

	SURFACE VEHICLE RECOMMENDED PRACTICE	SAE J702 JAN2013
		Issued 1948-09 Stabilized 2013-01
		Superseding J702 NOV2008
Brake and Electrical Connection Locations - Truck-Tractor and Truck-Trailer		

RATIONALE

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

STABILIZED NOTICE

This document has been declared "Stabilized" by the SAE Truck and Bus Brake Supply and Control Components 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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1. SCOPE

This SAE Recommended Practice establishes the recommended locations for the air brake and electrical connections for the back of a truck-tractor and the front of a truck-trailer.

2. REFERENCES

2.1 Applicable Publications

The following publications form a part of the 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.

SAE J318 Automotive Air Brake Line Couplers (Gladhands)

SAE J560 Primary and Auxiliary Seven Conductor Electrical Connector for Truck-Trailer Jumper Cable

SAE J849 Connection and Accessory Locations for Towing Multiple Trailers

2.1.2 Federal Motor Carrier Safety Administration Publication

Available from FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590, Tel: 1-800-832-5660, http://www.access.gpo.gov/nara/cfr/waisidx_07/49cfr399_07.html.

FMCSR Part 399.201, Subpart L Step, Handhold, and Deck Requirements on Commercial Motor Vehicles

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2.2 Related Publications

The following publications are provided for information purposes only and are not a required part of this document.

2.2.1 International Organization for Standardization (ISO) Publication

Available from ANSI, 25 West 43rd Street, New York, NY 10036-8002, Tel: 212-642-4900, www.ansi.org.

ISO 4009 Commercial vehicles—Location of electrical and pneumatic connections between towing vehicles and trailers

2.2.2 Technology and Maintenance Council – American Trucking Association Recommended Practice

Available from the Technology and Maintenance Council, American Trucking Associations, 950 North Glebe Road, Suite 210, Arlington, VA 22203-4181, Tel: (703) 838-1763, www.truckline.com.

RP 703B Electrical and Gladhand Connector Placement

3. TRUCK-TRACTOR BRAKE AND ELECTRICAL CONNECTIONS

3.1 Truck-Tractor Fittings

Fittings for stowing the cable and hose shall be located on the back of the cab within the area shown in Figure 1. For ergonomic reasons, connections should be located as low and as far roadside as possible.

3.2 Truck-Tractor Electrical Connections

These should be mounted between the air connectors. The electrical connector should meet the provisions contained in SAE J560. Any auxiliary electrical connections (i.e., SAE J560 Aux) should be placed just in-board from the SAE J560 connector.

3.3 Truck-Tractor Brake Connections

The brake connector should meet the provisions contained in SAE J318.

3.4 Jumper Hose and Cable Length

Care should be exercised in calculating hose and electrical jumper cable lengths to make certain that there will be sufficient length to accommodate the back of cab to nose of trailer locations shown at all degrees of trailer articulation.

3.5 High Profile Cabover Engine Truck-Tractor Brake and Electrical Connection Access

If these connections are located such that they are not accessible (as defined in FMCSR Part 399, Subpart L), then access steps, handholds, and/or deck plates should be provided in accordance with FMCSR Part 399, Subpart L, "Step, Handhold, and Deck Requirements on Commercial Motor Vehicles.

4. TRUCK-TRAILER BRAKE AND ELECTRICAL CONNECTIONS

4.1 Brake Connections

Trailer-mounted air hose couplings should be mounted on the front within the area shown in Figure 2. For ergonomic reasons, connections should be mounted as low and as far roadside as possible.

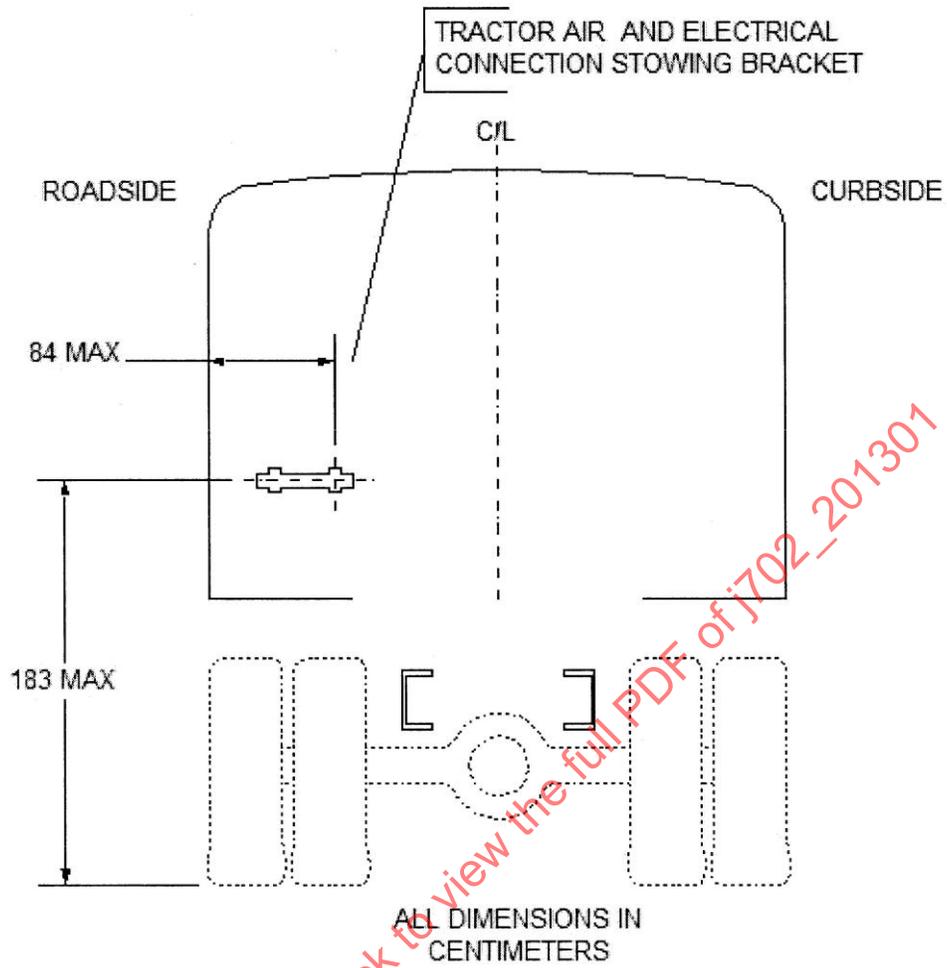


FIGURE 1 - BACK OF CAB - RECOMMENDED LOCATIONS