



Date _____

Application Data Sheet

(for Full Power Electrohydraulic Brake Systems)

Confidential
You incur no obligation by submitting this data and the non-public information provided will be held in confidence by MICO, Inc.

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 _____

Project or vehicle name _____

Brief description of application _____

Expected production start date _____

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

Is this an underground coal mine application? (MSHA compliant electronic device 30 CFR) Yes No

What, if any, performance standards must this system comply with?

HYDRAULIC SYSTEM CHARACTERISTICS

Complete Brake Valve System Data Sheet, Form No. 80-460-042 (locate at www.mico.com).

Full brake pressure setting _____

Hydraulic service brakes Spring apply hydraulic release Hydraulic apply spring release
 Other (describe) _____

Number of brakes in system _____

Describe the distribution of brakes among axles _____

Describe the maximum displacement (fluid consumed) as each brake is filled

BRAKE BY WIRE SYSTEM SPECIFICATIONS

Is true redundancy required? (i.e.: no single non-functioning component can cause complete loss of service braking?)

Yes (recommended) No

Describe system response requirements _____

Describe system environmental resistance requirements _____

Electrical system nominal voltage 12 Vdc 24 Vdc Other (specify) _____

Relative to your service braking:

With no electrical power to the brake valves (either intentionally or unintentionally) what brake pressure is desired?

No brake pressure (standard) Full (maximum) brake pressure setting

Intermediate (between zero and maximum) Specify desired value _____

Does the desired service braking pressure vary with:

- A single primary input, such as a brake pedal position
- The higher of two inputs (standard MICO redundant input valve driver)
- Multiple inputs, and/or auxiliary inputs or outputs are required, such as for anti-lock braking systems, or electronic traction control (programmable digital controller required)

Is manual override operation of the service brakes required?

- Push button override on solenoid (standard)
- Common brake pedal overrides electric braking at end of travel, mechanically applying full braking
- Separate hydraulic control, either pedal or lever, provides manual override of electric service braking
- Other options are available. If required, specify the desired performance:

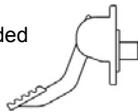
ELECTRONIC PEDAL SPECIFICATIONS

Pedal sensors provide an analog output proportional to pedal travel. Select a sensor configuration:

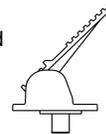
- Three redundant potentiometers traveling 28° from neutral to full, using 5 Vdc, or other, regulated supply.
- A single output hall effect (non-contact) sensor, traveling 20° from neutral to full, using 5 Vdc regulated supply.
- Other configurations are available. If required specify the type of sensor and output(s) desired:

Desired pedal mounting style:

Suspended



Floor Mounted



Desired pedal angle in neutral (suspended):

- 61° with potentiometers or 53° with hall effect standard
- Other angles are available, if required specify angle: _____

Desired pedal angle in neutral (floor mounted):

- 44° with potentiometers or 36° with hall effect standard
- Other angles are available, if required specify angle: _____

Standard pedal effort is provided by redundant springs with a preload and rate resulting in the following options:

- A throttle (light) spring pack requiring 58 N (13 lb) full travel at 178 mm (7 in) from the pivot point.
- A brake (heavy) spring pack requiring 178 N (40 lb) full travel at 178 mm (7 in) from the pivot point.
- Other configurations are available. If required specify the desired preload and full travel load:

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

NOTICE

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Innovative Braking and Controls Worldwide

MICO, Incorporated

1911 Lee Boulevard / North Mankato, MN U.S.A. 56003-2507

Tel: +1 507 625 6426 Fax: +1 507 625 3212