



COMBINATION DISK BRAKES

Owner's Operation, Installation & Maintenance Manual

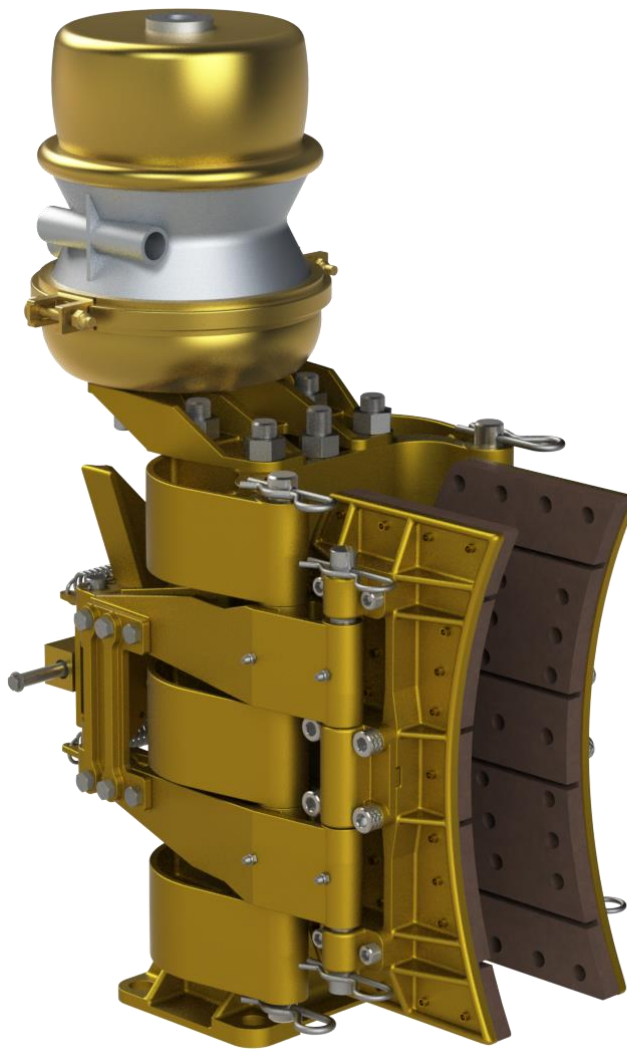


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1 INTRODUCTION

1.1 CONTACT INFORMATION

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1.2 SAFETY INFORMATION


1.2.1 Safety Instructions

Notice to Installer:

Disregarding the following safety measures can result in an accident causing severe injury to personnel and damage to material assets:

- Only use the product as directed in this manual.
- Never put the product into service if there is evidence of visible damage.
- Never put the product into service before fully completing installation and commissioning.
- Do not carry out any modifications to the product.
- Only use authentic Kobelt spare parts.
- Observe all local regulations, directives and laws during the installation of this product.
- All installation, commissioning and maintenance work must only be conducted by qualified personnel. (For the purpose of this manual, qualified personnel are persons who are familiar with the assembly, installation, commissioning, and operation of the product and who have the qualifications necessary for their occupation.)
- Observe all specifications in this manual. If these guidelines are not followed and damage occurs, the warranty will be voided.

1.2.2 Hazards

Throughout this publication, Warnings and Cautions accompanied by the International Hazard Symbol  is used to alert the user to special instructions concerning a particular service or operation that may be hazardous if performed incorrectly or carelessly.

EQUIPMENT STARTS AUTOMATICALLY



Brake systems frequently are controlled remotely and may activate suddenly causing bodily harm. Ensure all power sources are locked out prior to performing work.

BRAKE ACTUATORS CONTAIN COMPRESSED SPRINGS



The brake actuators contain springs that are under compression even when the brakes are not pressurized. The springs will release suddenly if disassembled incorrectly posing a risk of serious injury or death. Do not attempt to disassemble the actuators without clear work instructions and training.

PINCH POINTS



Brakes contain numerous pinch points which can cause serious injury. Ensure all power sources are locked out prior to performing work.

HIGH PRESSURE FLUIDS



Kobel lever brakes use high pressure hydraulics or air. Ensure all pressure is exhausted and the pressure source locked out prior to performing work.

HOT SURFACES



Disc brakes are capable of making the surfaces of the brake disc dangerously hot when burnishing or during braking events. Ensure the disc is adequately guarded to prevent inadvertent contact with the disc.

AIRBORNE DUST



Brake linings contain fibers that may become airborne during cutting or sanding operations. Over exposure to these dusts should be considered hazardous. Use NIOSH approved respirators when working with brake linings. Request a MSDS for further information.

1.3 PRODUCT DESCRIPTION

1.3.1 Overview

The diagram below shows a typical Kobelt combination caliper brake with all the major components identified.

