Distributed by:
KRAFT FLUID SYSTEMS
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800-257-1155 ● FAX 440-238-5266
Email: csdept@kraftfluid.com

Submit by Email

Print Form

Application Data Sheet

(for Brake Valve Systems)

Date _____

(confidential)

Name _____ Title _____

Company _____

Address _____ City _____ State _____ Zip _____

Fax _____ Phone _____ Country _____

Email _____

Are you currently working with a MICO Distributor? ☐ Yes ☐ No If yes, which one and who is the contact?

_____

Estimated Annual Quantity _____

Is this a military application? ☐ Yes ☐ No If yes, what is the destination country? _____

Is this an underground coal mine application? ☐ Yes ☐ No

HYDRAULIC SYSTEM CHARACTERISTICS

Attach any available hydraulic system schematics relevant to full power actuation circuits.

Maximum pump flow _____ Minimum pump flow _____

Pump type: ☐ Gear ☐ Vane ☐ Piston Manufacturer and model number _____

Load Sensing: ☐ Yes ☐ No Standby _____

Internal bleed down: ☐ Yes ☐ No Relief valve _____

Oil names and numbers _____ Filtration _____ microns

Operating temperature range: Minimum _____ Normal _____ Maximum _____

Flow required for components other than brake valve _____

What is the function of other components? _____

VEHICLE SPECIFICATIONS

Type of vehicle or machine _____ Name and model number _____

Gross vehicle weight _____ Empty vehicle weight _____

Weight distribution loaded: front _____ or % Rear _____ or %

Rolling radius: front _____ rear _____

Maximum loaded speed (level) _____ Maximum grade in favor of load _____ %

Rate of deceleration desired: Stop in _____ from _____ or _____

Is this application required to conform with recommended practices or standards, if so which ones

_____

SPECIFICATIONS MOBILE EQUIPMENT

Duty cycle _____

Type of brake actuation: ☐ Hydraulic ☐ Mechanical ☐ Air ☐ Spring set hydraulic release

Other _____

System fluid used: ☐ DOT 3 or 4 brake fluid ☐ Mineral oil base ☐ Water base ☐ Synthetic base

Fluid manufacturer and brand name _____

Continue . . .

MICO, Incorporated
1911 Lee Boulevard / North Mankato, MN U.S.A. 56003-2507
Tel: +1 507 625 6426 **Fax:** +1 507 625 3212
www.mico.com

BRAKE VALVE REQUIREMENTS

Attach any available brake performance specifications.

Brake type ☐ Caliper ☐ Drum ☐ In axle Number per vehicle _____

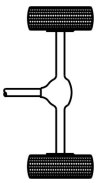
Self adjusting: ☐ Yes ☐ No

Indicate brake relation within axle to gear train (use diagram):

☐ Brake mounted on driveline

☐ Brake mounted between differential and planetary ratio

☐ Brake wheel end out board of planetary ratio



_____ Overall ratio

_____ Differential ratio

_____ Planetary ratio

Caliper brake characteristics:

Piston diameter _____ ▼ Number of pistons per caliper side _____

Maximum stroke _____ ▼, or area _____ ▼

Piston pretravel _____ ▼ to contact disc

Maximum allowable pressure _____ ▼ Rotor diameter _____ ▼

Volume requirements (per brake):

New lining _____ ▼ maximum Worn lining _____ ▼ maximum

Brake torque capacity (per brake): _____ ▼ at _____ ▼

Manufacturer _____ Model number _____

Drum brake characteristics:

Type _____ Brake size (diameter and width) _____ x _____

Wheel Cylinder: Diameter _____ ▼ Number _____

Piston travel _____ ▼ to contact drum

Actuation volume requirements (per brake):

New lining _____ ▼ maximum Worn lining _____ ▼ maximum

Brake torque capacity (per brake): _____ ▼ at _____ ▼

Maximum allowable pressure _____ ▼

Manufacturer _____ Model number _____

In Axle brake characteristics:

Maximum allowable pressure _____ ▼

Axle manufacturer _____ Axle model number _____

Brake type: ☐ Dry Multiple Disc ☐ Wet Multiple Disc

Actuation volume requirements **(per axle)**:

New lining _____ ▼ maximum Worn lining _____ ▼ maximum

Brake torque capacity (per brake): _____ ▼ at _____ ▼

Required number of vehicle stops without main hydraulic system pressure _____

Type of fluid used with brakes _____

Comments:

_____

Proposals will be made on the basis of the information provided. Subsequent customer engineering changes affecting the above could make our proposal invalid.

NOTICE

Component and system recommendations made by MICO, Incorporated are based on information supplied by potential user and/or system designer. The potential user and/or designer must make final acceptance and approval of components and system after testing performance on an actual application for which system was designed.