

## Test Procedures for Determining Air Brake Valve Input-Output Characteristics

## RATIONALE

This document has been updated in keeping with the five-year review process. The Supply and Controls Components Committee has approved revisions to SAE J1409 and SAE J1410 and applicable changes to SAE J1859 are being made in this revision.

## 1. SCOPE

This SAE Recommended Practice establishes uniform test procedures for determining input-output characteristics for those pilot-operated and mechanically actuated, modulating-type valves and through-type valves used in the service brake control system.

## 1.1 Input-Output Characteristics

- a. Crack (opening) pressure or force
- b. Pressure differential (input-output)
- c. Hysteresis (increasing-decreasing pressure)

## 1.2 Pilot-Operated Modulating-Type Valves

- a. Relay Valve
- b. Ratio relay valve
- c. Decaying ratio relay valve
- d. Booster relay valve
- e. Relay Valve with two-way check valve
- f. Relay Emergency

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### 1.3 Mechanically Actuated Modulating-Type Valves

- a. Dual service brake valve

### 1.4 Through-Type Valves

- a. Quick release valve
- b. Tractor protection valve
- c. Limiting valve
- d. Gladhand with quick release valve
- e. Modulator Valve (ABS)
- f. Tractor protection valve with two-way check valve(s)

### 1.5 Purpose

This document is intended as a guide toward standard practice but may be subject to frequent change to keep pace with experience and technical advances, and this should be kept in mind when considering its use. This document provides a uniform definition of input-output characteristics of pneumatic valves designed to operate in 931 kPa (135 psi) nominal pressure air brake systems and establishes uniform test procedures to determine these characteristics. This document serves as a supplement to SAE J1409.

## 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 724-776-4970 (outside USA), [www.sae.org](http://www.sae.org).

SAE J844	Nonmetallic Air Brake System Tubing
SAE J1402	Automotive Air Brake Hose and Hose Assemblies
SAE J1409	Air Brake Valves Test Procedure
SAE J1410	Air Brake Valve - Performance Requirements

### 3. DEFINITIONS

#### 3.1 CRACK PRESSURE OR FORCE

The increasing input pressure or input force to initiate an output pressure or flow resulting in a transducer reading.

#### 3.2 PRESSURE DIFFERENTIAL

The difference between the increasing input pressure and the increasing output pressure at pressures above the crack pressure.

#### 3.3 HYSTERESIS

The difference in the input pressure between the increasing and decreasing output curve at a given output pressure.

#### 3.4 RELAY VALVE

A pneumatically actuated valve used to remotely control the application and release of air pressure.

#### 3.5 RATIO RELAY VALVE

A relay valve with a fixed ratio of output pressure to input pressure.

#### 3.6 DECAYING RATIO RELAY VALVE

A relay valve with a variable ratio of increased output pressure to the input pressure that decays in time to a one-to-one ratio.

#### 3.7 BOOSTER RELAY VALVE

A relay valve that initially sends the output pressure to one or more outlet ports faster than to the other ports but balances to equal pressure at all output ports.

#### 3.8 QUICK RELEASE VALVE

A valve which accelerates the release of air pressure.

#### 3.9 DUAL SERVICE BRAKE VALVE

A service brake valve that has a primary (No. 1) system that is mechanically actuated and a secondary (No. 2) system that is pneumatically actuated by the primary system or mechanically actuated in the event of the loss of primary system pressure. Each system has its own input and output circuit.

#### 3.10 TRACTOR PROTECTION VALVE

A pneumatically actuated shutoff valve that controls the application and release of service and supply pressure to the towed vehicle.

#### 3.11 LIMITING VALVE

A valve that reduces the amount of output pressure by a fixed percentage of the input pressure. This reduction may be for all input pressures or the output pressure may gradually blend back to the full input pressure.

### 3.12 AIR BRAKE GLADHAND COUPLER WITH QUICK RELEASE VALVE

A separable connector with integral quick release valve for connecting hose or tubing between the towing and towed vehicle and for accelerating release of air pressure.

### 3.13 ABS MODULATOR WITH QUICK RELEASE VALVE

An ABS modulator with integral quick release that accelerates release of air during a non-ABS operation.

### 3.14 TRACTOR PROTECTION VALVE WITH TWO-WAY CHECK VALVE

A tractor protection valve with integral two-way check valve which permits control from multiple circuits.

### 3.15 RELAY VALVE WITH TWO-WAY CHECK VALVE

A relay valve with integral two-way check valve that permits control from multiple circuits.