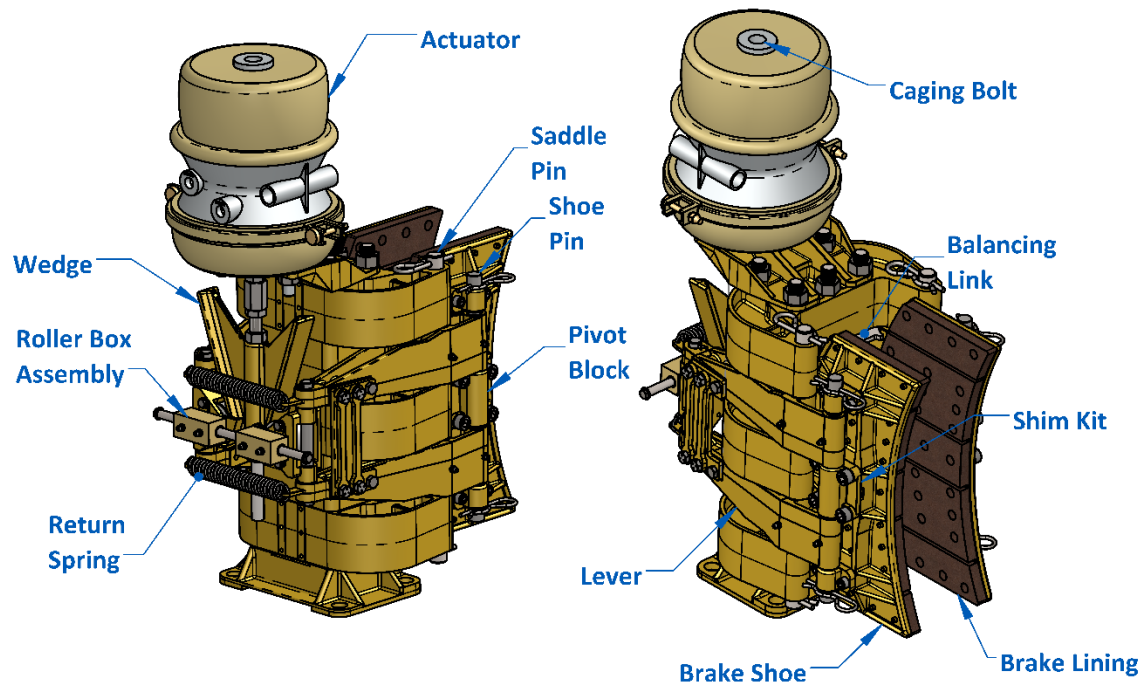


Figure 1: Caliper Brake Nomenclature

1.4 TECHNICAL DATA

Refer to the data sheets at the back of this manual for key technical data.

2 INSTALLATION

2.1 PREPARATION

The foundation plate to support the brake caliper must be designed to withstand the maximum braking forces generated by the brake caliper. The foundation must also be flat to ISO tolerance grade IT8 and square to the brake disc. See Appendix A for key installation dimensions. The brake pedestal must be designed to allow the mounting bolts to be inserted from underneath.

The rotating element should have bearings sufficient to carry the weight of the disc and also resist the additional stress when the disc brake is applied.

The spigot that centers the brake disc must not be designed in such a way that it impedes the thermal expansion of the disc.

Actuator ports are plugged to prevent contamination of the seals. Remove the plugs prior to connection to the piping.

Brake discs are shipped with a light rust inhibitor applied to the surfaces. Remove the rust inhibitor using solvent and a cloth prior to installation.

Any guarding around the brakes must provide enough room to allow full extension of the brake actuators plus full pad wear adjustment.

2.2 BRAKE DISCS

The brake disc must be installed onto the rotating element before installing the caliper. Brake discs must meet the following requirements:

Axial Run out:	IT9 (TIR) ⁽¹⁾
Radial Run out:	IT11 (TIR) ⁽¹⁾
Flatness:	IT9 ⁽²⁾
Spigot fit:	H8/f7
Surface Finish:	63 micro inches RMS
Surface Hardness:	Light Duty ⁽³⁾ HB135 minimum
	Heavy Duty ⁽⁴⁾ HB235 minimum

(1) International tolerance class. Allowable run out is proportional disc O.D.

(2) Allowable deviation from flatness is proportional to the shoe width

(3) Parking brakes and emergency brakes with stopping times of 10 seconds or less are considered light duty.

(4) Ventilated discs are exempted from this requirement

To achieve the run out tolerance the mounting face on the rotating element must be machined flat. Excessive run-out of the disc could cause premature wear of the linings, caliper pins, lever journals as well as the actuators.

The disc mounting bolts used must be of a suitable size and grade to safely resist the brake torque plus the stresses induced from thermal expansion of the disc. For high temperature disc

applications, the holes for the mounting bolts must be machined oversized to allow the disc to expand during operation. Ensure that adequate washers are used to bridge the gap between the bolt and bolt hole.

MOUNTING BOLT RADIAL CLEARANCE

Disc Bolt Circle (inches)	Maximum Disc Temperature, (°F)			
	400	500	600	700
10	0.011	0.014	0.017	0.021
15	0.016	0.021	0.026	0.031
20	0.022	0.028	0.035	0.041
25	0.027	0.035	0.043	0.051
30	0.032	0.042	0.052	0.062
35	0.038	0.049	0.061	0.072
40	0.043	0.056	0.069	0.082
45	0.049	0.063	0.078	0.092
50	0.054	0.070	0.086	0.103
55	0.059	0.077	0.095	0.113
60	0.065	0.084	0.104	0.123
65	0.070	0.091	0.112	0.134
70	0.076	0.098	0.121	0.144
75	0.081	0.105	0.130	0.154
80	0.086	0.112	0.138	0.164

To reduce the size of the mounting bolt clearance hole it is recommended to offset the bolt circle on the brake disc inwards the required amount for radial clearance. The end result is the brake disc will have a slightly smaller bolt circle than the hub and the required radial clearance will be on the side where it is needed.



