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User and Maintenance Manual



HYDRAULIC BRAKE ID 800

Model ID 800 (thickness disc 12.7 mm)

Model ID 800 (thickness disc 8 mm)



ISO 9001 - Certificate N°0238

Translation of the original instructions
EN 140701 REV. 1.0



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1. Introduction

The purpose of this manual is to provide the user with all the information necessary to use the product properly, independently and as safely as possible.

This manual constitutes an integral part of the safety features and must be read in its entirety before installation and use of the product. It must therefore be kept in a safe place should future reference be necessary before proceeding with any kind of work.

The user is strongly advised to read it carefully and to follow the rules and procedures contained in it as these provide important information concerning safe use and maintenance.

If any doubt should arise concerning the correct interpretation of the instructions, contact our technical department for the necessary clarification.

It is prohibited for anyone to disclose or modify the content of this manual or to use it for personal purposes.

2. Manufacturer

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3. General information

Correct use of the product: In compliance with Italian Legislative Decree 17/2010 and DIRECTIVE 2006/42/EC the operating limits for perfect and safe use of the product are stated in this manual.

Design parameters: COREMO OCMEA brakes have been designed in compliance with the norm UNI EN ISO 12100:2010 and to satisfy the performance requirements and conditions stated in the catalogue and in Chapter 5 of this manual.

Model selection: Selection of the correct model for a given application is of basic importance. The technical department of COREMO OCMEA can provide you with information, suggestions and assistance regarding correct application and use.

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Use: Following the mounting and maintenance instructions prevents costly down time and accidents due to incomplete knowledge of the product. Please note that the initial torque may be from 30% to 50% less than the rated value until the brake lining adjusts to the disc.

Rotating parts: The brakes are coupled mainly with rotating parts. In this case the moving parts must be protected in conformity with the requirements of DIRECTIVE 2006/42/EC and Italian Legislative Decree 17/2010 or equivalent legislation in force in the countries in which they are used.

Power source for hydraulic brakes: Use mineral oil SAE/ISO 46.


Friction material: All COREMO OCMEA brakes are fitted with friction material which is absolutely free of asbestos and is declared as NON toxic/harmful in full observance of health and environment regulations and laws. In any case it is better not to inhale dust produced by them and to wash hands thoroughly before eating or drinking.

Oils, greases, lubricating components: These are used in extremely limited quantities. Personnel suffering from allergies to these substances are advised to wear gloves or use protective cream which must be washed off thoroughly before eating or drinking.

Cleaning of the product: Do not wash the product with water or any detergent.

Product markings: All the data on the plates must always be kept legible. Use the data shown on the plates when contacting the manufacturer for spare parts, information or assistance for example.

Disposal: Worn brake linings and other materials of which brakes are made are classified as special NON toxic/harmful products and therefore must be disposed of in accordance with the laws in force in the countries in which they are used.

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4. Warnings



Failure to follow the instructions in this manual and on any plates attached to the product exposes persons to risks and may cause damage to other equipment and machinery.

- The product must not be used at an ambient temperature lower than -20 °C.
- The disc must be made of iron alloy (cast iron or steel) having a hardness in the range 190 to 220 HB.


The technical department of COREMO OCMEA can provide additional information in order to ensure correct application and use of the product.

Dangers caused by a power failure: A power failure will stop the brake from working. It is therefore necessary to provide an uninterrupted power supply or, if the case requires, use suitable power failure warning systems as a brake failure may cause personal injury and damage to property.

Danger of breakage during operation: To reduce the risk of breakage during operation carry out the periodic inspections shown in this manual.

Risks connected with changes in operating conditions: The product is designed for the purposes stated in this user and maintenance manual therefore the brake power supply pressure is indicated to ensure that braking is always safe and reliable. The operating conditions also vary depending on the diameter of the brake disc used; an equation for calculating the dynamic torque as a function of disc diameter is given in this manual. It should be stressed that an error in calculation will result in a braking torque that is different from the desired value and this may represent a risk to safety.

Residual risk: Residual risk can be attributed to the operator not following all the procedures stated in the user and maintenance manual and not giving due consideration to the warnings.

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5. Technical data

5.1. Product performance

The brake is to be used exclusively for service stops.



Use of the product for any purpose other than those indicated may represent a risk to any aspect of safety.

The ID 800 brake applies a tangential force of 20200 N when powered at a pressure of 100 bar and attributing a coefficient of friction of 0.4

Warning: The value of the friction coefficient is purely theoretical as it depends on environmental conditions and on how the product is used.

