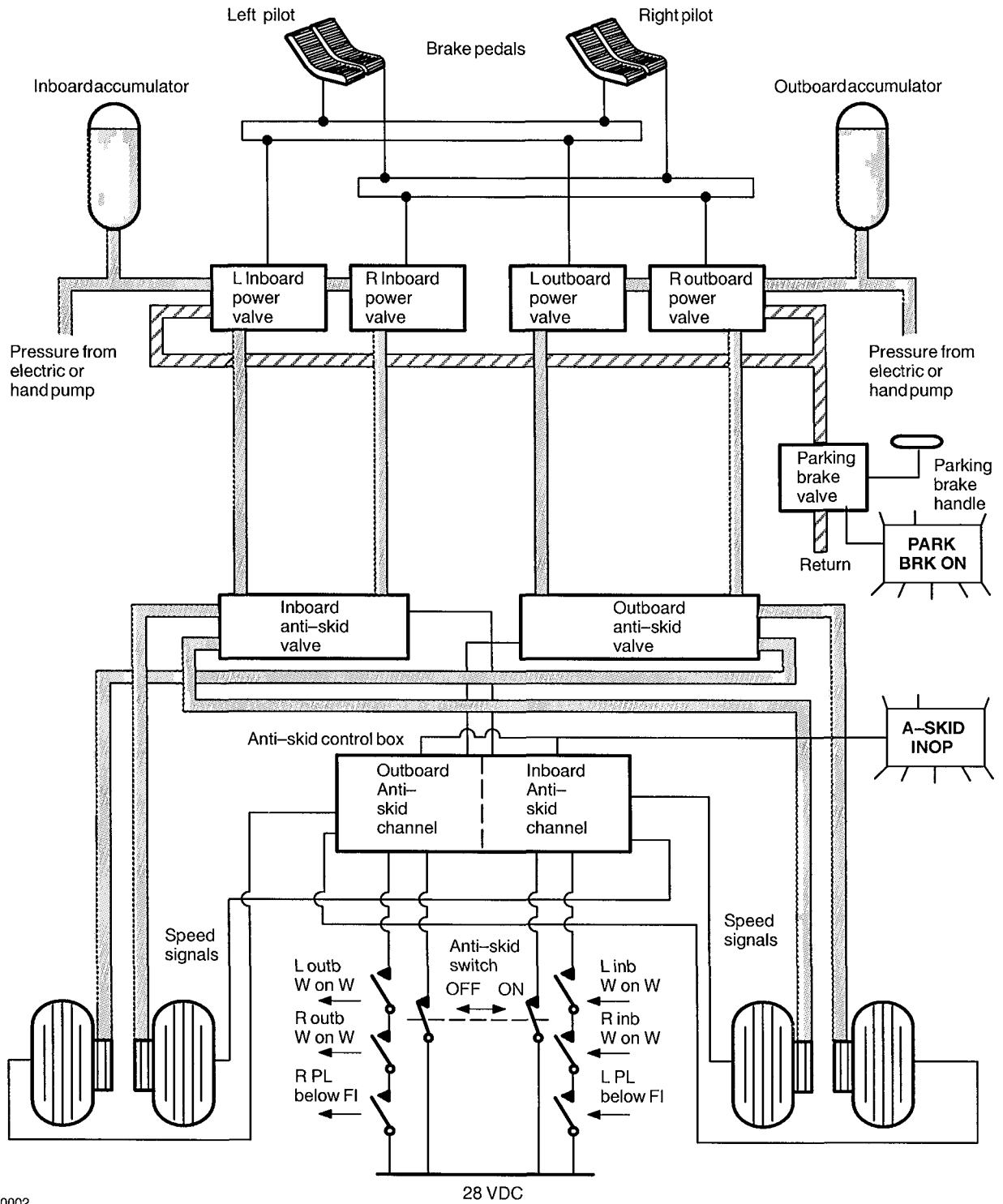
- RIGHT MLG DOWNLOCK SWITCH.
 - Landing gear indication.
 - Flight Recorder.
 - Ground Proximity Warning System.
 - Flight Idle Stop. *
- NLG DOWNLOCK SWITCH.
 - Landing gear indication.
 - Taxi light (on/off control).
 - Nose wheel steering (arm/disarm).
 - Battery Ventilation fans.
 - Anti-skid (warning signal control).
- LEFT MLG UPLOCK SWITCH.
 - Landing gear indication.
 - Hydraulic Pump.
- RIGHT MLG UPLOCK SWITCH.
 - Landing gear indication.
 - Flight Recorder.
 - Hydraulic Pump.
- NLG UPLOCK SWITCH.
 - Landing gear indication.
 - Temperature probe (warning signal control).

