



5023-A DISK BRAKE
AIR APPLIED VERSION

*Owner's Operation, Installation &
Maintenance Manual*

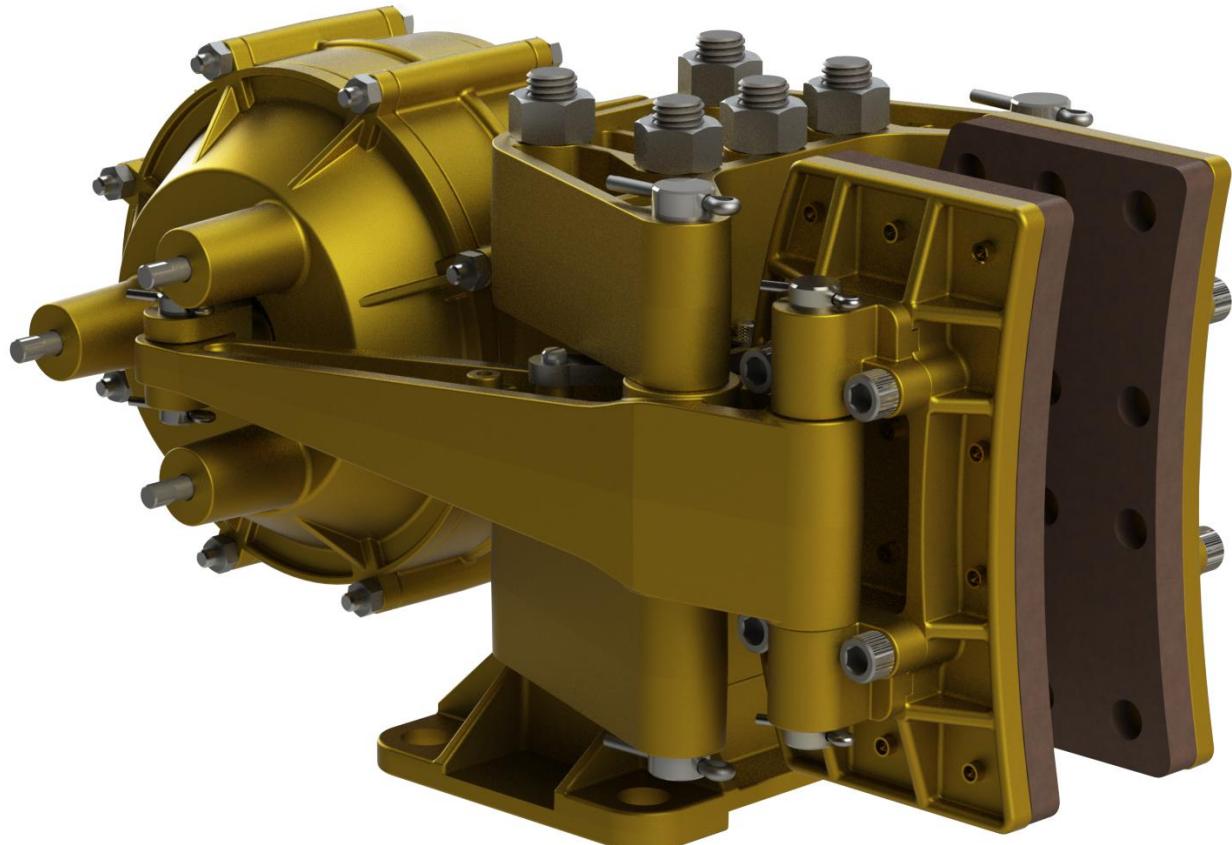


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1 INTRODUCTION

1.1 CONTACT INFORMATION

Kobelt Manufacturing Co. Ltd. Sales Tel: +1-604-572-3935
8238 129th Street Fax: +1-604-590-8313
Surrey, British Columbia Email: sales@kobelt.com
Canada, V3W 0A6 Website: www.kobelt.com

For further instructions, please contact our distributors or visit our website.

1.2 SAFETY INFORMATION

1.2.1 Safety Alerts

Throughout this manual, the following symbols, and their accompanying explanation, are used to alert the user to special instructions concerning a service or operation that may be hazardous if performed incorrectly or carelessly. The associated risk levels are stated below.

 DANGER	This symbol indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
 WARNING	This symbol indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
 CAUTION	This symbol indicates a hazardous situation, which if not avoided, could result in minor or moderate injury.
NOTICE	This symbol informs the reader of events not related to personal injury but which there is a risk of damage to property or equipment.
SAFETY INSTRUCTIONS	This symbol informs the reader of safety-related instructions or procedures.

1.2.2 Safety Instructions

Notice to Installer:

Disregarding the following safety measures can result in an accident that causes 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.

1.2.3 Hazards

 DANGER	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.
 WARNING	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.
 WARNING	Pinch Points: Brakes contain numerous pinch points which can cause serious injury. Ensure all power sources are locked out prior to performing work.
 WARNING	High Pressure Fluids: Kobelt lever brakes use pressurized air. Ensure all pressure is exhausted and the pressure source locked out prior to performing work.
 WARNING	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.

**SAFETY
INSTRUCTIONS****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 caliper brake with all the major components identified. All of the Kobelt caliper brakes can be fitted with either air applied, hydraulic applied, spring applied with air released or spring applied with hydraulic released actuators depending on the required service.

