



**Figure 13-97.** The orientation of components in a basic power brake system is shown in A. The general layout of an airliner power brake system is shown in B.

NOTE: In the segmented rotor brake section above, a brake assembly was described that had alternating pistons supplied by independent hydraulic sources. This is another method of redundancy particularly suitable on, but not limited to, single main wheel aircraft.

In addition to supply system redundancy, the brake accumulator is also an emergency source of power for the brakes in many power brake systems. The accumulator is pre-charged with air or nitrogen on one side of its internal diaphragm. Enough hydraulic fluid is contained on the other