2. 5. Landing gear warning system.

The master warning lights, CONFIG light, and intermittent horn are all activated if the gear is up, radio altitude less than 500 ft and one power lever retarded below minimum takeoff power (62° Power Lever Angle). The horn may be silenced by pushing the master warning light.

If, subsequently, flaps 20° or more is selected, the intermittent horn will sound again. This time it cannot be silenced unless:

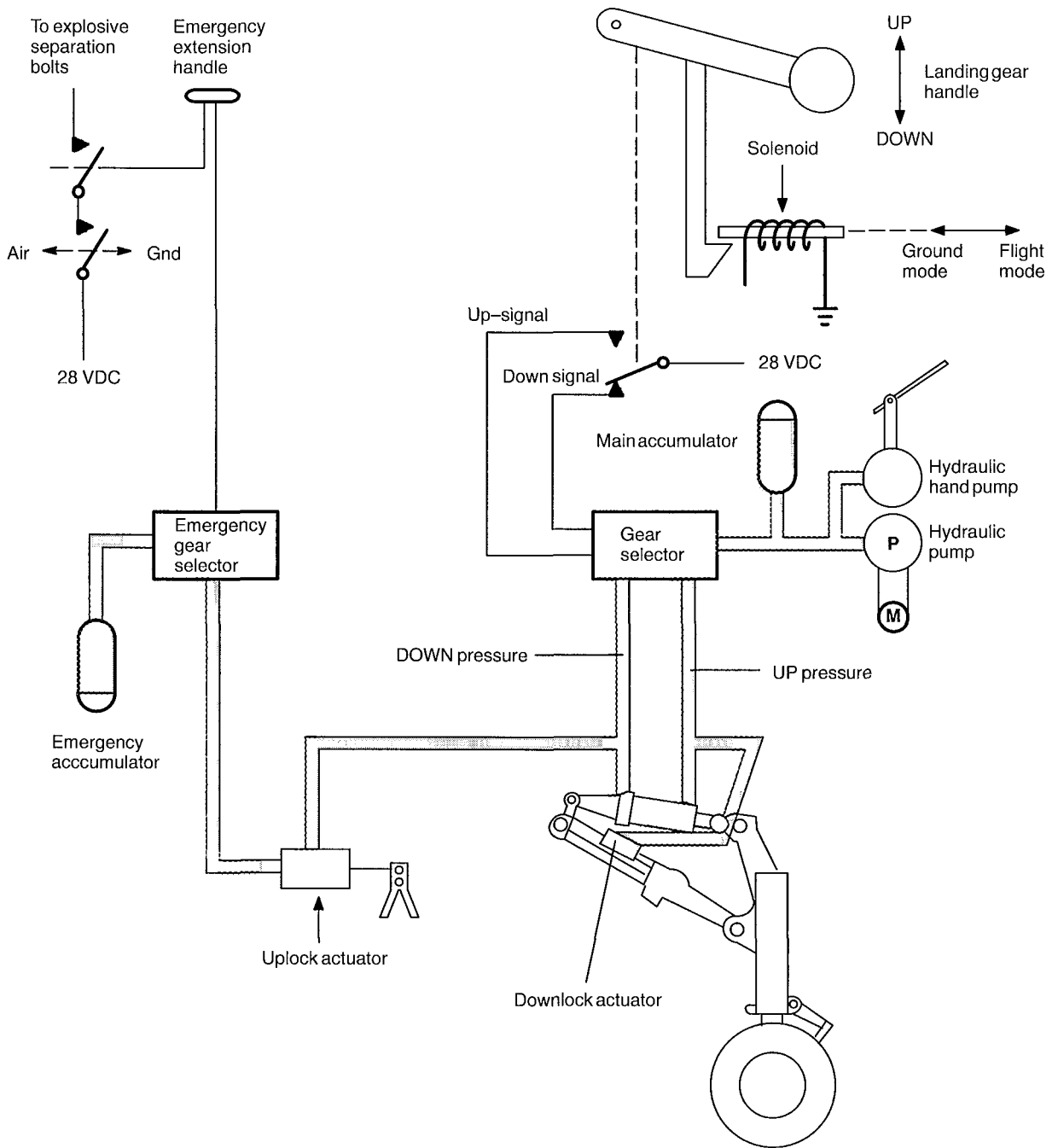
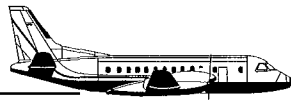
- Landing gear is extended and locked down
or
- Flaps are retracted below 22° and Power Levers above 62°
or
- Flaps are retracted below 18°.