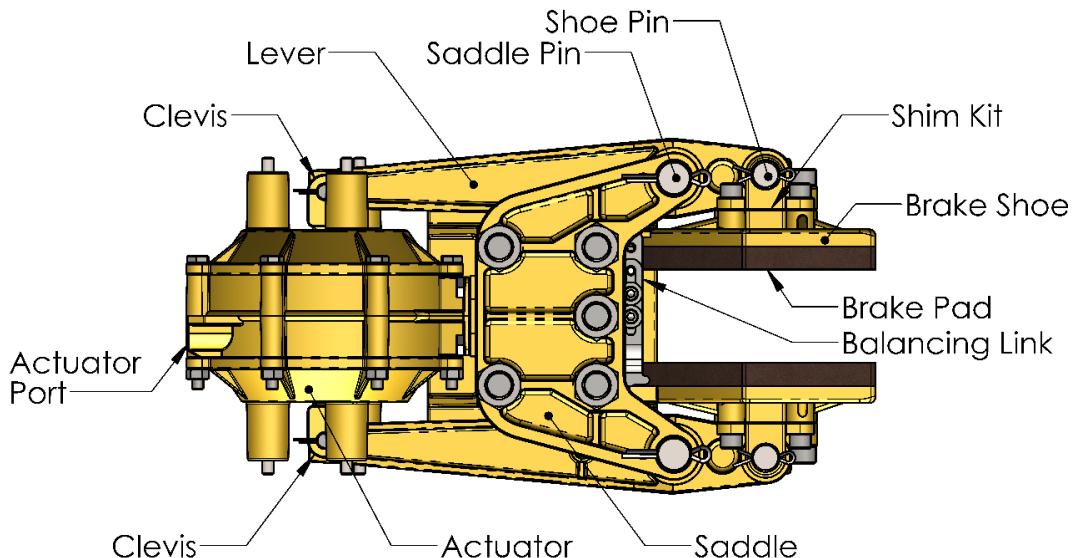
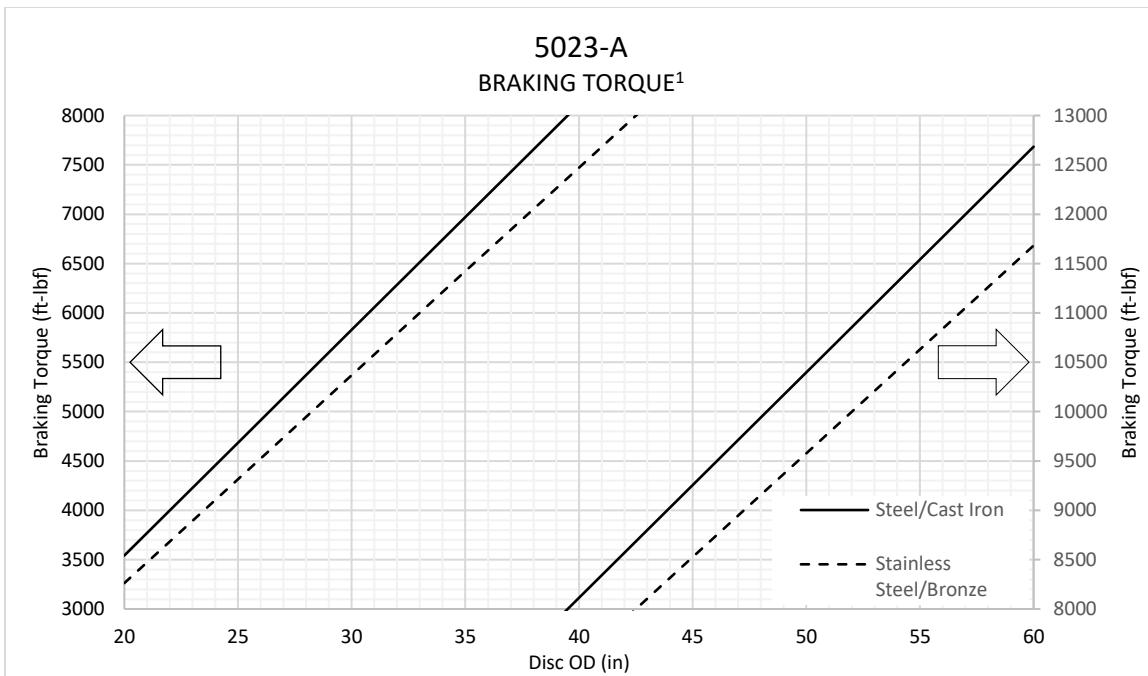


Figure 1: Caliper Brake Nomenclature

1.4 TECHNICAL DATA

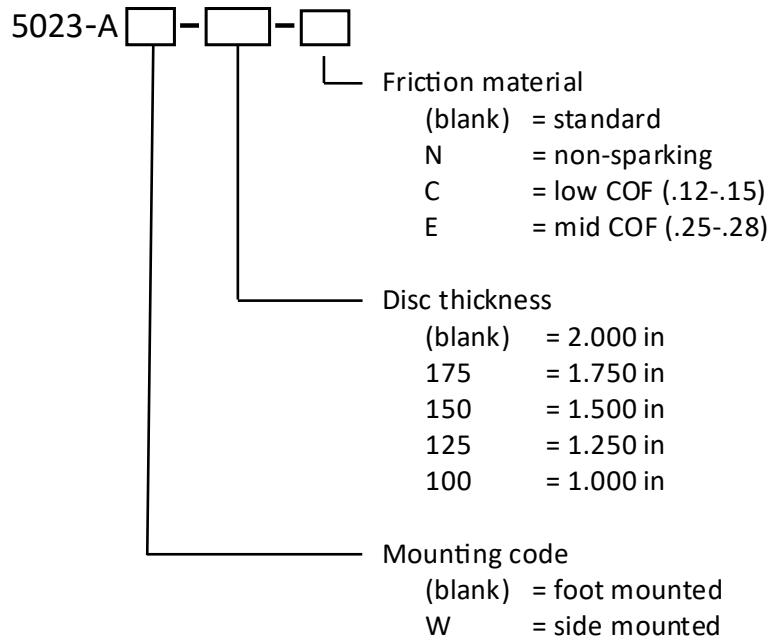
Normal Force:	0 ... 7220 lbs	[0-32.1 kN]
Maximum Pressure:	100 psi	[6.9 bar]
Port Size:	1/4 NPT	
Actuator Volume:	40 in ³	[651 cc]
Temperature Range:	-40°F ... +131°F	[-40°C ... +55°C]
Disc Thickness:	2 in	[51 mm]
Minimum Disc Diameter:	20 in	[508 mm]
Maximum Disc Diameter ² :	unlimited	
Pad Life:	2460 hp-hr	[1834 kw-hr]
Total Pad Area:	53 in ²	[344 cm ²]
Weight:	61 lbs	[27.7 kg]



- 1) Values in this chart are theoretical and for reference only. They are based on properly bedded and burnished linings acting on a rotor at 20°C and manufactured to required specifications.
- 2) Requires a minimum 4.34 in [110 mm] wide braking face.

Technical data and specifications are also available from our datasheet posted on www.kobelt.com or the technical drawings in Appendix A.

1.5 MODEL CODE KEY



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 connecting 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:

Table 1: Brake Disc Requirements

MODEL	5000-SERIES
AXIAL RUN OUT	IT9 (TIR) ¹
RADIAL RUN OUT	IT11 (TIR) ¹
FLATNESS	.003 in [.08 mm]
PILOT FIT	H9/f8
SURFACE FINISH	63 micro inches [1.6 micrometers] RMS
SURFACE HARDNESS	Light Duty ² HB135 minimum
	Heavy Duty ³ HB235 minimum

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

² Parking brakes and emergency brakes with stopping times of 10 seconds or less are considered light duty.

