PRODUCT GUIDE

HYDRAULIC AND ELECTROHYDRAULIC BRAKING SYSTEMS
BRAKES, BRAKE ACTUATION, VALVES, CONTROLS
MICO, Inc. designs, manufactures, and markets hydraulic components, controls, and brake systems, primarily for off-highway markets.

Manufacturing facility locations:
- Empalme, Sonora, Mexico (Certified ISO 9001)

Many of the world’s largest Off-Highway OEMs value the knowledgeable staff at MICO and work with us to make their products better. Our custom-engineered products are designed with the customer requirements as the primary driver. It is our intent to help customers build their systems with our expertise in hydraulic components, braking systems, and controls. Our goal is to meet or exceed our customers’ expectations in every aspect of our business.

Product lines:
- Actuators
- Brakes
- Brake Locks
- Controls
- Cylinders
- Master Cylinders
- Valves

MICO continuously strives for improvement, while remaining a quality leader in our field. We have been a successful, customer driven business for over 70 years. We look forward to working with you!
MICO® Caliper Disc Brakes are either a floating or fixed design. Models are available for use with both brake fluid and mineral base hydraulic oil.

MICO® Caliper Disc Brakes are ideal for providing primary, emergency, and secondary braking for applications in the agriculture, construction, mining, airport support, and forestry industries.

**515 SERIES CALIPERS** are a floating type design. They mount over a rotor disc using either pins or shoulder bolts. One side of the caliper is actuated to provide clamping force.

**Spring Apply Caliper Disc Brakes**

**515 Series**
Floating design. Belleville springs apply these brakes and hydraulic pressure releases them. Used with 5/16 to 1/2 inch thick rotor disc of 6 inch diameter or larger. Used as parking and/or emergency brake.

**Mechanical Apply Caliper Disc Brakes**

**515 Series**
Floating design. Mechanical lever and cam system applies and releases these brakes. Uses a 5/16 to 1/2 inch thick rotor disc of 6 inch diameter or larger. Ideal for secondary, emergency, and industrial applications.

**Hydraulic Apply Caliper Disc Brakes**

**515 Series**
Floating design. Modulated hydraulic pressure applies and releases these brakes. Uses a 5/16 to 1/2 inch thick rotor disc of 6 inch diameter or larger. Provides braking for applications in the agriculture, construction, mining, and forestry industries.

**520 SERIES CALIPERS** are a fixed type design. Each side of the caliper contains a piston that actuates to provide clamping force.

**Hydraulic Apply Caliper Disc Brakes**

**520 Series**
Fixed design split caliper with 2 1/4 inch diameter opposing pistons. Uses a 1 inch thick rotor disc of 15 inch diameter or larger. Has a lining retractor mechanism to maintain lining to rotor disc clearance while the brake is not applied. Used in service braking applications.

**Hydraulic Apply Caliper Disc Brakes**

**520 Series**
Fixed caliper designs. Lightweight aluminum housing with 2 1/2 inch diameter opposing pistons. Uses 1/2 inch thick rotor disc of 10 to 24 inch diameter. Mounts flush with torque member. Large surface area linings can be replaced without separating housing halves. Uses modulated hydraulic pressure source to apply the brake.

**Hydraulic Apply Caliper Disc Brakes**

**520 Series**
Fixed design split caliper with 3 1/2 inch diameter opposing pistons. Standard 1/2 inch thick spacer can be replaced to allow for desired rotor disc thicknesses with diameters of 12 to 36 inch. Large surface area linings can be replaced without separating housing halves.

**530 SERIES CALIPERS** are a floating type design that uses Belleville springs to apply the brake and hydraulic pressure to release it. Models are available with hydraulic apply. One side of the caliper is actuated to provide clamping force.

**Spring Apply Caliper Disc Brakes**

**530 Series**
Floating design. Belleville springs apply this type brake and hydraulic pressure releases it. Uses a 5/16 to 1/2 inch thick rotor disc of 9 inch diameter or larger. Used as parking and/or emergency brake.

**Hydraulic Apply Caliper Disc Brakes**

**530 Series**
Floating design. Modulated hydraulic pressure applies and releases this brake. Uses a 1/2 inch thick rotor disc of 9 inch diameter or larger. Used as parking and/or emergency brake.
Multiple Disc Brakes are fully enclosed units that use coil springs and multiple friction discs to produce braking torque. These brakes are applied by coil springs and released using hydraulic pressure. Maximum brake torque is achieved when hydraulic release pressure is zero. These brakes are self-applying in that any function which reduces hydraulic release pressure will begin to initiate brake clamping force.