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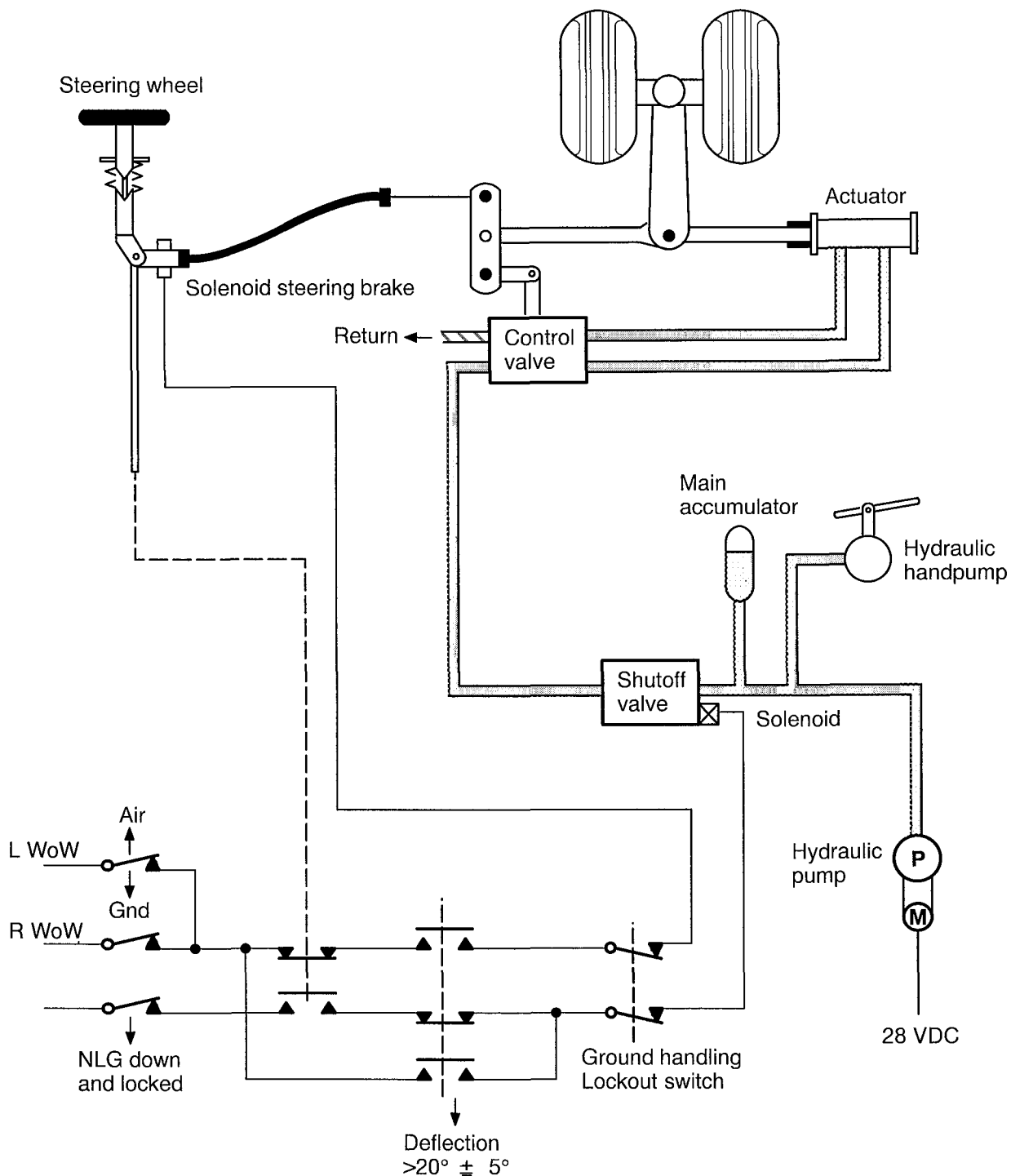
FIG. 1. Brake system – schematic.