### 3.16 RELAY EMERGENCY VALVE

A relay valve which also provides for automatic application of the trailer brakes in case of a breakaway or loss of pressure in the trailer supply (emergency) line.

## 4. GENERAL NOTES

### 4.1 Temperature

Unless otherwise specified, all testing shall be conducted at a temperature of 15.5 to 43.3 °C (60 to 110 °F) inclusive.

### 4.2 Mounting

All testing shall be conducted with the valve mounted essentially as in service. The actual mounting position of each test shall be recorded.

### 4.3 Pressure Units

All pressure units are expressed as a gage pressure (above atmospheric pressure).

### 4.4 Supply Air

Unless otherwise specified, the supply air shall be clean and dry.

### 4.5 Leakage

No bubble leakage is permitted from any connection to the valve or the test apparatus. The valve to be tested must comply to SAE J1410 leakage requirements.

4.6 The line sizes for all test setups should be 13 mm (1/2 in) OD tube per SAE J844 or 9.5 mm (3/8 in) ID rubber hose per SAE J1402. The length of the lines, as recommended in the respective figures, is for standardization.

#### 4.7 Instrumentation

4.7.1 The instrumentation system accuracy, reference Figures 1, 2, and 3, is very critical to the results of this document. Specific instrumentation selection is at the discretion of the test engineer; therefore, the following overall instrumentation system output accuracies are specified. The dynamic response of the recorder used must be capable of those accuracies specified from zero to the maximum reading recorded.

- a. The air pressure measurements shall be within  $\pm 2.5\%$ .
- b. The travel measurements shall be within  $\pm 2.5\%$ .
- c. The force measurements shall be within  $\pm 5.0\%$ .

#### 4.7.2 Air Pressure Instrumentation

Calibration shall be verified and recorded by connecting all the measurement devices to a common plenum and recording all the readings. Calibration is to be done before and after the test is conducted. Records should be kept with the test results.

### 5. CRACK PRESSURE, PRESSURE DIFFERENTIAL, AND HYSTERESIS TEST PROCEDURES

#### 5.1 Pilot-Operated and Through Valves

5.1.1 Unless otherwise specified, the general test parameters are:

- a. Supply Pressure –  $931 \text{ kPa} \pm 34 \text{ kPa}$  ( $135 \text{ psi} \pm 5 \text{ psi}$ )
- b. Supply and Control Reservoir -  $16\,400 \text{ cm}^3 \pm 164 \text{ cm}^3$  ( $1000 \text{ in}^3 \pm 100 \text{ in}^3$ )
- c. Output Port Volume(s) -  $820 \text{ cm}^3 \pm 82 \text{ cm}^3$  ( $50 \text{ in}^3 \pm 5 \text{ in}^3$ )
- d. Rate of Control Pressure -  $14 \text{ kPa/s}$  ( $2 \text{ psi/s}$ ) Maximum (increasing and decreasing)

5.1.2 Install the valve in the test setup per Figure 1 or 2.

5.1.2.1 Unless otherwise specified, use one output volume and one supply volume and plug all the other unused ports. Valves with multiple control ports associated with two-way check valves, are to be tested with one port active and the other ports open to atmosphere.

5.1.2.2 Cycle the valve three times to the full delivery pressure.

5.1.3 Apply pressure to the control port and record the input and output pressures.

5.1.3.1 Record the input and output pressures continuously or in increments not to exceed  $1.4 \text{ kPa}$  ( $0.2 \text{ psi}$ ) for input pressures up to  $140 \text{ kPa}$  ( $20 \text{ psi}$ ) and  $14 \text{ kPa}$  ( $2 \text{ psi}$ ) for input pressures greater than  $140 \text{ kPa}$  ( $20 \text{ psi}$ ).

5.1.4 When input pressure reaches  $931 \text{ kPa} \pm 34 \text{ kPa}$  ( $135 \text{ psi} \pm 5 \text{ psi}$ ), maintain pressure to the valve for  $1 \text{ s}$  minimum or until output pressure stabilizes.

5.1.5 Release the pressure to the control port and record input and output pressures until input pressure decreases to  $0 \text{ kPa}$  ( $0 \text{ psi}$ ).

5.1.5.1 Record the input and output pressures continuously or in increments not to exceed  $14 \text{ kPa}$  ( $2 \text{ psi}$ ) for all input pressures.