³ Ventilated discs are exempted from this requirement

To achieve the runout 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.

Table 2: Mounting Bolt Radial Clearance

MOUNTING BOLT RADIAL CLEARANCE				
Disc Bolt Circle In [mm]	Maximum Disc Temperature, °F [°C]			
	400 [204]	500 [260]	600 [316]	700 [371]
10 [254]	0.011 [0.3]	0.014 [0.4]	0.017 [0.4]	0.021 [0.5]
15 [381]	0.016 [0.4]	0.021 [0.5]	0.026 [0.7]	0.031 [0.8]
20 [508]	0.022 [0.6]	0.028 [0.7]	0.035 [0.9]	0.041 [1.0]
25 [635]	0.027 [0.7]	0.035 [0.9]	0.043 [1.1]	0.051 [1.3]
30 [762]	0.032 [0.8]	0.042 [1.1]	0.052 [1.3]	0.062 [1.5]
35 [889]	0.038 [1.0]	0.049 [1.2]	0.061 [1.5]	0.072 [1.8]
40 [1016]	0.043 [1.1]	0.056 [1.4]	0.069 [1.8]	0.082 [2.1]
45 [1143]	0.049 [1.2]	0.063 [1.5]	0.078 [2.0]	0.092 [2.3]

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.
 WARNING	<p>Keep Discs free from contaminants:</p> <p>Failure to keep the brake discs free from some contaminants such as dirt and oil can result in the brake not generating the rated brake force. Discs and brake pads that have been contaminated must be cleaned thoroughly. A burnishing procedure should follow cleaning before returning the brake to service.</p>

If the disc was damaged during installation with nicks or welding marks, remove the defects by grinding before putting the disc 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. Lower the brake onto the brake pedestal and center over the mounting holes.
2. Using feeler gauges to ensure that the brake air gap is equal on both sides of the disc.

NOTICE

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

3. 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.
4. Manually apply the brake onto the disc. The brake shoes will naturally align with the disc.
5. Probe under the brake base with feeler gauges to determine the shimming requirement.
6. Manually release the brake again and lift the brake up approximately two inches.
7. Insert the shims determined from step 5. Use ANSI shims that straddle the mounting bolts.
8. Lower the brake back down, 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 the type and installed as noted below to ensure a vibration resistant and secure joint:
 - a. Bolt size: 5/8-11 UNC
 - b. Bolt grade: SAE J429, grade 5
 - c. Thread locker: Loctite® 243
 - d. Tightening torque: 113 ft-lbf [153 Nm]

2.3.2 Piping

The piping to the brakes must be adequately sized to ensure rapid response times in all weather conditions. 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.

Table 3: Pipe Clamp Table

PIPE CLAMP TABLE				
PIPE SCHEDULE	3/8"-1/2" tube [DN6]	1/4" - 1/2" pipe 1/2"-3/4" tube [DN8-DN15]	3/4" pipe 1"-1.25" tube [DN20]	1" pipe 1.50" tube [DN25]
CLAMP SPACING	3 ft [914 mm]	4 ft [1219 mm]	5 ft [1524 mm]	6.5 ft [1981 mm]

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 connections to the brake actuators must be made by hoses of suitable rating to accommodate the movement of the brake levers.

The brake actuators are equipped with different sizes of pressure ports. Consult the technical drawing of the relevant model code for the specific port size. Install the port fitting using thread sealant and tighten to 2 - 3 turns from finger tight. Use brass pipe fittings for making the connection as steel fittings are too heavy and may split the port.

NOTICE

Do not over tighten the fitting in the actuator port as damage to the actuator may occur.

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°C]

WARNING

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.

2.3.3 Isolation Valves

It is recommended to install a local isolation valve on the actuator pneumatic supply lines. This will aid maintenance personnel in locking out the brake caliper during maintenance activities. The valve must be capable of withstanding the maximum actuator pressure as given in section 1.4. The valve must be sized to meet or exceed the actuator port size given in section 1.4.

Consult your local governing body in your jurisdiction on the exact requirements for pneumatic isolation valves that lock out pneumatic energy sources during maintenance activities

3 COMMISSIONING

3.1 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, per [section 5.3.2](#).

3.2 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

3.3 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 500°F (260°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 700°F (371°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 applying 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.



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

3.4 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

It is necessary to size air compressors and storage tanks to provide sufficient air for the intended duty of the brakes.

Except as noted below, Kobelt air applied caliper brakes utilize diaphragm type actuators and therefore do not require lubrication.

NOTICE

The actuator diaphragms are not compatible with mineral oils. Do not lubricate diaphragm actuators with mineral oil as damage to the diaphragm will occur.

The main supply line to the 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, a lubricator can be filled with methyl hydrate (wood alcohol) to prevent freezing of the air system.

4.2 SERVICE LIMITS

4.2.1 Disc Temperature

The Kobelt brake lining achieves maximum friction at 300°F. Over 300°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 [Technical Data](#) section. If the available supply pressure exceeds the maximum allowable working pressure, then some form of a pressure regulator is required. Also, the pressure supply system must be equipped with a safety relief valve to ensure the given maximum allowable working pressure.

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 listed in the table below the discs must be balanced. Under no circumstances must the running speed exceed the value given in the right-hand column.

Table 4: Maximum Disc Speeds

Part Number	Nominal OD		Max. Speed	
	inch	mm	rpm	
2" x 4" Series			Standard	Balanced
2-4-18	18	457	1450	3070
2-4-20	20	508	1260	2750
2-4-25	25	635	960	2200
2-4-30	30	762	770	1800
2-4-35	35	889	650	1550
2-4-40	40	1016	560	1350
2-4-45	45	1143	490	1200
2-4-50	50	1270	440	1070

5 MAINTENANCE

 WARNING	Brake Actuators can apply without warning: Pneumatic Brake Actuators should be locked out through from their energy source through use of an isolation valve during maintenance activities. This will prevent inadvertent application of the brake during maintenance.
 WARNING	Maintenance routines and inspection schedules must be followed: Failure to follow the specified maintenance routines can result in failure of brake caliper components. Inspections must be done at scheduled intervals to assess the condition of the brake caliper and its components.

5.1 PREVENTATIVE MAINTENANCE

Maintenance Schedule

Maintenance Item	Monthly	Annually	5 years
Inspect for leaks	✓		
Measure air gap	✓		
Determine pad life	✓		
Lubricate pivot pins		✓	
Inspect brake disc		✓	
Torque Test		✓	
Check Pivot Block screw preload		✓	
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 sluggish brake response and excessive air consumption.