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FIG. 2. Landing gear extension/retraction – schematic.



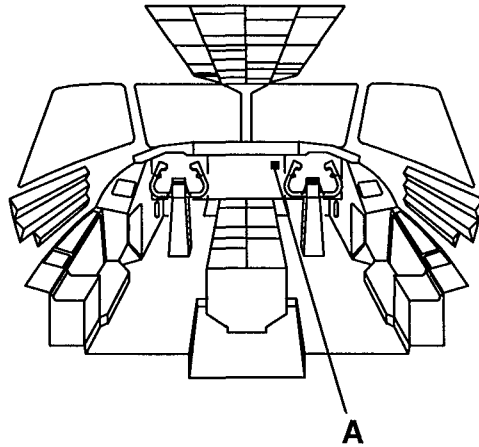
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FIG. 3 Nose gear steering – schematic.

13.1



3. CONTROLS AND INDICATORS.



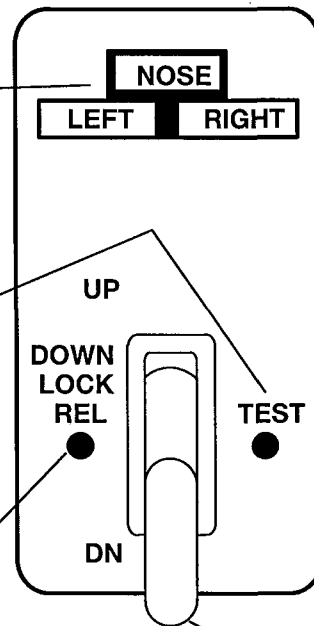
A LANDING GEAR CONTROL PANEL

Landing gear down and locked lights (green) (3)
When the NOSE, LEFT or RIGHT light is on, the respective gear is down and locked.

TEST button.
When pressed:
With the gear locked in down position the amber internal gear handle disagreement light comes on to indicate the integrity of the lamp in addition to the already activated landing gear lights.
When pressed:
With the gear locked in up position, the three green NOSE, LEFT and RIGHT lights plus the amber internal gear handle disagreement light comes on to indicate the integrity of the lamps.

DOWN LOCK REL button.
Disengages landing gear handle solenoid in case of solenoid failure.

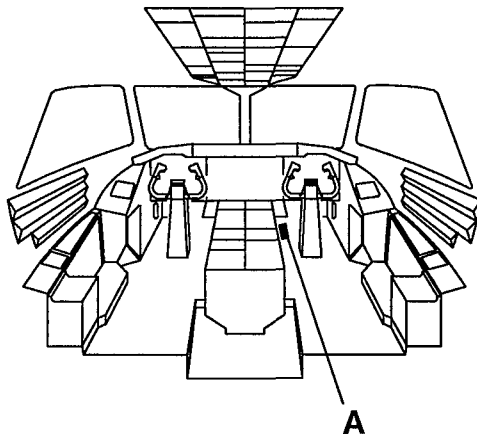
NOTE
Pressing the button with a/c on ground disengages the mechanical landing gear control handle lock allowing gear retraction on the ground.



