

# REAL December 2018 Torque

Contact maintenance for any questions on 0800 80 80 69

## Trailer Park Brake Valves

The trailer park brake release valve is fitted as a part of the air system to all heavy transport trailer applications, where an air braking system is fitted. Its location is often variable but will always be on the right side of the chassis. Regardless of configuration, all trailers have them. These have somewhat

changed in recent years to a more fail-safe system that coincides with the longer, larger, and heavier world of transport we live in.

Every wheel on a trailer will either have a spring brake (emergency) or a service brake set up. These are important parts of the park/emergency brake and service brake system.

### Yard Release Valve



When the yard release valve is pressed-in, it would:

- 1 Redirect air pressure from the trailers air storage tanks through the yard release valve.
- 2 Supply a signal to the park/emergency valve.
- 3 Allow the spring brakes to disengage, releasing the brakes.

This will only work if there is no tractor attached supplying air to the tanks, and if the trailer has enough air pressure to release the brakes.

**New Type, Two Buttons – PREV Valve (Park Brake Release Emergency Valve)**



The Wabco PREV replaces the standard trailer park brake valve. It has two buttons, a black and a red. The main difference here is:

**Old style air system with the old button:**

Only had a park brake on the axles equipped with a spring brake, which would be two out of the four axles.

**PREV Valve with two buttons:**

This system parks on all axles by applying air pressure to all brake pots.

The PREV system parks on all axles by applying air pressure to all brake pots. These will stay like that until the air runs out or it is hooked back up to the truck.

If the air system runs out of air, the spring brakes would automatically come on preventing roll away.

In this case, you could test to see if there is enough stored air pressure to release, or charge the trailer enough, so you can press the red button to release the brakes.

Once hooked to a truck, you will need to pull the red button out to allow brakes to release to enable movement.




**Park Release Emergency Valve (PREV)**

**Operating Instructions**

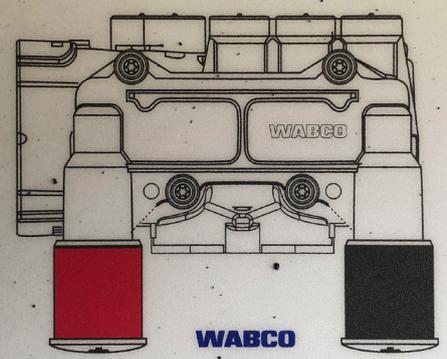


When the vehicle is parked or the handbrake on the towing vehicle is applied the service (Foot) brakes are applied on the trailer.  
If there is a service brake air leak on the trailer the spring (Emergency) brakes automatically apply.

To APPLY the spring brakes  
**PULL the RED BUTTON OUT**

To RELEASE the spring brakes  
**PUSH the RED BUTTON IN**

This button does not reset automatically. If this is left pulled out (spring brakes applied) and the truck is reconnected and the hand brake released the spring brakes will not release on the trailer until this button is pushed in manually



**WABCO  
PREV**

To RELEASE the service brakes to move the trailer when not connected to a truck  
**PUSH the BLACK BUTTON IN**

To REAPPLY the service brakes  
**PULL the BLACK BUTTON OUT**

This button resets automatically when reconnected to a truck and the park brakes are released

Applying the spring brakes while the service brakes are applied on the trailer does not cause compounding of the brakes

\*\* It is recommended that when the trailer is detached from the towing vehicle that the RED button is pulled out to apply the spring brakes

PREV/LABEL

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**Tips and Tricks**

- ▶ Only release the park brakes when safe to do so.
- ▶ Be aware that if the trailer is not on a flat surface with chocks fitted, the trailer may roll away on its own.
- ▶ If brakes don't release, check the red button is in the in position.
- ▶ Check that air is not low.