When the running clearance has reached 0.04" [1 mm] the brake must be adjusted back to 0.01" [0.25 mm] per shoe. Refer to [section 5.3.2](#).

For pressure applied brakes maintain the proper running clearance between the shoe and the disc to ensure fast response and minimize the air consumption.

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 applied brakes apply air pressure to the actuators and listen for any hissing sound that would indicate a torn or ruptured diaphragm.

5.2.3 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.

5.2.4 Brake Disc

The brake disc must be inspected periodically to monitor the condition of the braking surface. When the condition of the braking surface has deteriorated to the point that the quality requirements in section 2.2 are no longer met the disc must be removed and resurfaced or replaced. Follow the minimum thickness allowances in the table below as a guideline for when a disc must be replaced.

Table 5: Brake Disc Minimum Thickness Allowances

Brake Disc Minimum Thickness		
Disc Series	Original Thickness in [mm]	Minimum Thickness in [mm]
2-4-XX	2.00 [50.8]	1.90 [48.5]

NOTICE

When re-machining the disc surface, equal amounts must be taken off of each face.

5.2.5 Pivot Block Shoe Preload

It is recommended to check the shoe pivot block screw preload periodically to ensure that the preload on the shoe bolts is not lost. Refer to the maintenance schedule in section 5.1 for the inspection period, refer to section 5.3.3 for the recommended preload.

5.3 SERVICE



Brake Actuators can apply without warning:

Pneumatic Brake Actuators should be locked out through from their energy source through use of an isolation valve during maintenance activities. This will prevent inadvertent application of the brake during maintenance.

5.3.1 Lubrication

Disc brake calipers equipped with spring applied, air released actuators must have a lubricator in the control air system using light hydraulic oil as a lubricant. This is to prevent premature seal wear and reduce seal friction.

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

5.3.2 Stroke Adjustment



Brake Actuators can apply without warning:

Pneumatic Brake Actuators should be locked out through their energy source through use of an isolation valve during maintenance activities. This will prevent inadvertent application of the brake during maintenance.

Follow the procedure below to adjust the brake shoe running clearance back within specifications.

Procedure for Adjusting Air Gap:

1. Remove the four actuator mounting bolts.
2. Remove cotter pins from clevis pins
3. Slide the clevis pins out
4. Move actuator away from lever
5. Rotate Clevis to desired position (1 full turn of clevis = 0.025in/0.6mm of shoe movement). Turn counterclockwise to decrease clearance and clockwise to increase.
6. Return actuator to position and insert pins, cotter pins and bolts.

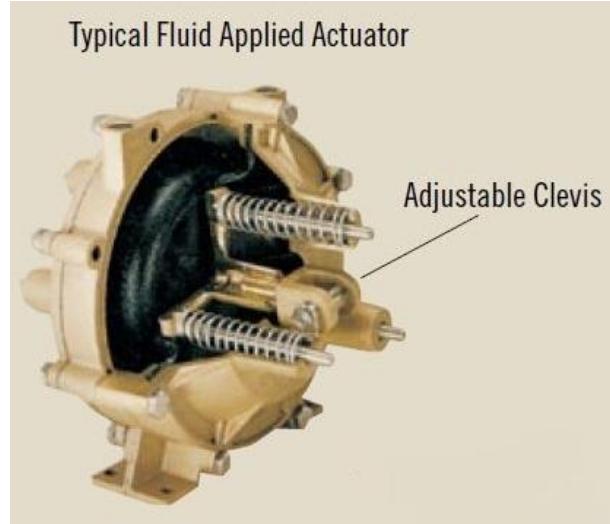


Figure 1: Stroke Adjustment

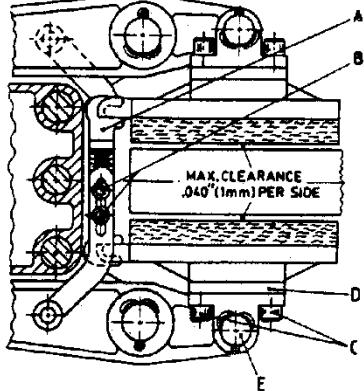
Note:

1. When the brake linings are replaced it will be necessary to reset the clevises by turning inward to allow for the extra thickness of a new lining.

5.3.3 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 $\frac{1}{4}$ " drill. Install new linings with the proper rivets.

LINING REPLACEMENT



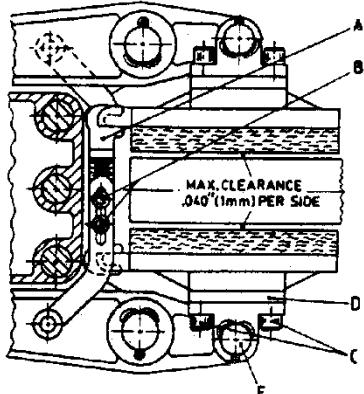
1. Remove bottom cotter pins from pins 'E'.
2. Remove pins 'E' by pulling upwards.
3. Remove shoes by sliding radially forward to clear the ends of the levers.

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

If there is insufficient room radially to remove the shoe, then screws 'C' must be removed.

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'

When reinstalling the shoes and pivot blocks reinstall the shoe pin first to align the pivot blocks before tightening screws 'C'. It is recommended to apply a thread locking compound such as Loctite 243 to the threads of the shoe screws 'C'. Tighten screws 'C' to **140 in-lbs [15.8 Nm]**.

5.4 RECOMMENDED SPARES

The spare parts kept on hand will depend on the severity of the service. As a minimum Kobelt recommends keeping the following parts for each brake in service:

1. One Lined set of brake shoes
2. One set of brake pads with rivets
3. One actuator
4. One seal kits

Refer to the parts list drawings in Appendix B for a complete list of parts.

NOTICE

It is recommended that any required service work on a Kobelt unit be performed by a factory authorized service representative. Please contact the nearest Kobelt authorized distributor for assistance.

Table 6 itemizes which kit/spare part numbers change with the various brake configuration options. Please reference this table to ensure you receive the correct parts.