Multiple disc brakes are manufactured using high strength ductile iron housings with nitrile case and shaft seals to keep outside contaminants from entering the brake. Split shafts are constructed of heat-treated 8620 steel and available in a number of different configurations. Available in SAE A, B, C, or D mounts with torque ranges from 113 to 2825 N·m (1000 to 25,000 lb·in) and release pressures from 6.9 to 34.5 bar (100 to 500 PSI).

Typical applications include a parking brake function or braking of a motor on man lifts, scissor lifts, winches, swing drives, and other low speed vehicles and equipment.

**A-Mount Multiple Disc Brakes**
- Modular Design
- Large diameter spline shaft virtually eliminates spline battering. Low release pressures make these brakes ideal for use with closed loop hydrostatic systems. Unique balanced piston design.

**B-Mount Multiple Disc Brakes**
- Narrow Design
- Dry design B-Mount brakes are extremely compact. Some models available with optional pressure override feature for limited service braking. Non-metallic or sintered bronze friction materials also available. Wet option available for some models.

**C-Mount Multiple Disc Brakes**
- Modular Design
- Modular brakes have low release pressures. Ideal for use with closed loop hydrostatic systems. Numerous mounting configurations available. Unique balanced piston design. Wet versions are also available.

**D-Mount Multiple Disc Brakes**
- Modular Design
- Simple four-bolt mounting configurations. Models for either wet design or dry design applications. Unique balanced piston design. Low release pressures make these brakes ideal for use with closed-loop hydrostatic systems.

**Compact Wheel Mount Multiple Disc Brakes**
- These dry design, compact wheel mount brakes with integral hub, allow for direct mounting of the wheel hub to the brake. Tapered and keyed shafts are available. Close input or motor input mounting face available. A wet brake option with pressure override (service braking) is also available. High radial loading capacity makes these brakes ideal for vehicles such as scissor lifts.

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MASTER CYLINDERS

MICO® Master Cylinders are single piston, straight-bore type with a return spring, and are available with or without an integral reservoir. Most cylinders are available as brake fluid or mineral base hydraulic oil models and in a variety of mounting styles.

MICO® Two-stage Master Cylinders are integrally designed to incorporate the advantage of a large piston for fluid volume and a small piston for high pressure. Transfer from the volume piston to the pressure piston is accomplished by means of a metered pressure relief valve.

Two-stage Master Cylinders are commonly used on equipment that require larger volumes than provided by conventional master cylinders.

Boosted Master Cylinders are used on machinery that requires higher pressures than typically provided by master cylinders or two-stage master cylinders.

Straight Bore Master Cylinders
Cylinders have a 1 inch bore diameter and a 1.13 inch or 1.44 inch effective stroke.

Two-stage Master Cylinders
Bore combinations for these cylinders are 1.25 inch over 0.75 inch or 1.375 inch over 0.875 inch. The effective stroke is 1.25 inch.

Two-stage Master Cylinders
Bore diameters for these cylinders are 1.5 inch over 0.75 inch or 1.5 inch over 0.875 inch. Effective stroke is 1.44 inch.

Two-stage Master Cylinders
Bore diameters for these cylinders are 1.75 inch over 0.875 inch, 1.75 inch over 1 inch, or 1.75 inch over 1.125 inch. Effective stroke is 1.44 inch.

Two-stage Master Cylinders
Bore diameters for these cylinders are 1.75 inch over 1 inch or 1.75 inch over 1.125 inch. Effective stroke is 1.44 inch.

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MICO® Hydraulic Slave Cylinders and Wheel Cylinders are small bore, short stroke cylinders used for remote clutch and brake actuation. They are available in a variety of strokes, mountings, and bores. Most cylinders are available as brake fluid or mineral base hydraulic oil models.

These cylinders are used in industrial applications for holding, clamping, and latching. They are also used in off-highway applications.

**Two-stage Master Cylinders**
Bore diameters for these cylinders are 1.75 inch over 1 inch or 1.75 inch over 1.125 inch. Effective stroke is 1.44 inch.