▪ Dynamic torque

The dynamic torque provided by the brake will be a function of the diameter of the disc used and can be determined using the following equation:

$$\text{Dynamic torque [Nm]} = \text{Tangential force [N]} \times (\text{radius of the disc [m]} - 0.034)$$



An error in calculation will result in a braking torque different to the desired value and a risk to aspects of safety.

The technical department of COREMO OCMEA can provide information, suggestions and assistance for correct application and use of the product.


5.2. Brake lining wear



The thickness of each single new lining is 17.5 mm. A maximum overall lining wear of 10 mm is allowed. Failure to remain within the above limit may represent a risk to aspects of safety.

5.3. Special note

During braking kinetic energy is converted into heat caused by friction between the surfaces of the brake linings and the brake disc. It is therefore fundamentally important to consider the amount of heat that can be dissipated.

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Ignoring the heat produced during braking affects brake lining wear and may jeopardize the safety of the operators and the reliability of the product. Since a brake can be used for many applications, it is advisable to contact the technical department of COREMO OCMEA for further explanation in this regard.

6. Transport and storage



Personnel assigned to this work must wear suitable PPE such as gloves, safety footwear and take any other precautions necessary before proceeding with transport, handling and storage of the this part.

1. **Transport:** When handling it is important to bear in mind the dimensions and weight of each type of product as shown in the product drawing enclosed with this manual and in the catalogue of the brake type in question.
2. **Storage:** When storing brakes it is important to bear in mind that a considerable weight is concentrated in a small space. Personnel assigned to this work must wear suitable PPE (safety footwear, gloves, etc.) in order to avoid the risk of injury.

7. Installation



THE BRAKE MUST BE INSTALLED WITH THE MACHINE OFF.

Personnel assigned to this work must wear suitable PPE such as gloves, safety footwear and take any other appropriate precautions to ensure adequate protection and avoid the risk of injury.

1. The ID 800 brake must be overhang mounted on a rigid surface of the machine adapted for the purpose (Figure 1) and coupled with a disc of thickness 12.7 mm or 8 mm and diameter no less than 250 mm using 2 class 12.9 M12 screws with a tightening torque of 130 Nm.

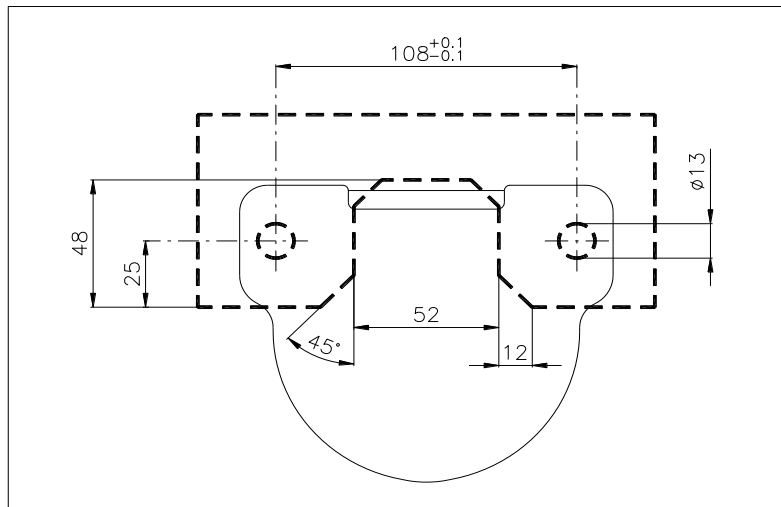


Figure 1

- The brake can also be mounted on a bracket if the thickness of the disc is greater than 12.7 mm or 8 mm (Figure 2). The thickness of the bracket must be 12.7 mm or 8 mm less than the thickness of the disc. In this case too, the brake is anchored using two class 12.9 M12 screws with a tightening torque of 130 Nm. The two caliper halves must be separated obviously by removing the screws C61407 (or the screws C61415 for ID 800 brake with thickness disc 8 mm).