Table 6: Configuration Kit Numbers

Configuration Kit Numbers		
Disc Code	Shim Kit	Disc Thickness
-175	5021-1750	1.750 in
-150	5021-1500	1.500 in
-125	5021-1250	1.250 in
-100	5021-1000	1.000 in
Friction Code	Lined Shoe	Friction Material
Blank	5021-LS	Standard
-N	5021-LSN4	non-sparking
-C	5021-LSC4	low COF (.12-.15)
-E	5021-LSE	mid COF (.25-.28)

6 REVISION HISTORY

Table 7: Revision History

Document Revision	Release Date	CO	Author	Revision Summary
B	2026-02-04	01397	GG	<ul style="list-style-type: none">• Section 2.2: Added warning about keeping discs free of contaminants• Section 2.3.1: Added caliper mounting bolt specifications.• Section 5.1: Added pivot block screw preload as inspection item.• Section 5.3.5: Revised shoe bolt torque, was 200 lbs-in and recommended Loctite 243 be used.• Added section 2.3.3 Isolation valves• Added warnings throughout section 5 for working with actuators and using isolation valves during maintenance.• Section 5.4: Corrected shoe part number 5021-LSC to 5021-LSC4• Appendix B: Corrected lining part number, was 5021-0147
A	2025-12-11		HE	<ul style="list-style-type: none">• Initial release of model specific manual

7 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.

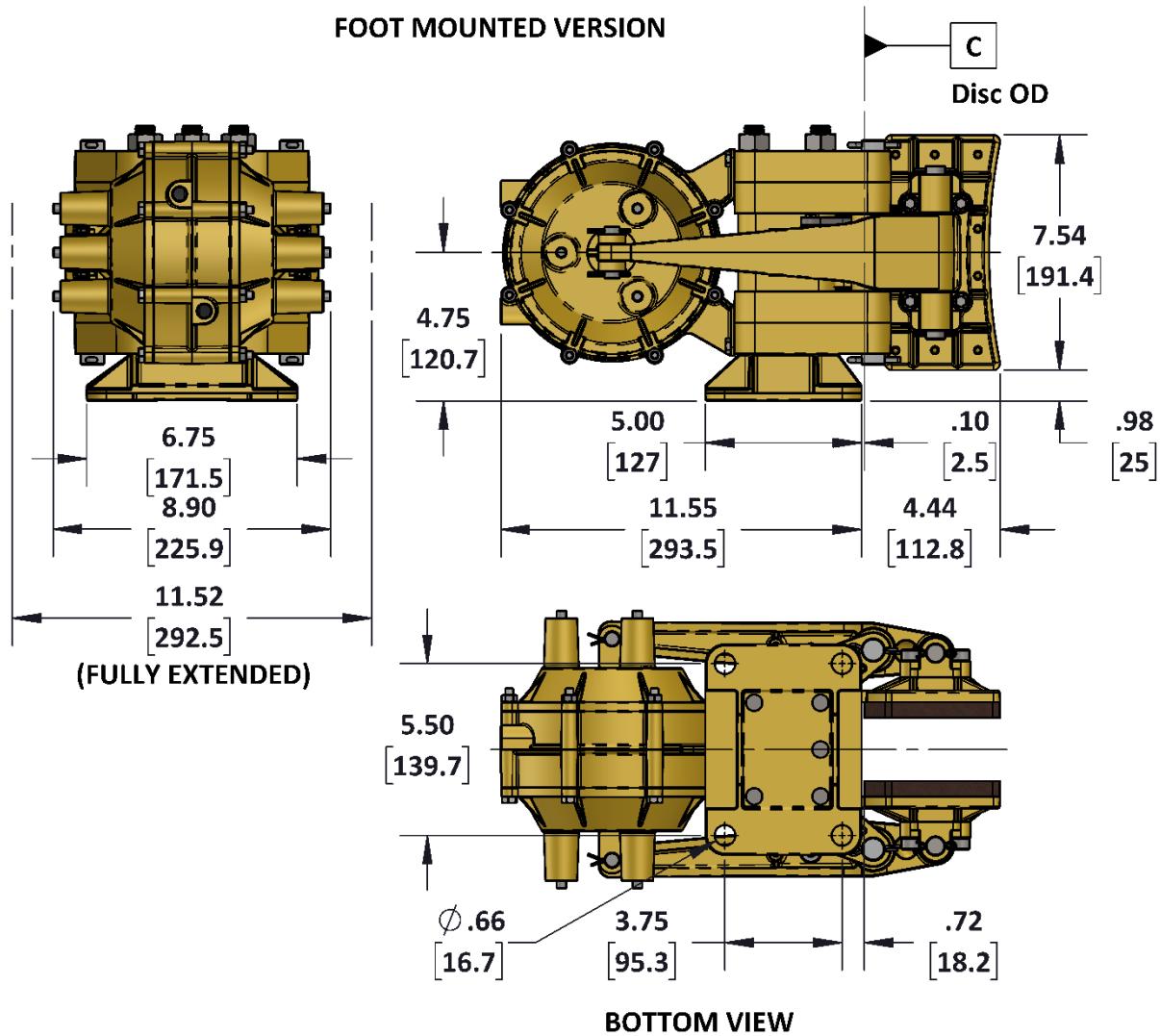
Upon identification of a potential issue or defect with a Kobelt Product or Part, the Warranty Applicant (“Applicant”) must immediately contact Kobelt and describe the issue in writing, by letter, fax, email or other electronic conveyance. Kobelt will then assess the cause of the defect and determine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