**Boosted Dual Master Cylinders** (with steering assist)
Cylinders are used to modulate output pressures up to 1500 PSI. Intended for brake systems with brake assisted steering.

**Slave Cylinders**
Cylinders available with 0.62, 0.75, 1, or 1.06 inch bore diameters and 0.5, 0.75, or 1 inch effective strokes.

**Slave Cylinders**
Cylinders with 0.62 inch bore diameter and models with 2.06, 2.15, or 2.44 inch effective strokes.

**Open Center Boosted Master Cylinders**
Permits the brake system to develop up to twice the hydraulic pressure present in the main hydraulic system. Bore diameter is 1.62 inch and effective stroke is 1.5 inch.

**Slave Cylinders**
Cylinders have a 0.62 inch bore diameter and effective stroke is 1.44 inch.

**Slave Cylinders**
Cylinders have a 1 inch bore diameter and a 1.75 inch effective stroke.

**Wheel Cylinders**
Cylinders have 1.38, 1.5, or 1.75 inch bore diameters and 0.82 or 1.32 inch effective strokes.

**Drive Axle Cylinders**
Cylinders provide hydraulic control to apply and release axle brakes. For use with a variety of CNH Power Components drive axles.

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TWO FLUID ACTUATORS

The MICO® Two Fluid Actuators combine a booster section with a master cylinder section in a single unit. These actuators allow the booster section to use one type of fluid and the master cylinder section another. This feature enables the booster section to be powered by an existing mineral base hydraulic oil circuit while maintaining use of DOT brake fluid in the rest of the system.

With the same pedal effort, MICO® Two Fluid Actuators provide higher output pressure than non-boosted master cylinders.

**Boosted Straight Bore Master Cylinders**
Can develop brake line pressure up to 1800 PSI. Master cylinder bore diameters available as 1.25, 1.5, 1.75, or 2.25 inch.

**Boosted Two-Stage Master Cylinders**
Can develop brake line pressures up to 2500 PSI. Two-stage master cylinder bore diameter combinations are 1.75 inch over 0.875 inch, 1.75 inch over 1 inch, 1.75 inch over 1.25 inch, or 2.25 inch over 1.25 inch.

**Boosted Straight Bore Master Cylinders**
Can develop brake line pressure up to 1650 PSI. Master Cylinder bore diameters available as 1.25, 1.5, 1.75, or 2.25 inch.

**Boosted Tandem Straight Bore Master Cylinders**
Can develop brake line pressure up to 1600 PSI. Master Cylinder bore diameters available as 1.25 or 1.75 inch.

**Power Brake Actuator**
Compact cylinders designed for use on vehicles equipped with open center hydraulic system. The system requirements are a supply of 0.7 to 4 GPM at 335 PSI to obtain the set brake limit pressure. Master cylinder bore diameter is 1.06 inch. Use hydraulic oil only.
Air/Hydraulic Actuators
(master cylinder with air chamber)
Master cylinders are single acting with one piston. Bore diameter is 1.25 inch and effective stroke is 1.38 inch. Air chamber is 12 in².

Air/Hydraulic Actuators
(master cylinder with air chamber)
Conventional master cylinder and air chamber. Bore diameter is 1.75 inch and effective stroke is 2.25 or 2.45 inch. Air chambers are 30 in² and 36 in².

Air/Hydraulic Actuators
(master cylinder with air chamber)
Large straight bore master cylinder. Bore diameter is 1.75 inch and effective stroke is 1.75 inch. Air chamber is 12 in².

Air/Hydraulic Actuators
(master cylinder with air chamber)
Internal valving enhances bleeding and extends normal service life of the primary seal. Actuator has 1.5 inch bore diameter and 2 inch effective stroke. Air chamber sizes from 20 in² to 36 in². Designed with a built-in stroke indicator.

Air/Hydraulic Actuators
(actuator with air chamber)
Bore diameter of 1.75 inch and effective stroke of either 2.13 or 2.44 inch. Air chambers are 20 in² and 36 in².

Air/Hydraulic Actuators
(actuator with air chamber)
Actuator has single acting piston. Provides one of two pressure sources to operate a slave cylinder, brake, or other device. Bore diameters are 1.13 and 1.5 inch and effective stroke is 1.44 inch. Air chambers are 12 in², 24 in², and 30 in².