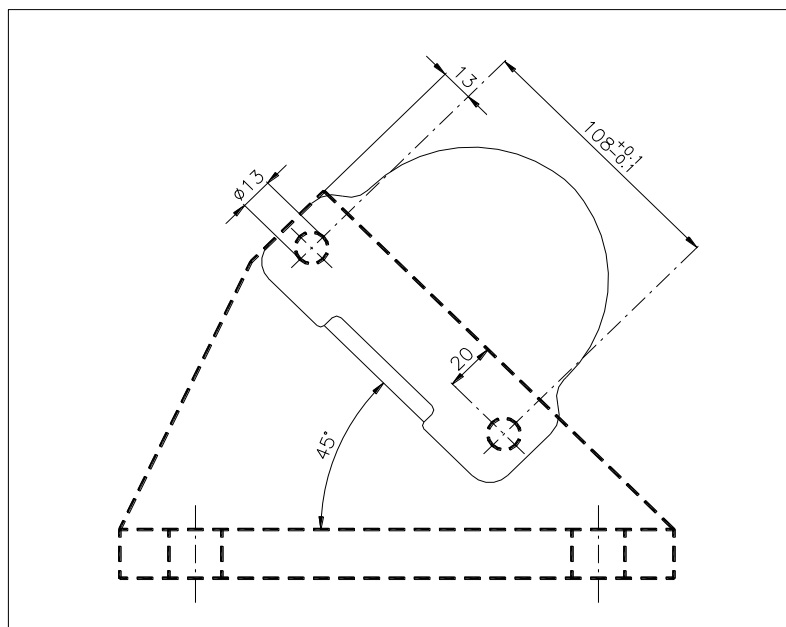


Figure 2

- The fixed part of the machine which is to support the brake must be able to withstand a tangential force of 22220 N.

4. The brake can be supplied on request complete with pipe fittings (K90345) where there is already an air bleed (Figure 3). To bleed the air from the circuit after connecting the brake to the power line using a $\varnothing 6$ hose, loosen the clamping nut of the fitting (H0035) and pull out the cap (H0034). After bleeding the circuit tighten the fitting (H0035).

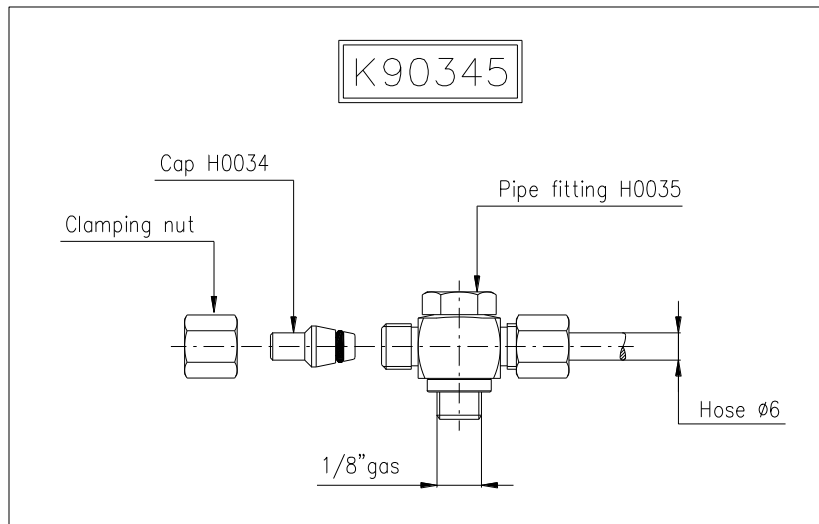


Figure 3

5. The brake also has another bleed as a standard feature. In this case connect the brake to the power line using a $1/8''$ pipe fitting. To bleed the air loosen the cap (C62114). When the circuit has been bled tighten the cap (Figure 4).

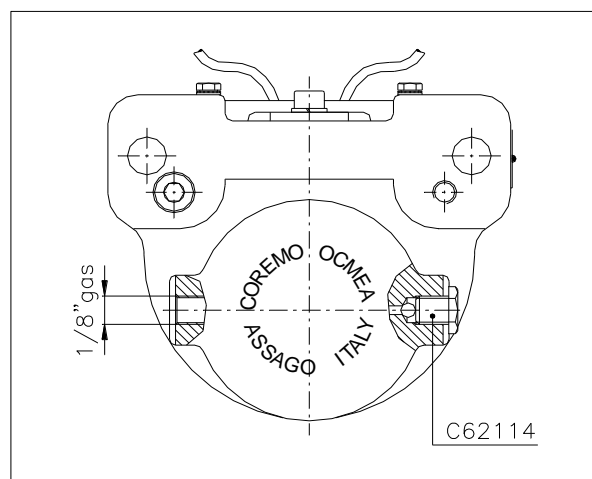



Figure 4



Personnel assigned to these operations must take special care, working cautiously when bleeding the circuit, wearing suitable PPE such as gloves, goggles and safety footwear

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and taking any other precautions necessary before proceeding.

- The hydraulic fluid pressure must not exceed 120 bar and the brake must be powered using only mineral oil hydraulic fluid.



Do not apply the brake without the disc positioned between the brake linings; failure to follow this rule could result in fingers being crushed and other dangers in addition to damage to the brake itself.

- BEDDING-IN:** The initial braking torque may be from 30% to 50% less than the rated value until the brake lining adjusts to the disc.