WARNING!

Do not use fitted bolts for installing brake discs. The bolt holes must be over sized to permit uninhibited expansion.



WARNING!

Do not secure a brake disc to a rotating element by welding.



WARNING

Do not paint the cooling fins of a ventilated disc. The cooling efficiency will be compromised and overheating may result.

If the disc was damaged during installation with nicks or welding marks, remove the defects before putting into service.

For cases where a disc guard or some protective cover is required for a ventilated disc ensure that the guard does not compromise the performance. An improperly designed cover or shield may cause air recirculation through the disc or radiant heat reflection, which could result in the disc overheating. The cooling air pumped through the disc must be exhausted away from the outer diameter of the disc to allow fresh, cool air to enter the inner vent opening of the disc.

2.3 CALIPER BRAKES

2.3.1 Mechanical

Perform the following steps to properly install a caliper brake:

1. Ensure that the brake has been manually opened (see section 3.1).
2. Lower the brake onto the brake pedestal and center over the mounting holes.
3. Using feeler gauges to ensure that the brake air gap is equal on both sides of the disc.



WARNING!

Ensure the caliper is centered. The balancing link will be subjected to excessive stresses that will damage it.

4. Position the brake so that the outer radius of the brake shoe is in full contact with the Disc. Do not move the brake too close as enough radial distance must be provided to allow for disc expansion without causing interference between the outer circumference of the disc and the inner caliper frame.
5. Manually apply the brake onto the disc. The brake shoes will naturally align with the disc.
6. Probe under the brake base with feeler gauges to determine the shimming requirement.
7. Manually release the brake again and lift the brake up approximately two inches.
8. Insert the shims determined from step 6. Use ANSI shims that straddle the mounting bolts.
9. Insert the mounting bolts from underneath the pedestal using appropriate flat washers. The nut must be on top of the brake foot. The mounting bolts must be of SAE grade 5 or better. It is recommended to use a thread locking product such as Loctite® to ensure a vibration resistant and secure joint.
10. Lower the brake down and tighten the mounting bolts to the recommended preload.

2.3.2 Piping

The piping to the brakes must be adequately sized to ensure rapid response times in all weather conditions. Long lengths of hydraulic piping systems or systems exposed to sub-zero weather conditions must be oversized. The piping must be selected to safely withstand the pressures required to operate the brakes. Secure the piping against vibration with pipe clamps per the schedule in the table below.

3/8"-1/2" tube	1/4" – 1/2" pipe 1/2"-3/4" tube	3/4" pipe 1"-1.25" tube	1" pipe 1.50" tube
3 ft	4 ft	5 ft	6.5 ft

All piping must be cleaned prior to connection to the actuators. Welded carbon steel piping must be pickled to remove the scale produced by welding.

The brake actuators are equipped with 3/8 NPT pressure ports. The connections to the brake actuators must be made by hoses of suitable rating to accommodate the movement of the brake levers.

For operation in sub-zero temperatures down to a minimum of 0°F [-20°C] the air must be dried to a dew point of -50°F [-44°F]

DANGER!



Failure to adequately dry the compressed air supply may result in the brake valve freezing and rendering the brakes inoperable in sub-zero weather conditions.

3 COMMISSIONING

3.1 CAGING

The actuators are supplied with caging bolts. The caging bolt permits manual release of the brake in the event that fluid pressure is lost or not available. To manually release the brakes screw in the manual release bolt clockwise to open the brake shoes.

DANGER!



The manual release screw must be fully retracted prior to putting the brakes into service. Failure to do so may result in a complete loss of brake torque.

3.2 AIR GAP

Prior to putting the brakes into service ensure that the airgap between the brake pads and disc when the brakes are released is set to .01" [.25 mm] per shoe. Adjust if necessary.

3.3 FUNCTION TEST

Before burnishing the brakes perform a quick inspection and function test of the brakes:

- (1) Ensure that all mounting bolts are properly installed.
- (2) Ensure proper running clearance (air gap) with the disc.
- (3) Ensure unobstructed movement of the brake levers for full actuator extension.
- (4) Ensure the brake disc surface is clean. Remove all contamination from the disc with cleaning solvent.
- (5) Check the source of fluid supplied that it complies with the specified pressure range and that it is properly interlocked with other machinery such as clutches, electric motors, etc.
- (6) Check that all bolts are tight and cotter pins are in place.
- (7) Cycle the brakes and ensure that the brakes are operational

3.4 BURNISHING

Burnishing is required in order to achieve rated brake torque. The process of burnishing removes minor contaminants from the rubbing surfaces and improves the degree of contact between the brake pad and disc.

Before burnishing, the brake disc must be checked to ensure it is free from contamination and oil. Use a solvent and cloth to remove any oil residue. Slight surface rust will be removed during the burnishing process, but heavy rust should be removed prior to burnishing.