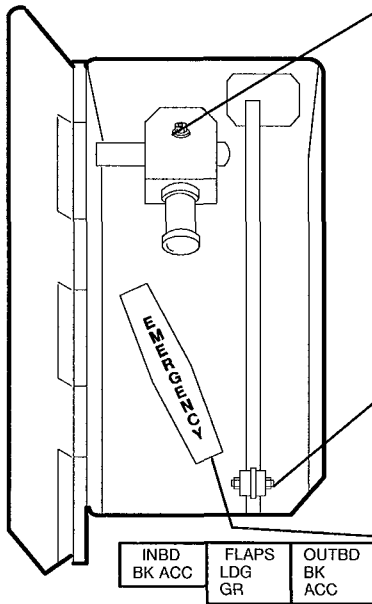
Landing gear handle.
UP – When moved to up position, all gears will retract and lock in retracted position.
DN – When moved to DN position all gears will extend and lock in extended position.
The handle knob contains an integral amber disagreement light that comes on whenever the position of all gears does not agree with handle position.

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FIG. 4 Landing Gear – controls and indications.



A HAND PUMP AND EMERGENCY EXTENSION CONTROLS



Hand pump
Provides hydraulic pressure to operate flaps, brakes and landing gear. Operated by a detachable handle, stowed on the right rear cockpit wall.

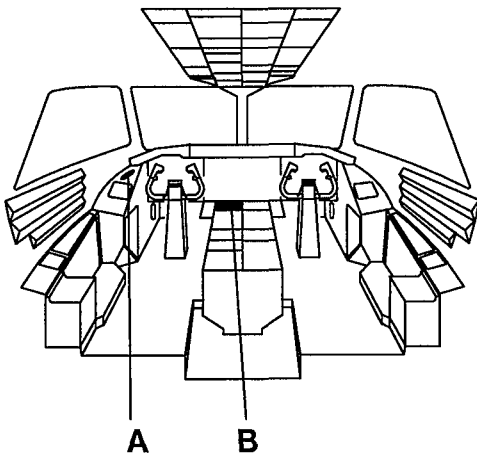
Hand pump selector
Directs hand pump pressure to the systems served by the hand pump.

- INBD BK ACC
The inboard brake accumulator is pressurized by the hand pump.
- FLAPS LDG GR
The main accumulator is pressurized by the hand pump.
 - To operate the flaps the flap handle must be set to desired flap setting before using the hand pump.
 - To extend the landing gear the gear handle must be in down position.
- OUTBD BK ACC
The outboard brake accumulator is pressurized by the hand pump.

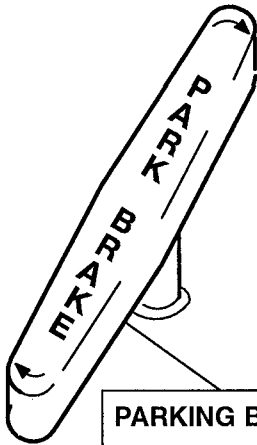
EMERG LDG handle.
When the emergency extension handle is pulled emergency accumulator pressure release all landing gear uplocks and activates the explosive separation bolts on the Main Landing Gear. Extension of the gear is by free fall. Gear handle position has no effect on emergency extension. However, to get anti-skid function and to get normal indication on the gear handle amber disagreement light the gear handle must be selected down after pulling the handle.

A10009

FIG. 5 Hand pump and emergency extension controls.



A PARKING BRAKE HANDLE



PARKING BRAKE handle.

To engage parking brake, pull the parking brake handle and turn approximately 30° clockwise to lock. Apply brake pressure with the brake pedals. Check PARK BRK ON (CWP) light to come on.

To disengage parking brake, turn the handle approximately 30° counter clockwise and push down. Check the (CWP) light to go out.

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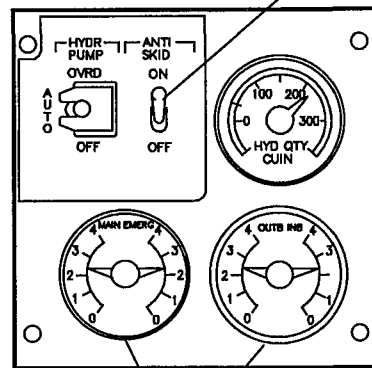
ANTI-SKID switch.