Air/Hydraulic Actuators
(actuator with air chamber)
Actuator has single acting piston. Bore diameter is 1.5 inch and effective stroke is 1.44 inch. Air chamber is 24 in².

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REMOTE ACTUATORS

Remote Actuators (hydraulically operated)
Actuated by a remote hydraulic pressure source such as a master cylinder. Bore sizes of 1 or 1.5 inch available with effective stroke of 0.47, 0.52, 1, or 2.25 inch.

Remote Actuators (mechanically operated)
Mechanical devices which link the vehicle hydraulics with the brake system. Available in two different bore sizes and are capable of displacing 1.77 to 2.9 in³ per side.

Remote Actuators (hand control operated)
Non-ratchet type lever with clevis and linkage arrangement exerts force on actuator push rod. When application pressure is released the floating piston assembly is forced back by a return spring. Rugged heavy-duty construction.

Remote Actuators (pedal operated)
Actuators have a bore of 1.25 inch and an effective stroke of 1.87 inch. Designed for use with optional remote fluid reservoir.

Remote Actuators (pedal operated)
Actuators have a 1.25 inch bore and effective displacement of 1 inch. Right side and centered pedal models available.

Remote Actuators (pedal and linkage operated)
Actuators have a 1.25 or 1.5 inch bore and effective stroke of 1.44 inch. Actuated by various types of mechanical linkage.

Pressure Intensifiers
Output to input pressure ratios of 1:1, 2:1, 5:1, and 9:1. Ideal for disc brake applications and various industrial applications. Assist section and cylinder section can use different fluid types.

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LEVER LOCKS
Lever locks are one-way check valves which lock fluid under pressure in the selected brakes. Hand operation leaves the operator’s feet free for clutch and throttle pedal operation.

TWIST LOCKS
Functionally the same as lever locks. The twist lock has a rotary action handle. The push rod is sealed and lubricated with silicone grease for tough environmental applications.

CABLE LOCKS
Functionally the same as lever locks and twist locks. The cable lock is cable operated for remote mountings when space under the dash is limited.

DUAL CABLE LOCKS
Dual locks have a pair of independent one-way check valves. They can provide 4-wheel lockup for hydraulic dual brake systems or rear wheel ABS, as well as 2-wheel lockup for hydraulic 3 and 4 channel ABS.

691 BRAKE LOCK SYSTEMS
These systems lock hydraulic pressure in the service brakes to supplement the vehicle’s mechanical parking brake. They can also function as an interlock to apply pressure to the service brakes when other vehicle mounted equipment is being used.

ELECTRIC BRAKE LOCKS
Installed directly into the vehicle’s service brake system. Activated by a flip of a toggle switch located within reach of the operator. When the brakes are applied, the brake lock acts as a one-way check valve and holds pressure in the brakes until the lock is released and brakes are manually applied.

SURGE BRAKE LOCKOUT
Acts as an electrically activated check valve between a trailer’s surge actuator and wheel brakes. Allows the trailer to be backed-up and not have the trailers brakes apply. Can be controlled semi-automatically or manually.

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MICO® Modulating Hydraulic Power Brake Valves provide directional control of brake system pressure. They also provide the operator with a "pedal feel" proportional to brake system pressure.

These valves are designed for use with vehicles that are equipped with other hydraulic power devices. This feature eliminates the need for a separate power brake unit or separate hydraulic fluid system.

There are single valves for single brake systems, tandem valves for split brake systems, valves with pilot sections, and reverse modulating valves.

MICO offers modulating valves in a spool design and a poppet design. Although there are inherent benefits to both, the spool design provides lower hysteresis while the poppet design provides very low leakage.

Modulating valves can be operated a variety of ways including: pedal, lever, cam, pilot pressure, and electro-mechanical devices.

**Single Modulating Valves** (spool design)  
When used with a properly sized accumulator and MICO® Accumulator Charge Valve, can provide normal and emergency power-off braking in a variety of open center, closed center, and load sensing hydraulic systems.

**Tandem Modulating Valves** (spool design)  
Operates similar to the single modulating valves, except two independent pressure outputs are provided. If either half of a dual brake system fails, the other half will continue to provide braking function.

**Tandem Modulating Valves with pilot** (spool design)  
Pilot apply valves are similar to the tandem modulating valves above, however, they include a pilot apply section. The pilot apply provides an additional method for brake application through a hydraulic signal from a remote location.

