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 ZF.

Name _____ Title _____

Company _____

Address _____ City _____ State _____ Zip _____

Fax _____ Phone _____ Country _____

Email _____

Are you currently working with a ZF Off-Highway 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 _____

Continued . . .

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:

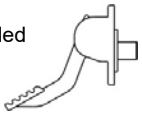
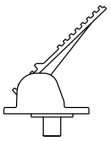
_____

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.

ZF Off-Highway Solutions Minnesota Inc.
1911 Lee Boulevard / North Mankato, MN U.S.A. 56003-2507
Tel: +1 507 625 6426 **Fax:** +1 507 625 3212
www.mico.com

Form No. 80-950-229 Revised 2013-09-17