

ALERT BULLETIN

AB 2024:28/3-17

12/23/2024

2149731

TO: Boeing Commercial Airplane Company

INFO: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: B737 MAX 9 Brake Damage

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from an air carrier Maintenance Technician who found a completely disintegrated brake disc on a B737 MAX 9 aircraft during a walk-around inspection. Reporter stated the brake had "severe and extensive damage", and a piece of a brake clip was all that remained. Reporter suggested that there should be a modification to the design of the brake clips, and that using B737 NG brake parts on B737 MAX aircraft was a mistake.

ASRS previously issued an alert on this topic, see attached documentation for 2024-3/3-1.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2149731

DATE / TIME

Date of Occurrence	202407
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	B737 MAX 9
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Wheels/Tires/Brakes
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2149731

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Detector - Person	Maintenance
Result - General	Maintenance Action

NARRATIVE 1

While doing a walkaround, I noticed that the #3 MLG tire inner tread was separating. During the removal of the tire, we noticed that the brake had severe and extensive damage. One of the brake rotors was completely disintegrated. A piece of the metal clip was all that remained. I am sure this is not the first brake found in this condition, or worse. The situation to resolve the brake clips cracking is beyond comprehension and is critical to ensure safety of flight. A fix needs to be implemented on the brake clips ASAP before an accident occurs.

Suggestion: Modification of the Brake Clips need to be accomplished ASAP. Trying to save money by using the 737NG brakes on a 737MAX IS A MISTAKE.

SYNOPSIS

Air carrier Technician reported finding severe damage to the main landing brake during a tire change on a B737 MAX 9.

Previous Alert(s)

1/19/2024

FOR YOUR INFORMATION

2024-3/3-1

To: Boeing Commercial Airplane Company

2053650

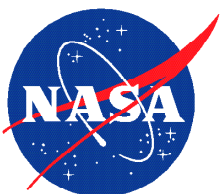
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 MAX Brake Rotor Drive Clip Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2053650

DATE / TIME

Date of Occurrence	202311
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	B737 MAX Series Undifferentiated
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COMPONENT 1

Aircraft Component	Wheels/Tires/Brakes
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2053650

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Person	Maintenance
Result - General	Maintenance Action

NARRATIVE 1

During a LOSA (Line Operations Safety Assessment) observation, mechanic found a #4 brake rotor drive clip cracked. While awaiting parts I inspected the brake and found a total of seven of the rotor drive clips cracked. Got with several other technicians including the grave shift new hire trainer and was told they are seeing this problem on max aircraft quite common, and occasionally on new gens.

Might need to address the material used for the rotor drive clips! on this particular brake, every crack was found on the last rotor disk leaving me to believe it is a heat issue.

SYNOPSIS

Aircraft maintenance technician reported multiple brake rotor drive clips cracked on 737 MAX aircraft.