If present, safety interlocks of the drive mechanism should be temporarily defeated to allow the disc to be driven with the brake partially applied.

The temperature of the disc surface must be monitored during the burnishing process and kept between 250°F (120°C) and 450°F (230°C). If the upper temperature is reached, pause the burnishing process until the disc is cooled to the lower limit.

Extreme care must be taken not to overheat the disc during the process. On water cooled discs it may be necessary to limit the flow of cooling water in order to achieve the necessary disc temperature for effective burnishing.



WARNING!

Disc temperature must not exceed 500°F (260°C) or permanent degradation of the lining may occur.

Burnishing is best achieved by applying the maximum torque and minimum speed that the drive can tolerate. Depending on the configuration of the brake system it may be necessary to reduce the burnishing torque by;

- a) Partially releasing the brake with fluid pressure to a level that the drive can tolerate, or
- b) In systems with more than one brake, isolate all but one brake and burnish one brake at a time.

Three important points to consider when burnishing are;

- i. The temperature of the disc must be closely monitored. Excessive heat will damage the friction linings.
- ii. The duration of burnishing varies with each application.
- iii. Burnishing is not complete until the brake is producing rated torque. This will be indicated by the motor current while burnishing.



DANGER!

Failure to properly burnish will not allow the brake to produce adequate torque for the intended duty.

3.5 TORQUE TEST

Before putting equipment into service, confirm that full rated braking torque has been achieved through load testing or a torque test against the drive motors. If full brake torque has not been achieved, continue burnishing.

4 OPERATION

4.1 FUNCTIONAL REQUIREMENTS

4.1.1 Pressure Supply

The release pressure for the spring chamber is a maximum of 90 psi. Ensure that the system pressure is adequate to fully release the brakes.

It is necessary to size air compressors and storage tanks to provide sufficient air for the intended duty of the brakes. Actuators and control valves equipped with “U” cups and “O” rings require lubrication in order to provide long service life. Unlubricated seals will have excessive friction and wear. The oil that is required for the lubricator should be a hydraulic type with a viscosity grade of 10 to 32 centistokes. Heavy oils do not work well for lubricators. Diaphragm type actuators do not require lubrication.

The main supply line to the control and brake system should be equipped with a filter and regulator. The filter’s function is to remove moisture and dirt in the system and the regulator will provide a constant air pressure to the control system. If the brake system is operating in sub-zero temperatures, it is recommended to have an air dryer in the system to remove all moisture. Alternatively, the lubricator can be filled with methyl hydrate (wood alcohol) to prevent freezing of the air system.

4.1.2 Control

Emergency brakes must be controlled by a system adhering to a “fail safe” methodology. Relays, contacts and valves must be “normally open”. The use of detented, manual or spool valves is strongly discouraged as these devices can either be inadvertently closed or fail closed.

4.2 SERVICE LIMITS

4.2.1 Disc Temperature

The Kobelt brake lining achieves maximum friction at 200°F. Over 200°F the brake begins to fade or experience diminishing friction. The maximum operating temperature of the brake linings is 700 °F [371° C]. Temperatures in excess of this limit will permanently damage the linings and require replacement.

4.2.2 Ambient Temperature

In sub-zero temperatures ventilated discs must be warmed up gently to avoid causing excessive thermal stresses in the disc. Failure to do so could cause the disc to crack. Once the

temperature of the disc is out of freezing condition it can be used as normally intended.

Operating temperature of standard brake actuators is -40°C [-40°F] to 120°C [248°F]

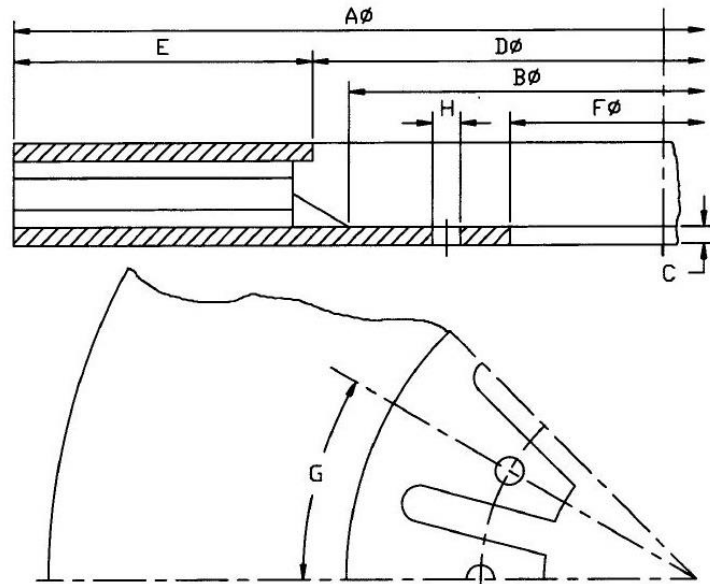
4.2.3 Pressure

Do not allow the supply pressure to exceed the values given in the table below. If the available supply pressure exceeds the maximum allowable working pressure, then some form of a pressure regulator is required.