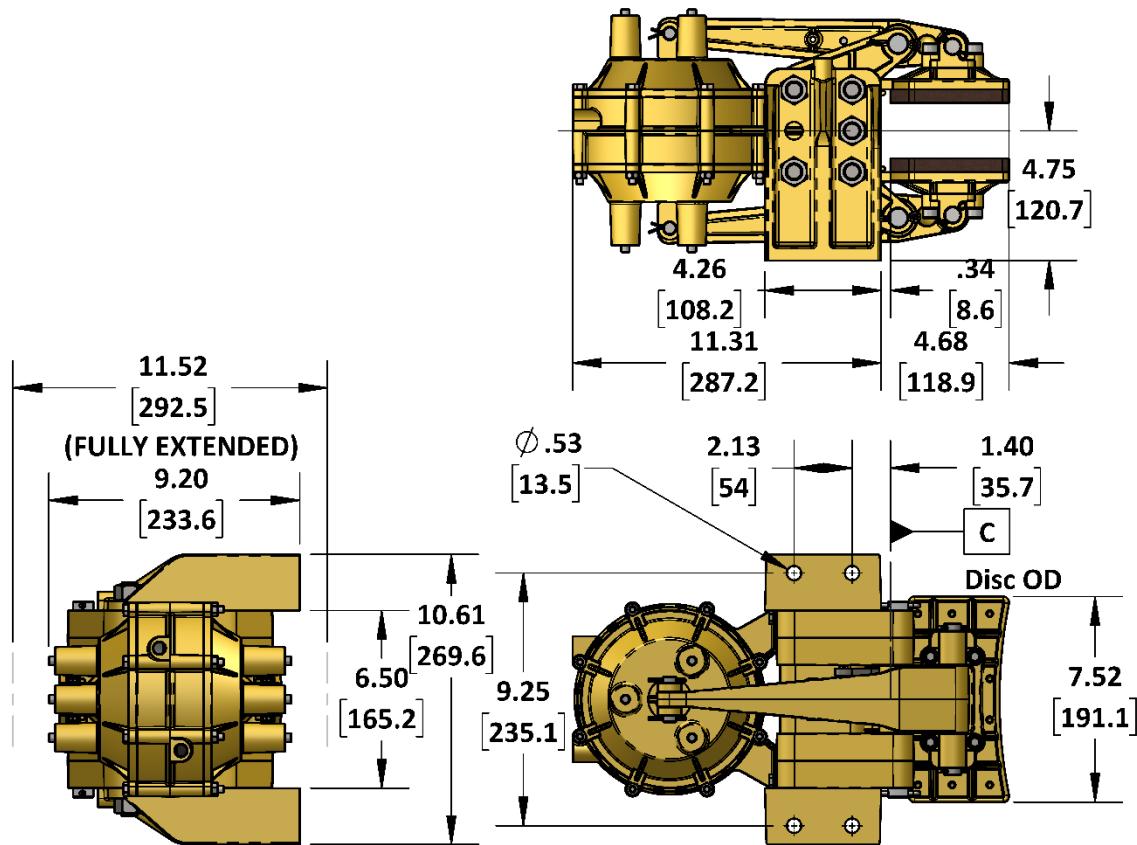
All Products and Parts manufactured by Kobelt, with the exception of brake discs and pads, are subject to a warranty against manufacturer’s defects in materials or workmanship for a period of two (2) years from the date of purchase. Brake discs are subject to a one (1) year warranty period, and brake 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.