ON – Anti-skid system active when:

- Landing Gear handle is down.
- Both PL below FI or at least one in-board and one outboard WOW switch activated.

OFF – Anti-skid system is off and A-SKID INOP caution light on central warning panel illuminated.

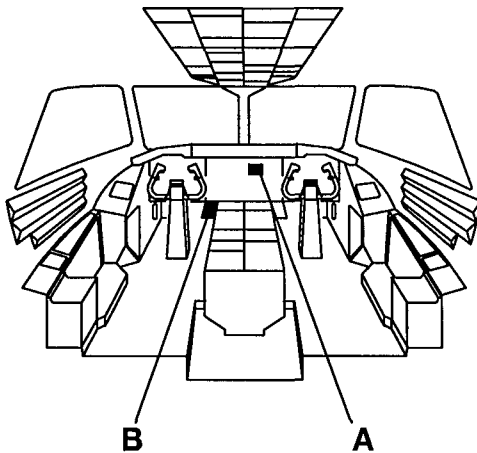
B HYDRAULIC PANEL



Hydraulic pressure indicators.

Indicates hydraulic pressure in the main system, emergency accumulator and the two brake accumulators respectively.

FIG. 6 Brake system – controls and indicators.



A CENTRAL WARNING PANEL

PARK BRK ON light (amber).

Comes on when parking brake handle is pulled and brake pressure exceeds 1700 psi and goes off when parking brake handle is pushed down and/or the brake pressure decreases below 900 psi.

A-SKID INOP light (amber).

Comes on when the Landing gear is extended with ANTI-SKID switch in OFF or with a system fault.

AUTO COARSEN			
L FIRE DET FAIL	FUEL ↑	ELEC ↑	R FIRE DET FAIL
ICE PROT ↑	ENGINE ↑	FLAPS	AIR COND ↑
PARK BRK ON	HYDR ↓	EMER LTS UN ARMED	OXYGEN
A-SKID INOP ↓	AVIONICS	AVIONICS VET	DOORS ↑
L STALL FAIL	GUST LOCK	PUSHER SYSTEM	R STALL FAIL

B BRAKE PEDALS

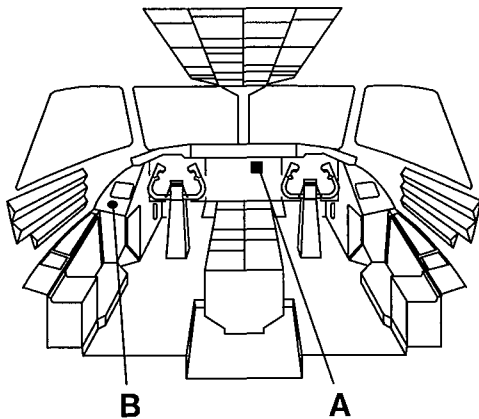


Brake pedals.

When left or right brake pedal is depressed the respective main gear brake is activated. The brake pedals are also used in conjunction with the parking brake handle to set parking brakes.

A10007

FIG. 7 Brake system – controls and indicators.



A CENTRAL WARNING PANEL

L ENG FIRE	AVIONIC SMOKE	LAV SMOKE	R ENG FIRE
L ENG OIL PRESS	CARGO SMOKE	CABIN PRESS ↓	R ENG OIL PRESS
L TAILP HOT		PROP BRAKE	R TAILP HOT
	AUTO TRIM	CONFIG	

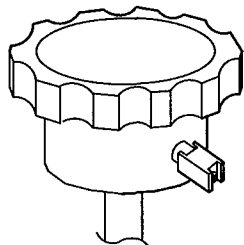
CONFIG light (red).

Will come on together with the intermittent horn when the aircraft is not in landing configuration. (Gear not down below 500 ft radio height and at least one power lever retarded below 64° Power Lever Angle.)

The light and horn is reset by pushing the MASTER WARNING button light.