Port	Maximum Pressure
Spring Chamber	145 psi
Service Chamber	100 psi

4.2.4 Disc speed

The potential imbalance in the ventilated disc could be detrimental to rotating equipment at high speeds. For running speeds greater than the values list in the table below dynamic balancing must be done to the discs.



4" SERIES BRAKE DISCS

Table 1b. Brake Disc Details for High Energy Input

4" x 7" Series	A Diameter		B		C		F Max.		G	Max. RPM	Weight *		Effective Radius	
	inch	mm	Diameter		Thickness		Diameter				lbs	kg	ft.	m
Dim.	30	762	14	356	1	25	11	279	30	1800	380	173	.96	.29
t = 4.00" / 102 mm	35	889	18	457	1	25	16	406	30	1500	460	209	1.17	.36
E = 7" / 178 mm	40	1016	23	584	1	25	21	533	20	1300	530	241	1.37	.42
	48	1219	31	787	1	25	29	737	20	1100	690	314	1.71	.52
	54	1372	36.6	930	1.13	29	35	889	18	1000	860	391	1.94	.59
	60	1524	42.6	1082	1.13	29	39	991	18	900	940	427	2.19	.67
	66	1676	48.6	1234	1.13	29	45	1143	15	800	1070	486	2.44	.74
	72	1829	54.6	1387	1.13	29	53	1346	15	700	1150	523	2.69	.82

4" x 10" Series	A Diameter		B Diameter		C Thickness		F Max. Diameter		G spacing	Max. RPM	Weight *		Effective Radius	
	inch	mm	inch	mm	Inch	mm	inch	mm	deg		lbs	kg	ft.	m
Dim.	42.5	1080	18.5	470	1	25	17.5	445	30	1300	620	282	1.33	.41
t = 4.00" / 102 mm	48.5	1232	23.5	597	1	25	23.5	597	30	1100	790	359	1.58	.48
E = 10" / 254 mm	54.5	1384	29.5	749	1.13	29	25	635	18	1000	890	405	1.83	.56
	60.5	1537	35.5	902	1.13	29	31	787	18	900	1220	554	2.08	.63
	72	1829	46	1168	1.13	29	42	1067	15	700	1450	659	2.54	.77
	84	2134	58	1473	1.13	29	54	1372	15	600	1860	845	3.04	.93
	96	2438	70	1778	1.13	29	66	1676	15	500	2240	1018	3.54	1.08

5 MAINTENANCE

5.1 PREVENTATIVE MAINTENANCE

Maintenance Schedule

Maintenance Item	Daily	Monthly	Annually	5 years
Torque Test	✓			
Inspect for leaks	✓			
Measure air gap		✓		
Determine pad life		✓		
Lubricate pivot pins			✓	
Inspect Brake pins				✓
Service Actuators				✓

5.2 INSPECTION

5.2.1 Pad Wear

The running clearance (air gap) between lining and disc must be maintained within the specified limits. Failure to do so will result in the brake not capable of producing rated torque. When the running clearance has reached .04" [1 mm] the brake must be adjusted back to .01" [.25 mm] per shoe. Refer to section 5.3.2.

The maximum allowable pad life has been reached when the brake pad has worn down to 3/16" [4.8 mm] thick. The lining must be replaced before the shoe lining bolts or rivets start making contact with the brake disc.

5.2.2 Seals

The actuator seals should be inspected on a periodic basis. For air brakes apply air pressure to the actuators and listen for any hissing sound that would indicate a torn or ruptured diaphragm.

5.2.3 Actuator Test

Occasionally it may be necessary to test the actuator springs as a means of trouble shooting. The easiest method is to measure the hold-off and release pressure of the actuator. The release pressure is defined as the minimum pressure required to fully retract the actuator whereas hold-off pressure is defined as the pressure at which the actuator begins to extend. Both of these pressures give an indication of the condition of the actuator.

To conduct this test a dial indicator or depth micrometer is required as well as a pressure source with a calibrated gauge. The pressure source must have a means of accurately controlling the pressure. Follow these steps to perform the test:

1. Connect the pressure source to the actuator and fully retract the actuator. Be careful not to exceed the MAWP of the actuator.
2. Install the dial indicator to sense the rod stroke and set the dial to zero.
3. Begin reducing the pressure in small increments (5% of rated system pressure) and observe the displacement on the dial indicator.
4. When the dial indicator has moved at least .01" [.25 mm] note the pressure. This is the hold-off pressure. The measured value must be within +/- 5% of the specified value.
5. Continue dropping the pressure to allow the actuator to extend 0.1" [2.5 mm].
6. Begin increasing the pressure in small increments and observe the displacement on the dial indicator.
7. The minimum pressure required to return the actuator rod back to within .01" [.25 mm] is the release pressure. Note this pressure. The measured release pressure must be within +/-5% of the specified value.

5.2.4 Pin Wear

The pivot pins must be removed for inspection once every five years. If there is any evidence of heavy scoring more than .01" [.25 mm] deep or if any area of the pin has been worn down by more than .01" [.25 mm] then replace the pins.

