



<b>SURFACE VEHICLE RECOMMENDED PRACTICE</b>	<b>J680™</b>	<b>NOV2024</b>
	Issued 1954-12 Revised 2015-08 Reaffirmed 2024-11	
Superseding J680 AUG2015		
(R) Location and Operation of Air Brake-Controls in Motor Truck Cabs		

## RATIONALE

Previous versions of this Recommended Practice provided guidance on the locations of instruments and controls in truck cabs. This guidance assumed that the cab design employed a flat dash panel and standard switches. With the advent of wrap-around style operator environments, display screens, GPS, etc., this guidance no longer applies. However, the need for consistent location and identification of the air brake controls is still pertinent and beneficial. This document has been revised accordingly. Truck designers interested in guidance concerning the location of cab controls other than the air brake valves can reference TMC RP401.

SAE J680 has been reaffirmed to comply with the SAE Five-Year Review policy.

### 1. SCOPE

This recommended practice shall apply to all on-highway trucks and truck-tractors equipped with air brake systems and having a GVW rating of 26 000 lb or more.

### 2. REFERENCES

#### 2.1 Related Publications

##### 2.1.1 TMC (Technology and Maintenance Council) Publications

Available from Technology and Maintenance Council, American Trucking Associations, 950 N Glebe Rd., Suite 210, Arlington, VA 22203-4181, Phone: (703) 838-1763, Fax: (703) 838-1701, [www.truckline.com](http://www.truckline.com).

RP 401 Location and Operation of Instruments and Controls in Motor Truck Cabs

### 3. AIR BRAKE CONTROLS – TRAILER AIR SUPPLY AND PARKING BRAKE

#### 3.1 Location

Controls for the parking brake and the trailer air supply in a left-hand drive vehicle shall be located to the right of the steering wheel within reach of the driver.

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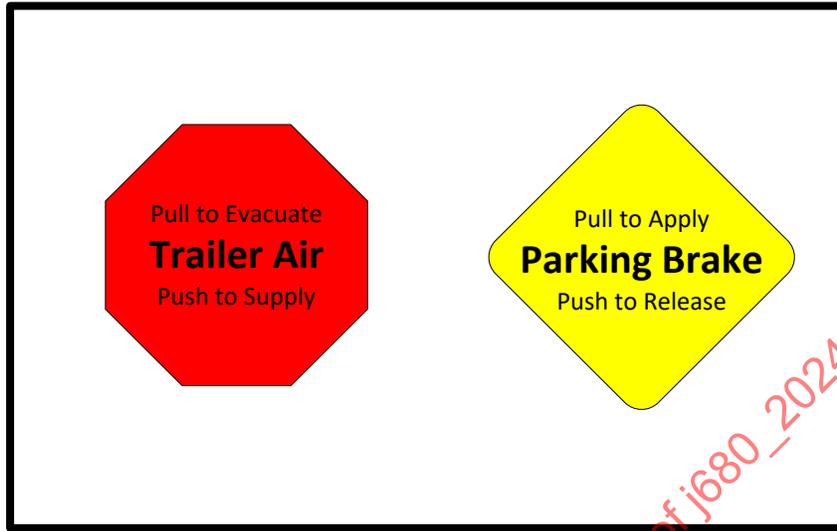
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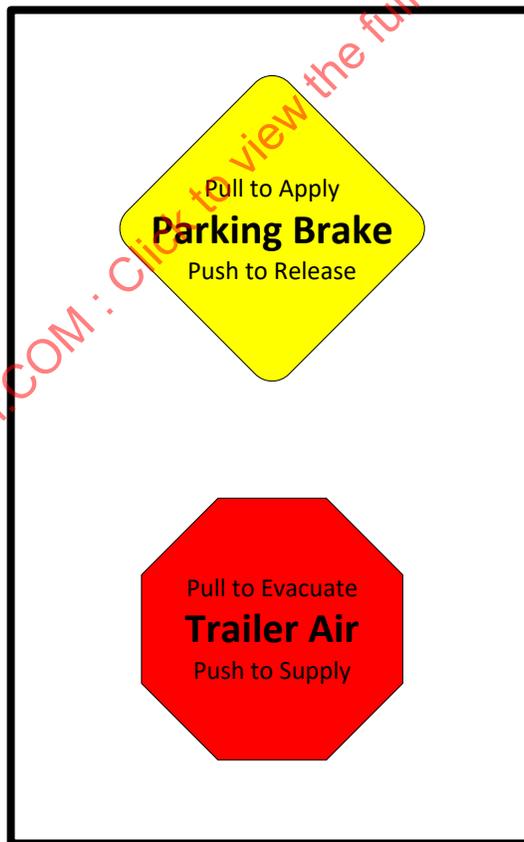
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## 3.2 Alignment