The same warning is also triggered by selecting 20° of flaps or more with gear not down and locked. For this condition the horn can not be silenced.

B STEERING WHEEL



Steering wheel.

Used to turn nose wheel.

Steering wheel must be pushed down to engage and allow pressure to the hydraulic steering actuator.

A10008

FIG. 8 Landing gear – controls and indicators.



7. ELECTRICAL POWER SUPPLY

Landing gear control	L BAT BUS	F-7	LDG CONTROL
Landing gear control	R ESS BUS	M-5	LDG IND
Landing gear transition indication	L ESS BUS	E-8	LDG TRANS IND
Emergency extension left	L BAT BUS	E-9	L LDG EMER RELEAS
Emergency extension right	R BAT BUS	L-9	R LDG EMER RELEAS
Anti-skid inboard	L MAIN BUS	F-6	A SKID INBD
Anti-skid outboard	R MAIN BUS	M-4	A SKID OUTBD
Anti-skid touch down protection inboard . . .	L MAIN BUS	J-19	ENG AUTO-IGN L CTL
Anti-skid touch down protection outboard . .	R MAIN BUS	R-18	ENG AUTO-IGN R CTL
Nose wheel steering	L BAT BUS	F-5	NOSE WL STEER
Landing gear relays	R BAT BUS	N-9	LDG RELAYS



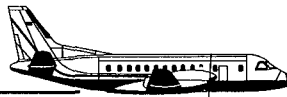
1. LIMITATIONS.

	Unit	Min	Normal	Max
1. 1. OPERATING LIMITS.				
Regarding speed limits for landing gear operation, for gear extended, and for max tire speed, ref. section 27, SPEEDS.				
Gear extension time	s	-	9-11	-
Gear retraction time	s	-	7-9	-
Nose wheel steering angle.				
- Using steering wheel	deg	-	-	60
- Backing with reverse thrust	deg	-	-	45
The nose steering wheel must be kept depressed during backing with reverse thrust.				
Number of brake applications on fully charged brake accumulators	ea	-	11	-
Max speed for use of brakes with the anti-skid system off or inoperative	kts	-	-	40
Anti-skid must be on for takeoff and landing - unless takeoff and landing performance is corrected for anti-skid inoperative.				

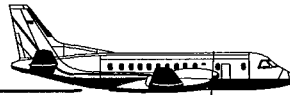


2. NORMAL OPERATION.

CONDITIONS	NORMAL PROCEDURES
<p>2. 1. RETRACTION AND EXTENSION.</p>	<p>Preflight check.</p> <ol style="list-style-type: none"> 1. Landing gear handle DN <ul style="list-style-type: none"> - Check handle to be engaged in DN detent. 2. Landing gear lights CHKD <ul style="list-style-type: none"> - Check three green lights to be on. - Press TEST button and check transit light to come on. <p>Retraction</p> <p>When a positive rate of climb has been established.</p> <ol style="list-style-type: none"> 3. Airspeed MAX 150 kt 4. Landing gear handle UP DETENT 5. Landing gear lights CHECK OFF <ul style="list-style-type: none"> - When gear handle is set to UP detent, transit light will come on and green downlock lights go off. - Check transit light to go off, indicating that all gears are up and locked. 6. Central warning panel CHECK <ul style="list-style-type: none"> - Takeoff inhibit function of central warning system is cancelled at gear retraction. - Check blue TAKEOFF INHIBIT light to be off. - Check CWP for any illuminated lights. <p>Extension.</p> <ol style="list-style-type: none"> 7. Airspeed MAX 200 kt 8. Landing gear handle DN <ul style="list-style-type: none"> - Transit light will come on. - Check that three green downlock lights come on and transit light goes off, indicating gear down and locked. 9. Airspeed MAX 200 kt