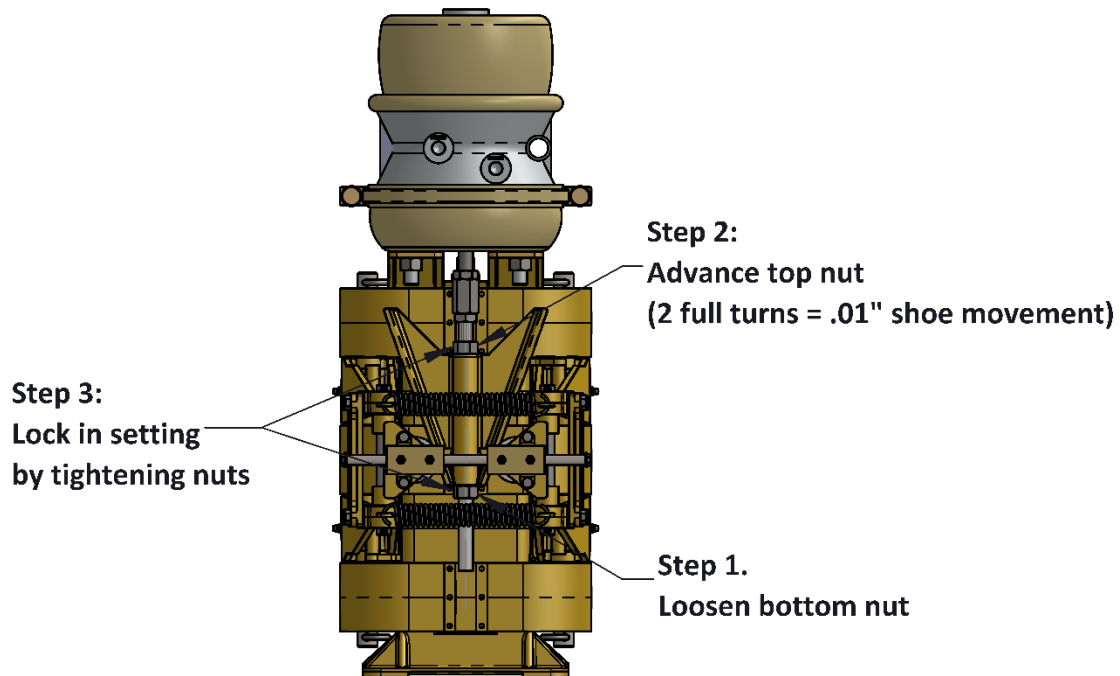
5.3 SERVICE

5.3.1 Lubrication

All Kobelt calipers, during assembly, are pre-greased on the shoe pin and saddle pin with a Lithium based NLGI 2 grease. These pins be re-greased no less than once annually.

5.3.2 Stroke Adjustment

On spring applied calipers, the running clearance between the shoe and disc must be maintained within specifications. To adjust the running clearance, loosen the bottom wedge nut. Lower the wedges by turning the top wedge nut clockwise until the running clearance between the disc and shoe is within specifications. When the brake linings are replaced it will be necessary to reset the wedge position to allow for the extra thickness of a new lining. Re-tighten the wedge nuts after the adjustment.



DANGER!

Failure to maintain the running clearance within the specified limits will not allow the brake to produce adequate torque for the intended duty.

5.3.3 Spring Actuators

If maintenance is required on the actuator, it must first be removed from the brake assembly. In order to remove the actuator, pressure must be applied to the actuator to release the brake, or use the caging bolt if available. To disassemble the actuator must be retained in a press strong enough to retain the spring tension of the actuator. The bolts holding both housings can now be removed and the press can be slowly released thus allowing the housings to separate. Clean actuator, replace seals, inspect springs and change parts if necessary. Lubricate all moving parts, re-assemble and re-install actuator in reverse order.

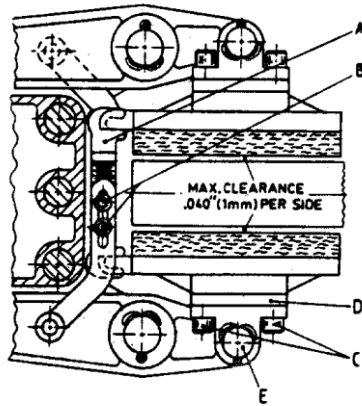
BRAKE ACTUATORS CONTAIN COMPRESSED SPRINGS



The brake actuators contain springs that are under compression even when the brakes are not pressurized. The springs will release suddenly if disassembled incorrectly posing a risk of serious injury or death. Do not attempt to disassemble the actuators without clear work instructions and training.

5.3.4 Brake Linings

The linings must be replaced before the rivets make contact with the disc. Remove worn linings from the shoe by drilling out the rivets with a 1/4" drill. Install new linings with the proper rivets.



LINING REPLACEMENT

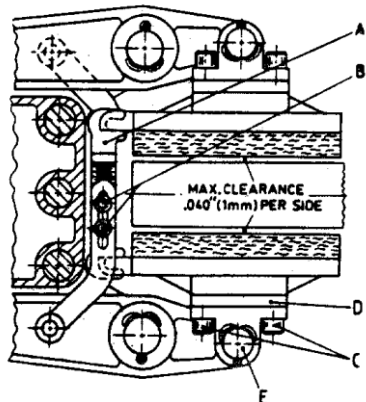
Method A:

1. Remove screws 'C' from all the pivot blocks.
2. Remove the actuator clevis pin(s) and swing the actuator(s) away from the lever end.
3. Move the ends of the lever inwards to separate the pivot blocks from the shoe.
4. Disengage the balancing link 'A' and lift the shoe up.

