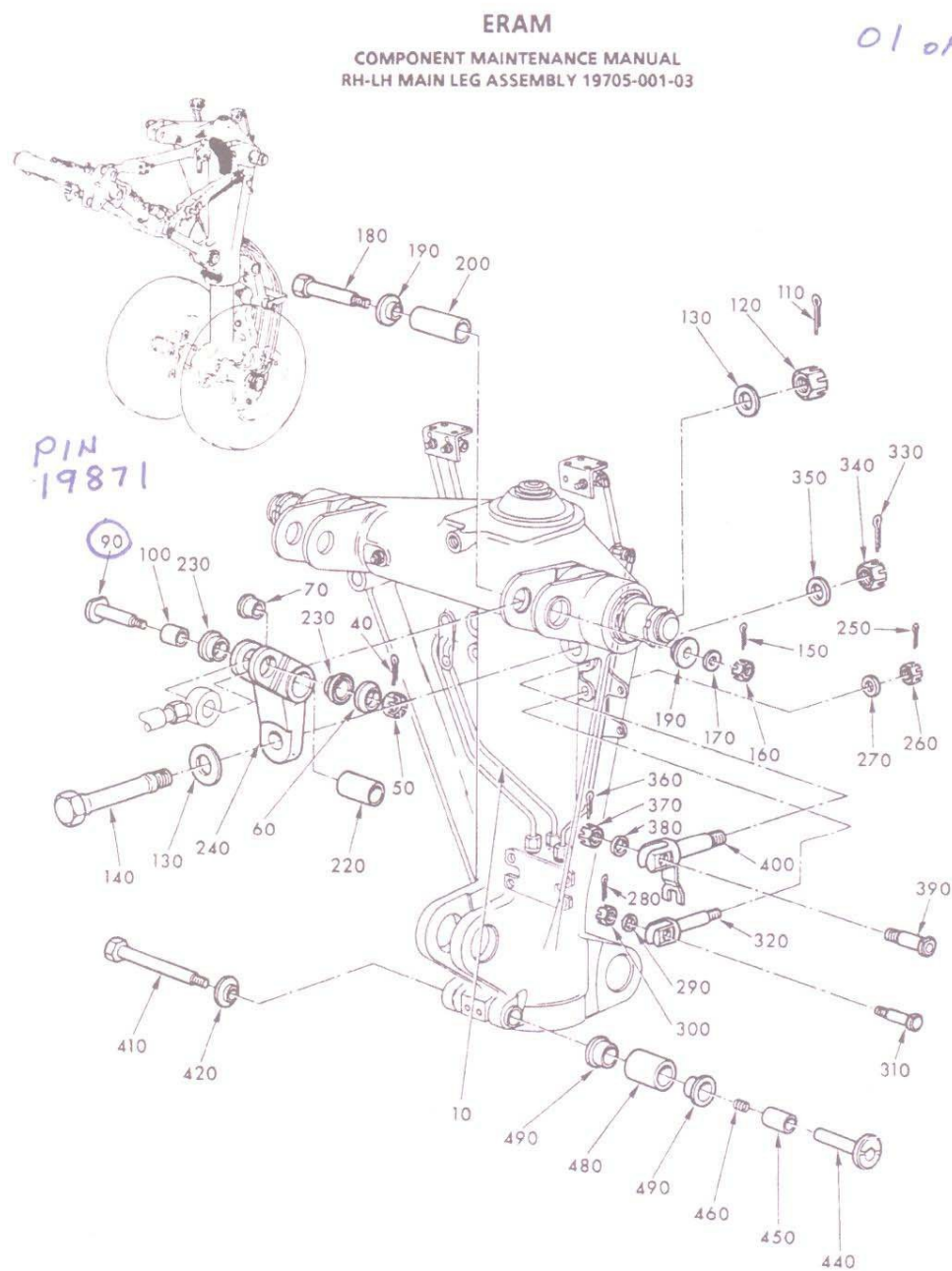


Embraer 120 ER, Worn MLG Actuator Rod-End, ATA 3230

An air carrier submission states, "After takeoff, the L/H main landing gear 'red' indication light remained illuminated after the gear was up. The crew selected 'gear down'—all gear extended and locked down. The aircraft returned to *(base)* and landed without incident.