CONDITIONS	NORMAL PROCEDURES
<p>2. 2. OPERATION OF NOSEWHEEL STEERING.</p>	<p>Preflight check. Do not use nosewheel steering when aircraft is standing still.</p> <p>Taxi.</p> <p>1. Nosewheel steering CHECK – Check nosewheel steering for normal operation.</p> <div style="border: 1px dashed black; padding: 5px; margin: 10px 0;"> <p>NOTE</p> <p>When HYD PRESS approaches the recharge level (2100 psi) the force to control the nosewheel steering might increase substantially. Consider to place the HYDR PUMP temporarily into OVRD to increase pressure.</p> </div> <div style="border: 1px dashed black; padding: 5px; margin: 10px 0;"> <p>CAUTION</p> <p>Avoid sharp turns at high speed or sharp turns assisted by differential power or braking. The nose wheel may swing around 180 degrees. Only differential power sufficient to maintain speed in turns is permissible.</p> </div> <p>Backing.</p> <ul style="list-style-type: none"> – Slow backing of the aircraft is permissible, start backing by depressing the nose steering wheel and apply reverse power as required. Keep the nose steering wheel depressed and limit the steering to approx. 45 degrees deflection either side on the nose steering wheel. Stop backing by advancing the Power Levers to forward power as required. – If the nose steering wheel is not depressed there is a possibility for the nose wheel to swing uncontrolled 20 degrees either side. – Depressing the nose steering wheel with a deflection limit of 45 degrees either side will prevent the nose wheel to be mechanically forced to swing around 180 degrees. <p>Parking. When parking, maintain a straight path for the last few feet to relieve stress in the landing gear.</p>



CONDITIONS	NORMAL PROCEDURES
<p>2. 3. OPERATION OF BRAKE SYSTEM.</p> <p>(Cont'd)</p>	<p>Preflight check.</p> <ol style="list-style-type: none"> 1. Hydraulic pressure CHECK <ul style="list-style-type: none"> – Check MAIN HYD and OUTB/INB BRK pressure. 2. Parking brakes SET <ul style="list-style-type: none"> – Set parking brakes by pulling brake handle while simultaneously depressing brake pedals. – Lock the brake handle by turning it approximately 30° clockwise. – Check amber PARK BRK ON (CWP) light to come on. 3. Anti-skid CHECK ON <ul style="list-style-type: none"> – Check ANTI-SKID switch to be in ON position. – Check A-SKID INOP (CWP) light to be off. <p>Taxi.</p> <ol style="list-style-type: none"> 4. Parking brake OFF <ul style="list-style-type: none"> – Turn the braking brake handle approximately 30° counter clockwise and push down. – Check PARK BRK ON (CWP) light to be off. 5. Brakes CHECK <ul style="list-style-type: none"> – Brake smoothly during initial taxiing to verify brake operation. – Use the following braking technique when taxiing: Light braking will often activate the brakes unevenly due to system tolerances. This may cause overheating of the most active brakes. To achieve a more even loadsharing between the four brakes, it is advisable to let the aircraft accelerate to a speed slightly higher than desired and then momentarily apply the brakes rather firmly with due regard to passenger comfort. <div style="border: 1px dashed black; padding: 5px; margin: 10px 0;"> <p>NOTE</p> <p>Normally the taxi speed can easily be controlled by power modulation without using brakes.</p> </div> <p>Approach.</p> <ol style="list-style-type: none"> 6. Brake pressure WITHIN GREEN ARC



CONDITIONS	NORMAL PROCEDURES
(Cont'd)	<p>During landing rollout.</p> <p>7. Depress brake pedals as required.</p> <ul style="list-style-type: none"> - For NORMAL braking, set brake pedals to obtain desired deceleration, taking runway length and surface conditions into consideration. Do not pump brake pedals. - For MAXIMUM braking, depress brake pedals fully and hold steady until reaching 20 kt. Below 20 kt, modulate brake pressure to avoid locking wheels. <p>Parking.</p> <p>8. Parking brakes SET</p> <ul style="list-style-type: none"> - Set parking brakes by pulling brake handle while simultaneously depressing brake pedals. - Lock the brake handle by turning it approximately 30° clockwise. - Check amber PARK BRK ON (CWP) light to come on. <p>When chocks in place.</p> <p>9. Parking brakes OFF</p> <ul style="list-style-type: none"> - Depress parking brake handle - Check PARK BRK ON (CWP) light to be off.