

CERTIFIER MODEL 912

**Service Brake Apply/Release Test
Emergency Park Set Test**



Service Brake Apply/Release Test – Emergency Park Set Test

Revision History:

Name	Date	Changes	Version #
Gene Ambacher	October 2, 2013	Initial Draft	1.0.0
Gene Ambacher	October 14, 2013	Final Draft	2.0.0

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Brake Actuation and Release Time Requirements

Vehicle Type	At the Brake Chamber		At the Control-line Glad-hands w/50 cubic in. reservoir	
	Apply	Release	Apply	Release
Trucks and Buses Not Designed to Tow Another Vehicle	0.45 sec	0.55 sec	N/A	N/A
Truck Tractors and Single Units Designed to Tow Another Vehicle	0.45 sec	0.55 sec	Not later than the fastest brake chamber or not more than 0.35 sec*	0.75 sec
Trailers Not Designed to Tow Another Vehicle	0.60 sec	1.20 sec	N/A	N/A
Trailer Converter Dollies	0.55 sec	1.10 sec	Not later than the fastest brake chamber or not more than 0.55 sec*	1.10 sec
Trailers Designed to Tow Another Vehicle	0.50 sec	1.00 sec	Not later than the fastest brake chamber or not more than 0.50 sec*	1.00 sec

*-at the option of the manufacturer

-graph generated from FMVSS/CMVSS regulations (TSD No. 121) S5.3.3 through S5.3.4

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TSD 121 S5.6.3 through S5.6.4 Emergency Application & Holding
TSD 121 S5.3.3 Brake Actuation Time
TSD 121 S5.3.4 Brake Release Time

A standard tandem should have a minimum of 2 transducers, one into the emergency chamber, and one into the service chamber furthest from the valves. All other chambers must be proven *'faster'* under engineering analysis. If a 'towing' style trailer is tested, an additional transducer should be inserted into the 50ci canister on the output control line, and a 50ci canister on the supply with no transducer.

This photo illustrates a transducer connected to both service and emergency lines ready to be tested:



****For the APPLY/RELEASE test and EMERGENCY PARK test any port on the LITE-CHECK HUB can be used.**

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Note: If a converter dolly or towing vehicle is being tested: the 50c.i. canister is connected to the control line with a sensor. The supply-line, output, glad-hand and the control line are timed just as a brake chamber.

