



SAE J1860 Valve Tags

P/N: TB603L

Brake Timing and Balance

SAE J1860's stated purpose is to *“provide a means of identifying vehicle air brake system components with performance (input-output) characteristics. This labeling intends to identify and facilitate proper in-service valve replacement.”* Per SAE J1860, not all air valves require labels (or tags) but virtually every air valve in the truck, tractor and trailer service circuit is subject to SAE J1860. The key characteristic is Nominal Crack Pressure (NCP), the input air pressure required to create output air pressure.

An example of why SAE J1860 is critical is relay valves. There are many designs and they can commonly have crack pressures varying from 2.5 PSI to 10.5 PSI which is like apples to oranges in performance. Additionally, some valves look exactly alike but have different crack pressures. Imagine a new tractor that was designed with a high NCP relay valve for the rear tandem and it was replaced in the field with a low NCP relay valve. The result could be a jack knife condition because now the rear tandem brakes would apply quicker and with more pressure than designed. So in slick conditions pulling a trailer, the rear tandem could lock up causing a jack knife. Other problems also occur when brake timing and balance are changed from the OEM specifications.

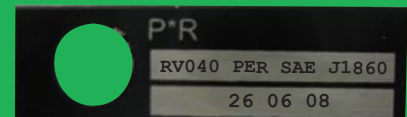
PBC has started to implement this labeling with metal tags on all applicable valves. Below is a sample showing the AV102626 relay valve.

The 4 identifiers on the tag are:

- P*R designates the plant
- RV for Relay Valve
- 040 is the Nominal Crack Pressure = 4.0 PSI
- 26-06-08 is the date code

A quick release valve would be:

- P*R – plant
- QR – Quick Release Valve
- 000 means Nominal Crack Pressure is virtually 0 PSI
- 14-07-08 for the date code



PBC wants to be sure you don't replace “apples with oranges.” So choose PBC air valves so you know the critical crack pressures to maintain your brake system's proper timing and balance.