8. Operation

8.1. Power supply of the safety component

The hydraulic fluid pressure of the hydraulic brake must not exceed 120 bar as already stated in the previous chapter and the brake must be powered exclusively by mineral oil hydraulic fluid.

The technical department of COREMO OCMEA can provide information, suggestions and assistance for correct application and use of the brake.




The wrong power supply pressure produces a tangential force different to the value stated in this manual; the braking torque exerted by the safety component will therefore be different to the desired value and represent a risk to aspects of safety.

8.2. Improper use

The products considered here must be used exclusively as described in chapter 5 of this manual. Any other use is to be considered improper. The manufacturer declines all responsibility for damage caused by erroneous or unreasonable use of the product.



Use of the product for purposes other than those stated in this manual may compromise any aspect of safety.

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9. Maintenance and cleaning



ALL TYPES OF WORK ON THE BRAKE MUST BE DONE WITH THE MACHINE OFF.

Staff assigned to this work must wear suitable PPE such as gloves and safety footwear and take any further precautions necessary to ensure adequate protection and prevent injury. Failure to follow the instructions given for maintenance and cleaning of the product may compromise personal safety and cause damage to equipment and machinery.




High temperatures may be produced after braking on the surfaces of the disc brake and the brake linings. Personnel must therefore wait for parts subject to overheating to cool down and wear suitable protective gloves and PPE.

9.1. Changing the linings pads

1. Cut off the hydraulic oil pressure.
2. Loosen the screw (C61381) and push the plate (C62109) out until the lining base is free. Remove the linings (Z50253, Z50255 or Z50254) from the brake by pulling the lining base outward; remember that considerable force will be necessary to overcome the resistance due to the attraction of the magnet (C62110) incorporated in the thruster (C62104).
3. Each time the linings are changed it is a good idea also to change the return springs (C62111); the linings are in fact supplied in a single kit which includes the springs. Remove the springs (C61186) and washers (C61923), change the springs (C62111), replace the washers and tighten the screws.
4. Insert new brake linings and replace the plate (C62109) in its original position making sure that it protrudes from the gap in the lining base. Tighten the screws (C61381).

9.2. Cleaning the friction surfaces

1. Cut off the hydraulic fluid pressure and dismantle the brake linings as explained in point 2 of chapter 9.1.
2. Remove any oil or grease from the surface of the disc using a non-pollutant detergent product.
3. If the linings are contaminated, even if only on the surface, it is a good idea to clean them using fine emery paper. If the contamination is deep replace the linings with new ones.

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9.3. Changing the sealing rings

1. Cut off the hydraulic oil pressure and disconnect the power line. Remove the brake from the machine and then remove the screws C61407 (or the screws C61415 for ID 800 brake with thickness disc 8 mm) to separate the two halves of the brake.
2. Remove the lining pads as explained in point 2 of chapter 9.1.
3. Taking the utmost care, blow compressed air through the power supply hole until the thruster (C62104) comes out completely.
4. Remove the damaged sealing rings and replace them. It is advisable to change all the sealing rings to avoid further down time. COREMO OCMEA provides a kit complete with 2 gaskets and 2 scraper rings.
5. Put back the thruster and brake linings following the reverse sequence, reconnect the power line and bleed the circuit.


9.4. Periodic maintenance



All inspections must be done with the machine switched off.

Although the intervals between these inspections depend on the frequency of use of the brake, they should be done every 3 months in any case so as not to compromise all aspects of safety.

1. The lining pads are marked with a wear line, nevertheless it is advisable to check the condition of the linings. Wear should not exceed 5 mm on each lining for the brake to work properly. When the wear of the lining pads reaches the maximum replace them as explained in chapter 9.1.
2. Check that the surfaces of the linings and the disc are not contaminated with grease, oil or similar substance as these prevent the brake from working efficiently.
3. Check that the anchor screws of the brake and brake units are tightened correctly.
4. Check that the hoses are in good working condition.
5. Apply the brake repeatedly to check that the seals are in good working condition.

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10. Spare parts list

In order to avoid costly down time we suggest keeping a stock of the spare parts listed below adequate for the number of brakes in use (the quantities indicated are for each brake):

Brake lining kit:	Qty. 2 lining pads ST11.2	cod. Z50253
	Qty. 8 springs	cod. C62111
	Qty. 2 lining pads ST11.4	cod. Z50255
	Qty. 8 springs	cod. C62111
	Qty. 2 lining pads ST12	cod. Z50254
	Qty. 8 springs	cod. C62111
Sealing ring kit:	Qty. 2 gaskets	cod. C62112
	Qty. 2 scraper rings	cod. C62287

These spare parts must be kept if possible in a dark cool place and away from substances that could damage their capacity to work properly.