Method B:

1. Remove bottom cotter pins from pins 'E'.
2. Remove pins 'E' by pulling upwards.
3. Remove shoes by sliding radially forward to clear the ends of the levers.

When re-installing the shoes into the caliper assembly, be sure to re-engage the balancing links "A".



BALANCING LINK ADJUSTMENT

To adjust;

1. Loosen screws 'B',
2. Apply brakes onto the disc,
3. Ensure link 'A' has no tension on it. Adjust if necessary.
4. Tighten screws 'B'

6 WARRANTY

Kobelt Manufacturing Co. Ltd. ("Kobelt") warrants the Products and Parts manufactured by Kobelt to be free from defects in workmanship or material and that said products are designed mechanically and functionally to perform to specifications.

This warranty is effective providing:

- The equipment is used within the intended operating conditions and in accordance with Kobelt recommendations
- The equipment is installed according to equipment diagrams, specifications and recommendations which Kobelt has provided

This warranty becomes invalid if the factory supplied serial number has been removed or altered on the product. This warranty does not cover cosmetic damage or damage caused by an act of God, accident, misuse, abuse, negligence or modification of any part of the product. This warranty does not cover damage due to improper operation or maintenance, connection to inappropriate equipment or attempted repair by anyone other than an authorized Kobelt representative.

Upon identification of a potential issue or defect with a Kobelt Product or Part, the Warranty Applicant ("Applicant") must immediately contact Kobelt and describe the issue in writing, by letter, fax, email or other electronic conveyance. Kobelt will then assess the cause of the defect, and determine warranty applicability and appropriate remediation.

If any part is found to be defective, Kobelt will replace said part FOB the Kobelt factory provided that any such defective part is returned by the Buyer with freight and applicable forwarding charges prepaid by the Buyer. Kobelt's sole obligation to the Applicant will be to repair or replace the defective part with same or similar product, to a maximum value of the

list price of the product or part. The Kobelt warranty does not cover labour charges, travel or any other associated expenses.

All Products and Parts manufactured by Kobelt, with the exception of brake discs and pads, are subject to a warranty against manufacturer's defects in materials or workmanship for a period of two (2) years from the date of purchase. Brake discs are subject to a one (1) year warranty period, and brake pads and linings are not covered by warranty.

Kobelt will be responsible for all Products or Parts sold by Kobelt but manufactured by 3rd party manufacturing companies. However, these products and parts are subject to applicable 3rd party warranties, and may not be the same as the Kobelt warranty.

Appendix A

SPECIFICATIONS

5026-CM

PART NO.	NORMAL FORCE ¹	MAX.	PRESSURES RELEASE	HOLD-OFF	AIR VOLUME
5026-CM					
Service Chamber:	13,940 lbs [62.0 KN]	100 psi [6.9 bar]	N/A	N/A	122 in ³ [1999 cc]
Parking Chamber:	8,380 lbs [37.3 KN]	145 psi [10 bar]	82 psi [5.6 bar]	79 psi [5.4 bar]	139 in ³ [2278 cc]
5026-CM3630P					
Service Chamber:	13,580 lbs [70.4 KN]	100 psi [6.9 bar]	N/A	N/A	123 in ³ [2016 cc]
Parking Chamber:	10,440 lbs [46.5 KN]	145 psi [10 bar]	82 psi [5.6 bar]	75 psi [5.2 bar]	128 in ³ [2098 cc]

Port Size: 3/8 NPT

Temperature Range: -40°F ...+131°F
-40°C ...+55°C

Disc Thickness: 4 in [102 mm]

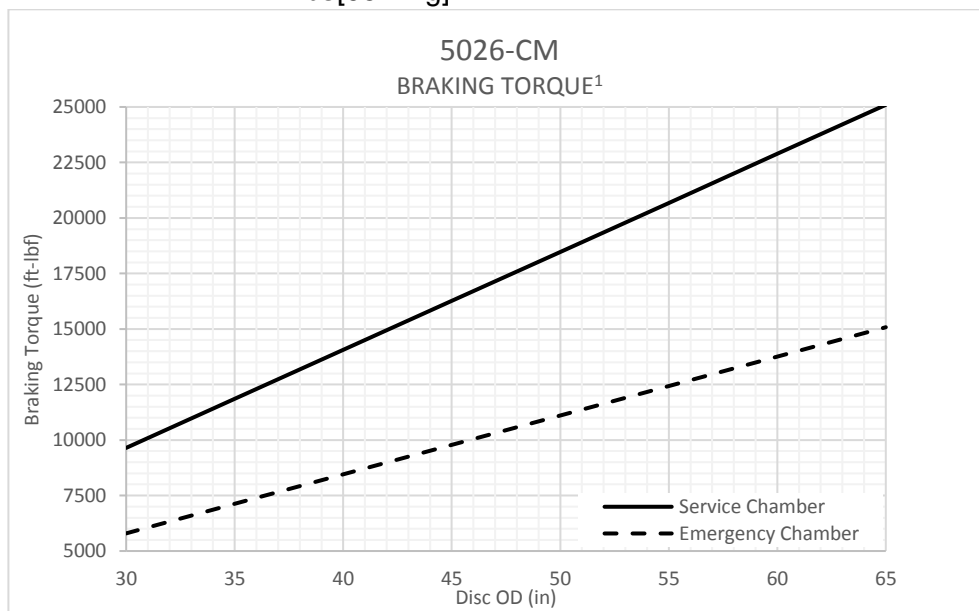
Max Running Clearance: .08 in [2.0 mm]