**Reverse Modulating Valves** (spool design)  
Reverse modulating valves are used in negative braking systems for controlled actuation of a spring apply/hydraulic release service brake. As the pedal is applied, pressure to the brake is reduced causing the brake to engage.

**Modulating Valves** (poppet design)  
The poppet design modulating valves provide the same basic functions as the spool design modulating valves. They do have some inherent design benefits such as high flow rate capabilities at high modulating pressures and low internal leakage.

**Reverse Modulating Valves** (poppet design)  
Having the benefits of a poppet design valve, these reverse modulating valves function the same as the spool design reverse modulating valve. As the pedal is applied, output pressure is reduced.

**Dual Power Brake Valves for Steering Assist**  
Provides steering assist power braking with one pedal applied or full power braking with both pedals applied. Patented design produces equally balanced brake pressures when both pedals are applied.

**Hystat Brake Valves**  
Developed to de-stroke the hydrostatic transmission and then apply the vehicle brakes. As the valve is released, the brakes release and the hydrostatic transmission re-engages.

**Relay Valves**  
Allow remote actuation of brake pressure with a hydraulic pilot signal. Various reaction areas in combination with several input areas can provide a wide variety of input to output pressures.

**Hydraulic over air Relay Valves**  
Modulate air brake pressure to control an air braked trailer from a hydraulically braked towing vehicle that has an air power source.
Full Power Brake Valves
Integrates the function of an accumulator charge valve with a modulating valve. Excess flow may be used to power other hydraulic functions. Thus, eliminating the need for a separate power brake unit or hydraulic system fluid.

Park Brake Valves
(with auto apply)
Provides added safety for operator and vehicle by controlling actuation of a spring apply, hydraulic release park brake. Can sense accumulator brake pressure and automatically apply the brakes at a predetermined pressure. They can also be operated manually.

Single Accumulator Charging Valves
Designed for installation in open center hydraulic systems, these valves use an internal spool valve to control hydraulic system flow to pressurize an accumulator.

Dual Accumulator Charging Valves
Essentially the same functions as the single accumulator charging valves, these valves monitor accumulator pressure and control hydraulic system flow to pressurize accumulators from two independent accumulator ports.

Single and Dual Accumulator Charging Valves
(with relief)
The function of charging valves with relief is the same as either the single or dual charging valves above. However, a main hydraulic system relief valve is incorporated.

Single and Dual Accumulator Charging Valves - Load Sensing
Used in load sensing hydraulic circuits. Load sensing charging valves send a load sense signal to a load compensated pump. The charging function is the same as the single or dual charging valves.

Single and Dual Accumulator Charging Valves - Load Sensing
(unloading)
Solenoid feature is desirable in cold start conditions and marginal horsepower applications. It allows the machine to be started without immediately charging accumulators. Available for single or dual accumulator charging.

Gear Pump integrated with Single or Dual Accumulator Charging Valve
An integrated package that features a MICO® Accumulator Charging Valve and hydraulic pump. The accumulator charging function is the same as the single or dual charging valves.

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MICO® Throttle Controls are used to hydraulically control mechanical throttles in applications where the design flexibility of hydraulics offers the machine designer advantages not available with other systems.

MICO has a complete line of pressure, vacuum, and temperature switches. There are both elastomer diaphragm and piston style pressure switches. MICO also offers a differential switch.

**Hydraulic Throttle Controls**
Control engine throttle position from a remote location using hydraulics when mechanical linkage is prohibitive. Includes pedal, actuator, reservoir, and slave cylinder.

**Ratchet Handle Controls**
These hand lever controls provide locking ratchet and release control for a variety of applications. Can be attached to remote actuators or cables.

**MICO® Pressure Switches**
These are high-pressure, surge resistant piston style switches. They are heavy-duty, high impulse pressure resistant switches.

**MICO® Pressure Differential Switches**
Differential switches sense differential pressure and are typically connected to the front and rear portions of split brake systems. If either side of the brake system fails, the switch activates a warning signal, which will stay on until the brakes are released.

**NASON Pressure Switches**
Most NASON pressure switches feature a long life elastomer diaphragm and a high quality snap action switch. Both low and high-pressure models are available.

**NASON Vacuum Switches**
All of NASON vacuum switches feature a long life elastomer diaphragm and a high quality snap action switch. Factory preset and field adjustable models are available.