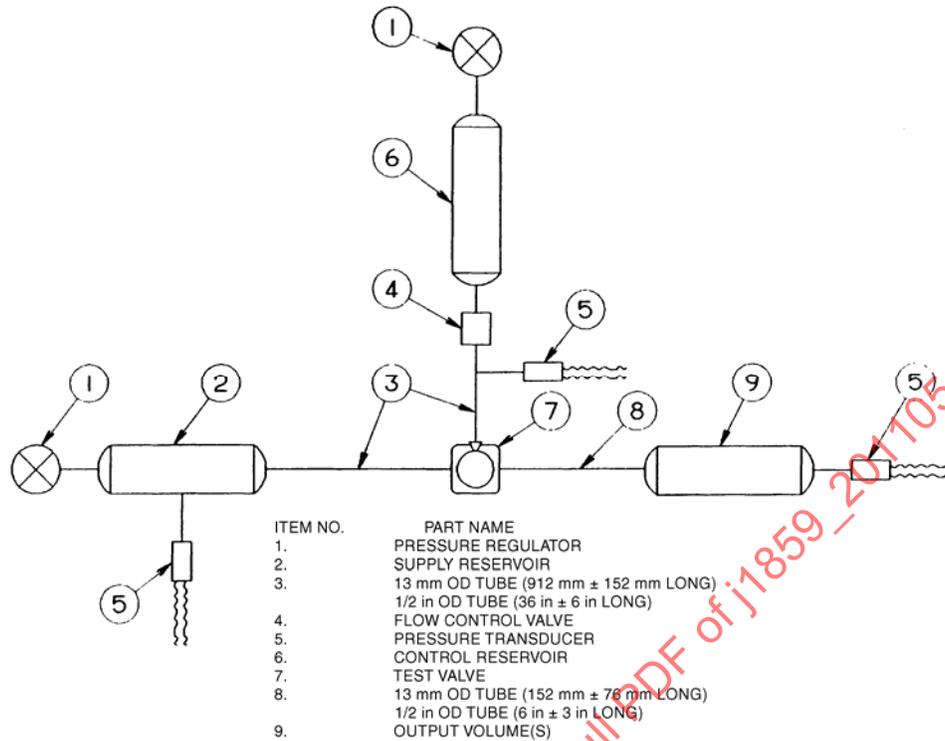


FIGURE 1 - TEST SETUP FOR PILOT-OPERATED MODULATING VALVES

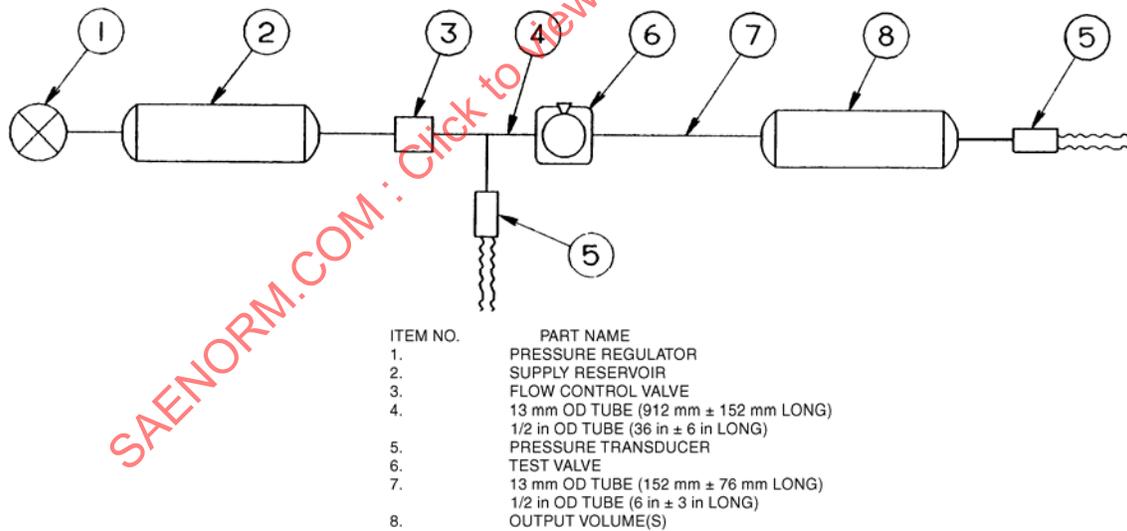


FIGURE 2 - TEST SETUP FOR THROUGH VALVES