Minimum Disc Diameter: 30 in [762 mm]

Maximum Disc Diameter²: 61 in [1549 mm]

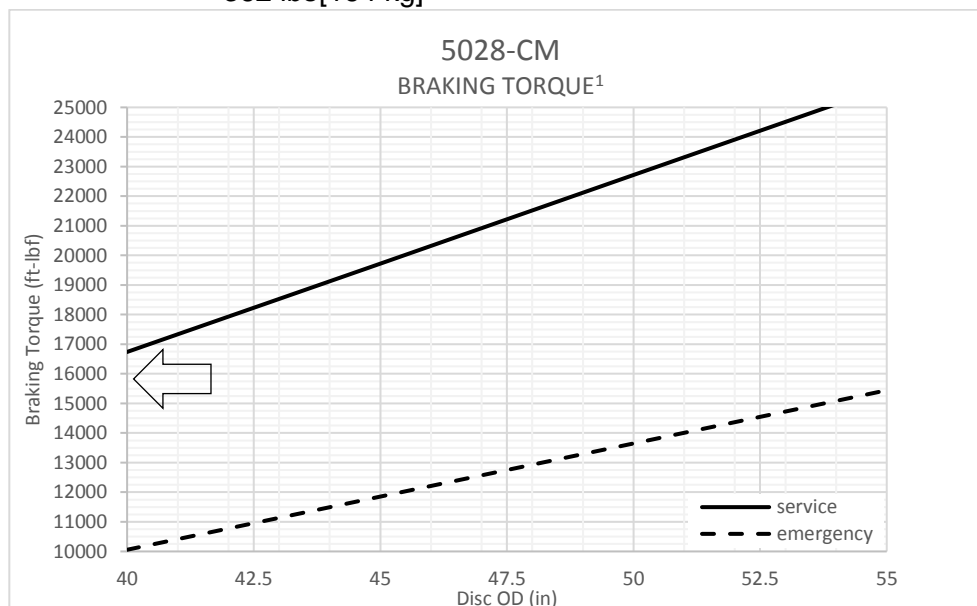
Pad Life: 6370 hp-hr [4752 kw-hr]

Weight: 211 lbs[95.7 kg]



5028-CM

PART NO.	NORMAL FORCE ¹	MAX.	PRESSURES		AIR
			RELEASE	HOLD-OFF	VOLUME
5028-CM					
Service Chamber:	18,880 lbs [84.0 KN]	100 psi [6.9 bar]	N/A	N/A	122 in ³ [1999 cc]
Parking Chamber:	11,340 lbs [50.5 KN]	145 psi [10 bar]	82 psi [5.6 bar]	79 psi [5.4 bar]	139 in ³ [2278 cc]
5028-CM3630P					
Service Chamber:	18,390 lbs [81.8 KN]	100 psi [6.9 bar]	N/A	N/A	123 in ³ [2016 cc]
Parking Chamber:	14,140 lbs [62.9 KN]	145 psi [10 bar]	82 psi [5.6 bar]	75 psi [5.2 bar]	128 in ³ [2098 cc]
Port Size:	3/8 NPT				
Temperature Range:	-40°F ...+131°F -40°C ...+55°C				
Disc Thickness:	4 in	[102 mm]			
Max Running Clearance:	.08 in	[2.0 mm]			
Minimum Disc Diameter:	42 in	[1067 mm]			
Maximum Disc Diameter:	52 in	[1321 mm]			
Pad Life:	17,980 hp-hr	[13,416 kw-hr]			
Weight:	362 lbs	[164 kg]			



5029-CM

PART NO.	NORMAL FORCE ¹		PRESSURES		AIR VOLUME
		MAX.	RELEASE	HOLD-OFF	
5029-CM					
Service Chamber:	23,420 lbs [104.2 KN]	100 psi [6.9 bar]	N/A	N/A	197 in ³ [3228 cc]
Parking Chamber:	19,560 lbs [87.0 KN]	145 psi [10 bar]	84 psi [5.8 bar]	79 psi [5.4 bar]	193 in ³ [3163 cc]
Port Size:	3/8 NPT				
Temperature Range:	-40°F ...+131°F -40°C ...+55°C				
Disc Thickness:	4 in	[102 mm]			
Max Running Clearance:	.08 in	[2.0 mm]			
Minimum Disc Diameter:	60 in	[1524 mm]			
Maximum Disc Diameter:	74 in	[1880 mm]			
Pad Life:	21,680 hp-hr	[16,180 kw-hr]			
Weight:	564 lbs	[256 kg]			