**NASON Temperature Switches**
Bi-metal immersion, snap disc, and bellows mechanism type switches are available. All are factory preset as well as shock and vibration resistant.

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Electronic Pedals with Brake Valve Interface

Designed for use in electrohydraulic brake and/or electronic throttle control applications. Provides force feedback proportional to pedal rotation. A rotary sensor provides one or more analog outputs that are proportional to pedal rotation. A variety of pedal configurations and sensing options are available.

EBV Series Electrohydraulic Brake Valves

Full power valves for modulating output pressures up to 207 bar (3000 PSI) in proportion to the input current. As part of a full power brake system, EBV series valves provide hydraulic power for normal and emergency power-off braking in electrohydraulic braking, anti-lock brake systems, and traction control systems.

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Quadrigages™
Devices used to measure hydraulic, air, and vacuum pressure. The Quadrigage™ performs four gauge functions using three separate gauges. Depending on the Quadrigage™ model, the low pressure gauge measures vacuum to 30 inches Hg, as well as positive pressure to either 0 to 150 or 0 to 300 PSIG. The medium pressure gauge measures pressure to either 0 to 600 or 0 to 1000 PSIG. The high pressure gauge measures pressure to either 0 to 3000, 0 to 4000, 0 to 5000, or 0 to 6000 PSIG.

Digital Pressure Gauges
A versatile and economical gauge that meets ASME B40.7 standards. 1/2 percent terminal point accuracy, pressure range of 0 to 10,000 PSI, nine engineering units of measure, back-lighting, and more.

Fluid Reservoirs
These fluid reservoirs can be mounted directly or remotely to a variety of actuators in many types of hydraulic systems. Two styles of fluid reservoirs are available, a rust proof metal design and a high strength fire resistant translucent polyallomer design.

In-line Residual Check Valves
Residual check valves allow free flow of hydraulic system fluid in one direction while maintaining a slight residual fluid pressure from the opposing side.

Check Valve Assembly
The check valve assembly is a compact, self-contained unit that includes a check valve and an inverted shuttle valve. Used in full power brake systems that require stored energy in two separate accumulator circuits.

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In the global market of the 21st century, MICO, Inc. has worked hard to develop strong business relationships all over the world. MICO, Inc. has specialized in creating high-quality braking solutions for the Off-Highway market and will continue to do so as the needs of the world evolve. Our global population is growing rapidly, creating more development and higher demands for efficient machinery in Agriculture, Construction, Mining, Military, and other related fields.
ADDITIONAL LITERATURE

BRAKES

MICRO® Caliper Disc Brake Catalog
84-515-535

MICRO® Multiple Disc Brake Catalog
84-500-001

BRAKE ACTUATION

MICRO® Master Cylinder Catalog
84-001-001

MICRO® Slave and Wheel Cylinder Brochure
80-100-001

MICRO® Brake Actuators for OEM Drive Axles
Product Bulletin
80-460-034

MICRO® Two Fluid Actuator Catalog
84-460-007

MICRO® Air/Hydraulic Actuator Catalog
84-460-006

MICRO® Remote Actuator Catalog
84-460-001

MICRO® Brake Lock Application Guide
80-950-152

VALVES

MICRO® Hydraulic Brake Valves Catalog
84-466-001

MICRO® Accumulator Charging Valve Catalog
84-463-001

CONTROLS

MICRO® Pressure Switches
Product Bulletin
80-950-011

MICRO® Pressure Differential Switch
Product Bulletin
80-580-011

MICRO® Heavy-Duty Ratchet Handle
Product Bulletin
80-950-028

MICRO® Hydraulic Throttle Control
Product Bulletin
80-460-033

NASON Switch Catalog
84-580-001

ELECTROHYDRAULICS

Electrohydraulic Brake Valve EBV-S12 Series
Product Bulletin
80-100-031

RELATED PRODUCTS

MICRO® Quadrigage™ Product Bulletin
80-740-001

MICRO® Digital Pressure Gauge Brochure
80-740-005

MICRO® Fluid Reservoir Product Bulletin
80-920-001

MICRO® In-line Residual Check Valve
Product Bulletin
80-920-001

MICRO® Check Valve Assembly Product Bulletin
80-463-015

MARKETS

MICRO® Application Illustrations Catalog
84-950-025

VISIT MICO.COM for the most up-to-date product literature.