



SURFACE VEHICLE RECOMMENDED PRACTICE

J2688™

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Parking Brake Control Identification - Vehicles with Hydraulic Brake Systems
and Automatic Transmissions

RATIONALE

This technical report is being stabilized because it covers technology, products, or processes which are mature and not likely to change in the foreseeable future.

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This document has been declared "Stabilized" by the SAE Truck and Bus Hydraulic Brake Committee and will no longer be subjected to periodic reviews for currency. Users are responsible for verifying references and continued suitability of technical requirements. Newer technology may exist.

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Full document details: SAE J2688_202007

For more information on this standard, visit
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Documents

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1. SCOPE

The scope and purpose of the SAE Recommended Practice is to provide standards for the control and indication of parking brakes in hydraulic braked vehicles over 4540 kg (10000 lb) GVWR. This recommended practice pertains to automatic transmission applications and supplements the SAE J915 recommended practice. This recommended practice does not address parking brake system performance. Parking brake system performance, both static and dynamic conditions, is the responsibility of the OEM vehicle manufacturer or manufacturers that modify the vehicle by adding special vocational required equipment (such as but not limited to outriggers, cranes, etc.).

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or +1 724-776-4970 (outside USA), www.sae.org.

SAE J915 Automatic Transmissions - Manual Control Sequence

SAE J2208 Park Standard for Automatic Transmissions

2.1.2 United States Government Federal Safety Standards

Available from the Document Automation and Production Service (DAPS), Building 4/D, 700 Robbins Avenue, Philadelphia, PA 19111-5094, Tel: 215-697-6257, <http://assist.daps.dla.mil/quicksearch/>.

Motor Vehicle Safety Standard (FMVSS) No. 101 Controls and Displays

Motor Vehicle Safety Standard (FMVSS) No. 102 Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect

Motor Vehicle Safety Standard (FMVSS) No. 105 Hydraulic and Electric Brake Systems

Motor Vehicle Safety Standard (FMVSS) No. 135 Light Vehicle Brake Systems

2.1.3 European Economic Community (EEC) / United Nations Economic Commission for Europe (ECE) Regulations

ECE Regulations available from United Nations Economic Commission for Europe, Palais des nations, CH-1211, Geneva 10 Switzerland. Tel:41-0-22-917-12-34. www.unece.org

EEC Regulations available from Automotive Industry, European Commission, B-1049 Brussels Belgium, Tel: 32-2-299-96-96. www.ec.europa.eu.

78/316/EEC Interior Fittings of Motor Vehicles (identification of controls, tell-tales and indicators)

2.1.4 Government of Canada Motor Vehicle Safety Regulations

Available from Transport Canada, 330 Sparks Street, Ottawa, ON K1A 0N5, Tel: 613-990-2309, www.tc.gc.ca.

Motor Vehicle Safety Standard (CMVSS) No. 101 Controls and Displays

3. DEFINITIONS

3.1 TRANSMISSION PARKING PAWL

A mechanical device incorporated in the transmission that when engaged locks the transmission from moving resulting in the parking function. This device functions only when the vehicle is stopped (not moving) and does not provide dynamic braking performance.

3.2 MECHANICAL FRICTION PARKING BRAKE

A dry friction drum or disc brake assembly commonly called the "parking brake" that is actuated to provide the holding forces to park the vehicle. These parking brakes can be utilized to meet special requirements for dynamic (vehicle moving) vehicle braking performance.

3.3 KEYPAD

A keypad is a set of buttons or a pre-printed film surface arranged in a block or "pad" which usually bear digits, symbols and alphabetical letters that represent the various transmission shift positions

3.4 SAAR

Spring Applied and Air pressure Release actuator utilizing air pressure from the air brake system or a separate compressed air pressure source on the vehicle to release the parking brake. The parking brake is applied by releasing the pressure allowing the actuator spring to apply.