"Maintenance found the left gear was not retracting fully up and locking into position. The problem was *(determined)* to be excess play in the retract actuator rod-end (P/N 21126-000-00). This rod-end bearing (swivel) was found seized to the attaching pin that secures the actuator to the MLG leg. This caused the rod-end to pivot on the OD *(outside diameter)* of the pin—instead of the bearing rotating on the rod-end bearing race. The pin (P/N 19872) was found worn 0.064 inches deep approximately 210 degrees around the OD circumference. The actuator, pin, and bushings were replaced. The landing gear system checked 'good' and the aircraft was returned to service." *(This particular rod-end P/N is found four times in the SDRS database.)*

Embraer 120 ER, Worn MLG Actuator Rod-End, ATA 3230



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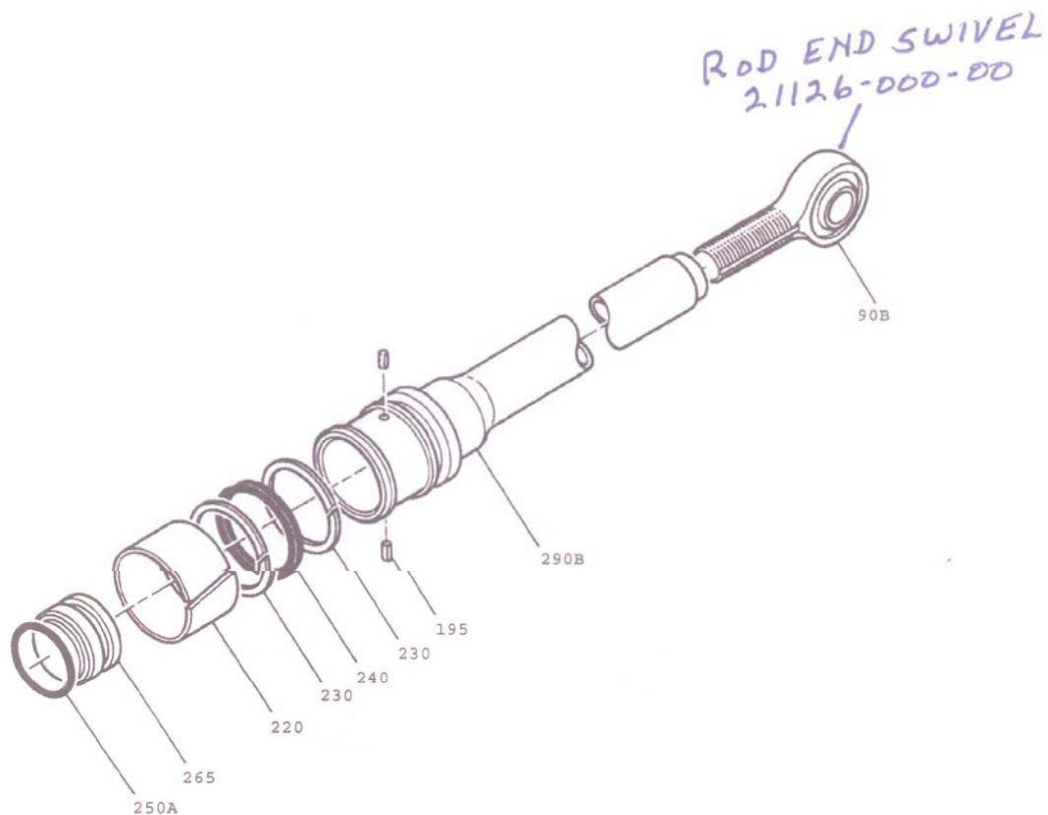
Embraer 120 ER, Worn MLG Actuator Rod-End, ATA 3230

MESSIER-DOWTY

Messier-Dowty SA

19595-000-07 COMPONENT MAINTENANCE MANUAL

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Retraction actuator
Figure 2A

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Embraer 120 ER, Worn MLG Actuator Rod-End, ATA 3230



Part Total Time (Unknown) Total Cycles 6,841