For horizontal alignment of controls follow Figure 1. For vertical alignment of controls follow Figure 2.



*Figure 1 - Horizontal alignment*



*Figure 2 - Vertical alignment*

### 3.3 Identification - Labeling, shape, direction-of-motion, and color

#### 3.3.1 Parking Brake Control

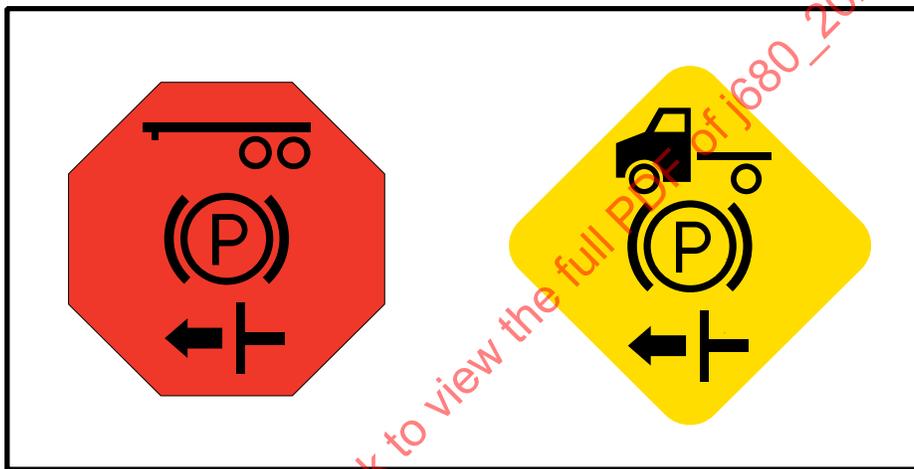
The parking brake control shall be of the push-pull type having a yellow-colored knob of a basically diamond shape configuration with no sharp corners. This control should be labeled with the words: "PARKING BRAKE. Pull to Apply; Push to Release".

#### 3.3.2 Trailer Air Control

The trailer air control shall be a push-pull type having a red colored knob of basically an octagonal shape configuration with no sharp corners. This control should be labeled with the words: "TRAILER AIR. Pull to Evacuate; Push to Supply".

#### 3.3.3 Global Symbols

At the option of the manufacturer the controls may be identified with text-free symbols in accordance with Figure 3.



**Figure 3 - Text-free symbols**

### 3.4 Operation

Pulling the Parking Brake control will set the truck parking brake. If there is a trailer attached, it will also set the trailer brakes by evacuating the trailer air supply line.

Pushing the Parking Brake control will release the truck parking brake.

Pulling the Trailer Air control will evacuate the pressure from the trailer air brake system and set the trailer parking brakes.

Pushing the Trailer Air control will provide pressure to trailer air brake system and release the trailer parking brakes.

## 4. TRAILER BRAKE HAND CONTROL

The trailer brake hand control (when used) shall be located in its traditional position adjacent to the steering wheel and shall be capable of being operated with the driver's right hand. Physical attachment to either the steering column or dash assembly is at the option of the vehicle manufacturer.