8 APPENDIX A: TECHNICAL DRAWINGS

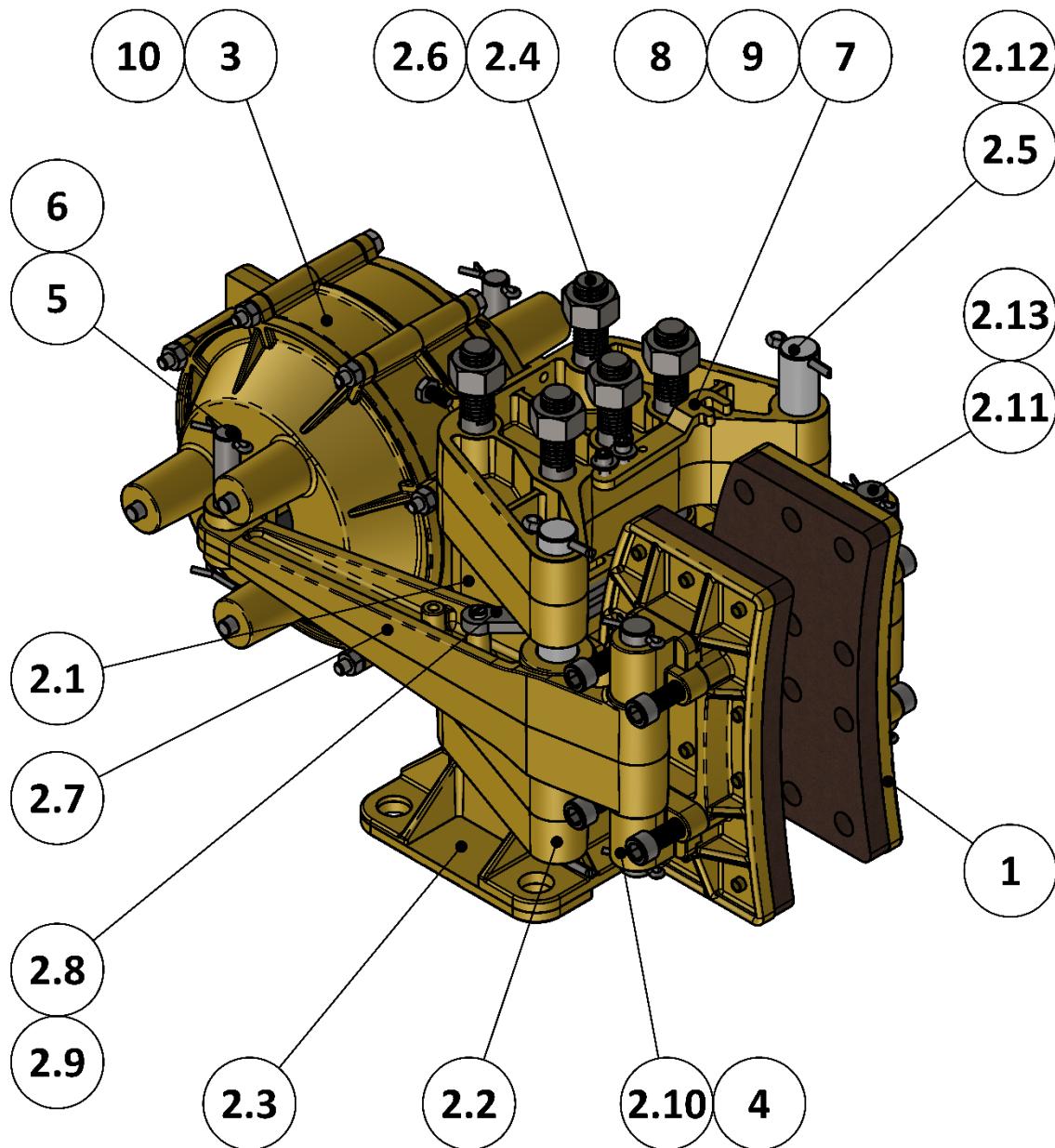


SIDE MOUNTED VERSION



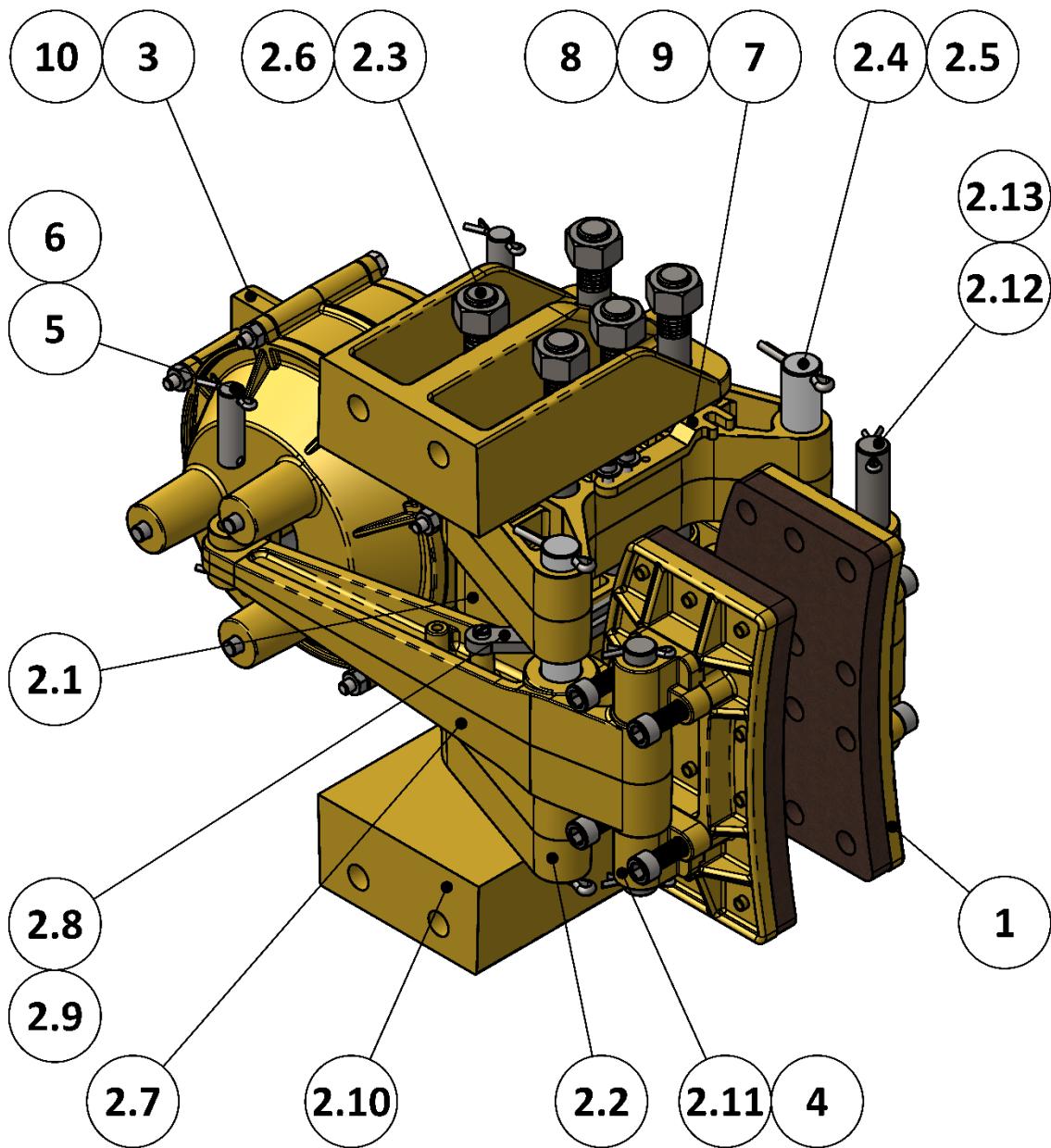
9 APPENDIX B: PARTS LIST DRAWINGS

5023-A



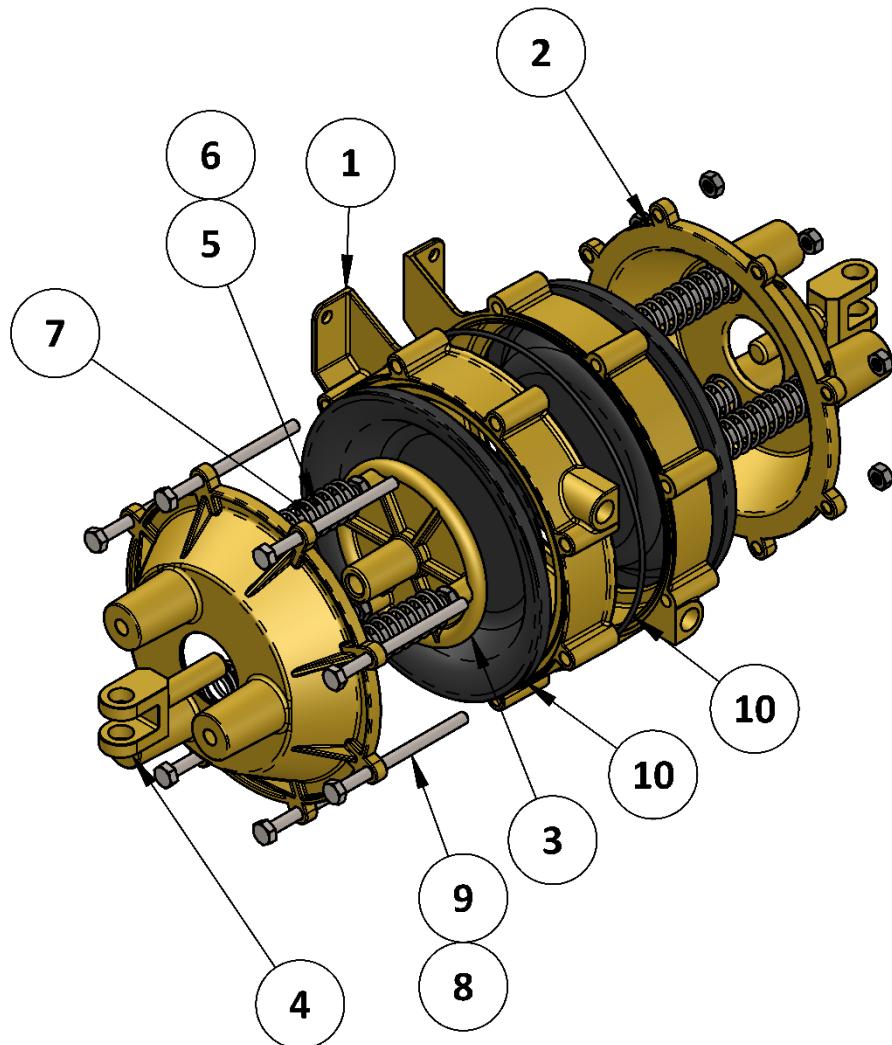
ITEM	QTY.	PART NUMBER	DESCRIPTION
1	2	5021-LS	SHOE ASSEMBLY, 5021 CALIPER, 1/2" K5
2	1	5023-SUB	SUB-ASSEMBLY, 5023 CALIPER
2.1	1	5021-0003	SPACER, 5021 CALIPER
2.2	2	5023-0002	SADDLE, 5021 CALIPER
2.3	1	5021-0001	FOOT
2.4	5	5021-0023	TIE ROD
2.5	2	5021-0022	SADDLE PIN 5021 CALIPER
2.6	5	1022-0116	REG HEX NUT 5/8-11 UNC GR 18-8
2.7	2	5023-0004	LEVER 5023 CALIPER
2.8	2	5021-0011	BALANCING LINK PART 1 5021 CALIPER
2.9	2	5021-0226	LINK PIN 5/16 UNC X 7/8 LG
2.1	4	5021-0006	HINGE BLOCK
2.11	2	5021-0021	SHOE PIN 5021 CALIPER
2.12	4	1026-0820	Cotter Pin SS 3/16* x 1 1/4*
2.13	4	1026-0516	COTTER PIN 1/8 X 1 SS
3	1	6120	AIR APPLIED ACTUATOR, 6120
4	8	1002-1216	SCREW, SKT HD CAP, 3/8-16 UNC X 1, SS
5	2	6230-0010	CLEVIS PIN 1/2 IN DIA
6	4	1026-0516	COTTER PIN 1/8 X 1 SS
7	2	5021-0012	BALANCE LINK NO. 2 5021 CALIPER
8	4	1023-0108	WASHER FLAT #10 TYPE A SS
9	4	1002-0808	SCREW, SKT HD CAP, #10 UNC x 1/2 LG, SS
10	4	1001-1008	SCREW HEX HD 1/4-20 UNC X 1/2 SS

