

BRAKE LOCK

Electric Activated



Operating Instructions

THIS NOTICE MUST BE AFFIXED
ON DASH IN VIEW OF OPERATOR

⚠ WARNING



**PREVENT
ROLLAWAY**

**Read operating instructions before using
brake lock.**

**The Brake Lock is a supplemental safety
device. It is not to be used in place of the
original equipment parking brake.**

**Always set parking brake and use wheel
chocks and outriggers with Brake Lock.**

Release Brake Lock before moving vehicle.

**Do not use Brake Lock for overnight or pro-
longed parking.**

ATTENTION

These Operating Instructions must be placed in cab of vehicle in a place available to operator to ensure proper operation of Brake Lock.

The self-adhesive warning label, accompanying each Brake Lock, must be affixed in cab in view of operator.

Principles of Operation

The MICO Brake Lock is a **SUPPLEMENTAL** safety device and is **NOT** to be used in place of the original equipment parking brake. When used with existing vehicle parking brake, the brake lock uses a portion of the vehicle's hydraulic service brake system to provide additional brake holding.

When the brake lock is activated and hydraulic service brakes applied, hydraulic pressure is locked in the service brake system. In this way, the hydraulic service brakes continue to be applied after the operator stops pressing on the brake pedal.

The brake lock does not increase the brake pressure, it only locks pressure generated by pushing on the brake pedal. The harder the operator pushes on the brake pedal, the higher the pressure in brake system. The operator should avoid excessive brake pedal force when applying the brake lock as this may allow high pressure to be locked in the brakes which can be difficult to release. Prolonged high locked brake pressure can also damage brake system components.

The brake lock holds hydraulic pressure in the service brake system, so any leak in the system could allow pressure to decrease and release the brakes. The service brake system must be kept in good operating condition to ensure that pressure locked by the brake lock will be sustained.

The MICO Brake Lock includes a low pressure warning switch. This switch must be connected to a audible and/or visual alarm which will alert the operator(s) in or around the vehicle of an unsafe reduction in locked brake pressure.

When the toggle switch is moved to the ON position, the audible and/or visual alarm will activate, indicating insufficient brake holding pressure. The operator pushes on the brake pedal and when sufficient brake lock pressure has been achieved, the alarm will stop. If a loss of pressure occurs in the locked brake system, the alarm will re-activate indicating insufficient brake holding pressure.

Changes in outside temperature can cause locked up pressure to increase or decrease. A rise in temperature can cause increased pressure in the brake system which can lead to damaged brake system components and make it difficult to release locked brake pressure. A lowering of temperature can decrease pressure in the locked brake system and cause insufficient brake holding pressure. For these reasons, the MICO Brake Lock must not be used for overnight or prolonged parking. To minimize the effects of temperature changes, the brake lock must be released and reapplied every hour.

In applications where there is no horn or other audible device on the vehicle one should be installed. A visual pressure gauge can also be used to indicate to the operator when there is adequate hydraulic pressure locked up or when there has been a pressure loss in the system after lock-up.

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OPERATING INSTRUCTIONS

To activate Brake Lock

1. Bring vehicle to a complete stop.
2. Set mechanical parking brake.
3. Remove foot from brake pedal and observe if vehicle remains stationary.
4. With no force applied to the brake pedal, move toggle to ON position as indicated on dash plate (Figure 1).
Alarm will start. If alarm does not start, discontinue use of the brake lock and determine the cause and correct the problem before using the brake lock.
5. Apply service brake pedal firmly until alarm stops. Avoid applying excessive pressure.
6. Use wheel chocks, outriggers and any other means to keep all wheels that are in contact with the ground from moving as required by manufacturer's recommendations.

If alarm starts while Brake Lock is in use

This indicates a drop in locked brake system pressure. If unable to correct the problem by reapplying the brake lock, discontinue use of the brake lock. Determine the cause of the problem and correct before using the brake lock.

To release Brake Lock

1. Retract outriggers and remove wheel chocks. Remove any other means used to keep all wheels that are in contact with ground from moving, except mechanical parking brake.
2. Move toggle to OFF position as indicated on dash plate (Figure 2).
3. Apply service brake pedal firmly to overcome locked pressure.
4. Release mechanical parking brake.

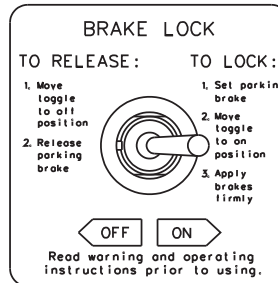


FIGURE 1

**ON
Position**

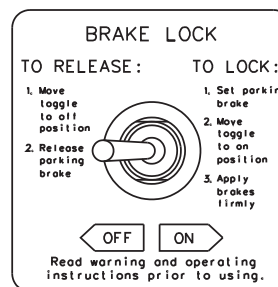


FIGURE 2

**OFF
Position**

INSPECTIONS AND TESTS

Federal regulations require that parking brakes be capable of holding vehicles on a 20% grade with rated capacity load, until intentionally released.

It is recommended that parking brake and MICO Brake Lock be tested daily, along with other safety equipment such as lights, horn, etc.

Testing Procedure

1. The vehicle must be fully loaded and driven on a 20% grade.
2. Parking brake and MICO Brake Lock must be fully applied with engine running and transmission in neutral.
3. To test brake lock, operator must release parking brake, leaving MICO Brake Lock applied, and remain in driver's seat. Vehicle must remain parked, without movement, for at least one minute.

4. To test parking brake, operator must apply parking brake, release MICO Brake Lock, and remain in driver's seat. Vehicle must remain parked, without movement.

If vehicle moves while parking brake is applied, parking brake must be inspected and adjusted or replaced and tested again.

If vehicle moves while MICO Brake Lock is applied, all hydraulic brake fittings, hoses, lines, and wheel cylinders must be inspected for leaks. Fittings which leak must be tightened or replaced. Hoses, lines or wheel cylinders which leak must be replaced or rebuilt. Vehicle must be tested again and if it fails to remain parked with brake lock applied, lock must be replaced and original brake lock should be returned to MICO for inspection and tests.

MICO could not possibly know of and give advice with respect to all conceivable applications in which this product may be used and the possible hazards and/or results of each application. MICO has not undertaken any such wide evaluation. Therefore, anyone who uses an application which is not recommended by the manufacturer, first must completely satisfy himself that a danger will not be created by the application selected, or by the particular model of our product that is selected for the application.

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