5023-AW



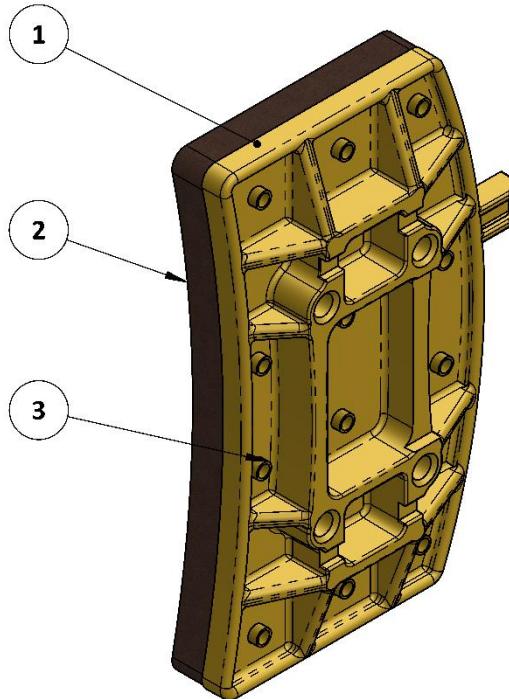
ITEM	QTY.	PART NUMBER	DESCRIPTION
1	2	5021-LS	SHOE ASSEMBLY, 5021 CALIPER, 1/2" K5
2	1	5023-SUB-W	SIDE MOUNT SUB-ASSEMBLY, 5023 CALIPER
2.1	1	5021-0003	SPACER 5021 CALIPER
2.2	2	5023-0002	SADDLE, 5023 CALIPER
2.3	5	5021-0023	TIE ROD
2.4	2	5021-0022	SADDLE PIN 5021 CALIPER
2.5	4	1026-0824	COTTER PIN, 3/16 x 1 1/2, 18-8
2.6	10	1022-0116	REG HEX NUT 5/8-11 UNC GR 18-8
2.7	2	5023-0004	LEVER 5023 CALIPER
2.8	2	5021-0011	BALANCING LINK PART 1 5021 CALIPER
2.9	2	5021-0226	LINK PIN 5/16 UNC X 7/8 LG
2.1	2	5021-0101	SIDE MOUNT BRACKET, 5021 CALIPER
2.11	4	5021-0006	HINGE BLOCK
2.12	2	5021-0021	SHOE PIN 5021 CALIPER
2.13	4	1026-0516	COTTER PIN 1/8 X 1 SS
3	1	6120	AIR APPLIED ACTUATOR, 6120
4	8	1002-1216	SCREW, SKT HD CAP, 3/8-16 UNC X 1, SS
5	2	6230-0010	CLEVIS PIN 1/2 IN DIA
6	4	1026-0516	COTTER PIN 1/8 X 1 SS
7	2	5021-0012	BALANCE LINK NO. 2 5021 CALIPER
8	4	1023-0108	WASHER FLAT #10 TYPE A SS
9	4	1002-0808	SCREW, SKT HD CAP, #10 UNC x 1/2 LG, SS
10	4	1001-1008	SCREW HEX HD 1/4-20 UNC X 1/2 SS

6120 Actuator



ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	6120-0003	CENTRE HOUSING, 6120 ACTUATOR
2	2	6120-0002	END CAP, 6120 ACTUATOR
3	2	6120-0004	DIAPHRAGM WASHER, 6120 ACTUATOR
4	2	6120-0001	CLEVIS, 6120 ACTUATOR
5	6	6120-0005	GUIDE PIN, 6120 ACTUATOR
6	6	1022-0211	NUT, JAM, 5/16-18 UNC, SS
7	6	1201-0185	SPRING, COMPRESSION, .830DX.08 WIREX4.43
8	8	1022-0110	NUT HEX 1/4-20 UNC 18-8
9	8	1001-1056	BOLT, HX HD, 1/4-20 UNC X 3.5", SS
10	1	6120-RK	REPAIR KIT, AIR APPLIED ACTUATOR

5021-LS



ITEM	QTY.	PART NUMBER	DESCRIPTION
1	1	5021-0005	SHOE 5021 CALIPER
2	1	5021-0007	LINING - K5; 1/2in THK; 5021 CALIPER
3	12	1033-1007	RIVET, 1/4 X 7/16 (10-7), BRASS



Kobelt Manufacturing Co. Ltd.
8238 129th Street
Surrey, British Columbia,
Canada, V3W 0A6

Sales Tel: +1-604-572-3935
Fax: +1-604-590-8313
Email: sales@kobelt.com
Website: www.kobelt.com

Made in Canada / Printed in Canada