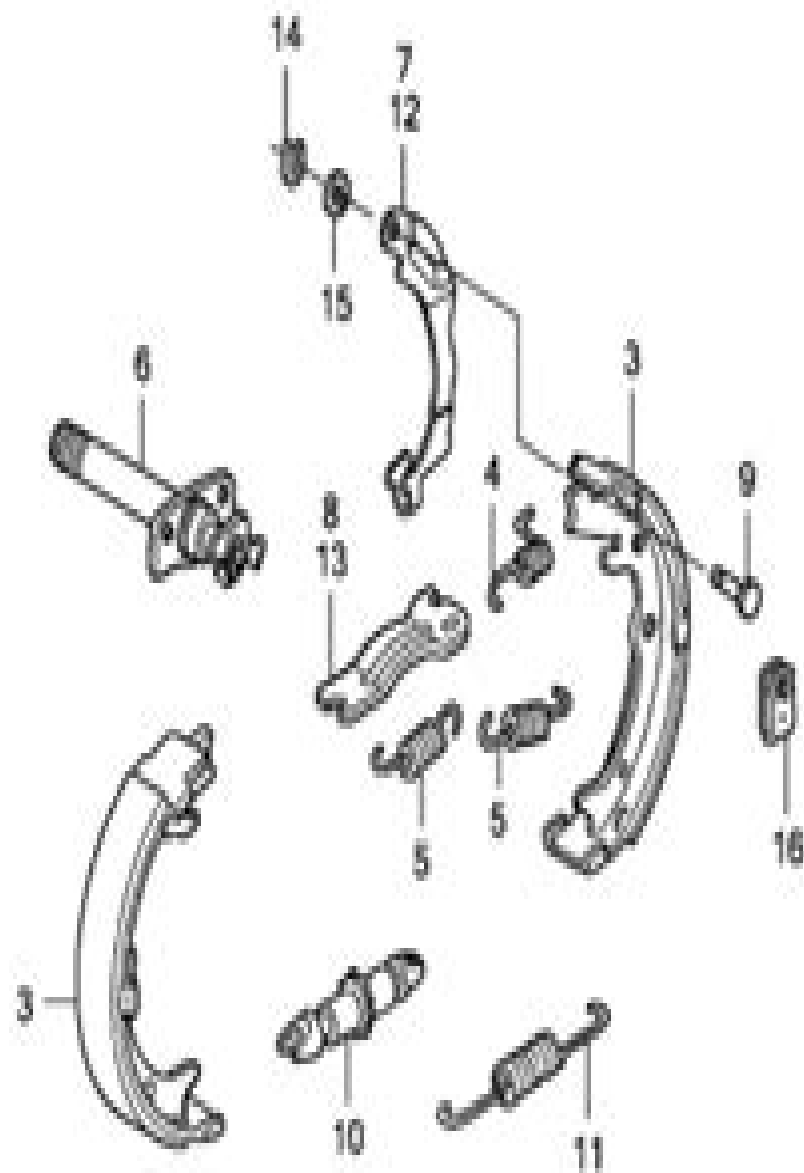
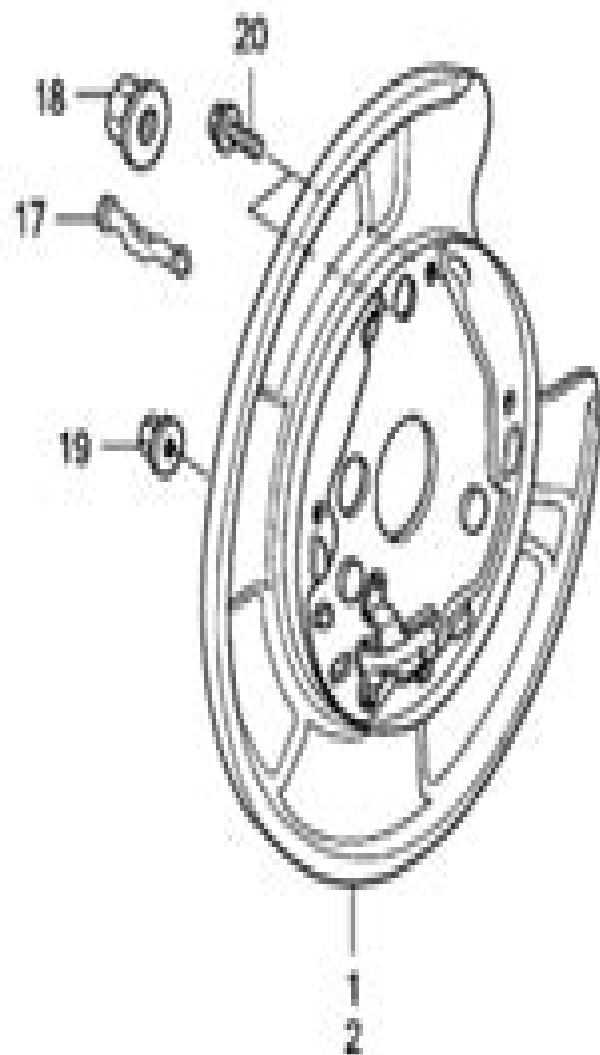




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2008 Acura TL Parking Brake Shoe Manual

Toyota Motor Sales Co., Ltd



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Standard Hydraulic and Power Brake Paul-Marsh Company, Detroit, 1959
Steering Judson Alfred Purvis, 1951 **Repair Manual Supplement**, 1963 **Auto Mechanic's Manual on Brakes and Ready Reference Brake Service Guide**
American Brake Shoe and Foundry Company, 1946 **Acura TL Service Manual 07-08** American Honda Motor Company, 2007 **Manual Brake Inspection Procedures. Volume I. Summary Report. Final Report** Thomas H. Forman, 1977 **Toyota Tiara Repair Manual Supplement** Toyota Motor Sales Co., Ltd, 1963 **Parking Brake Control Identification - Vehicles with Hydraulic Brake Systems and Automatic Transmissions** Truck and Bus Hydraulic Brake Committee, 2012

The scope and purpose of the SAE Recommended Practice is to provide standards for the control and indication of parking brakes in hydraulic braked vehicles over 4540 kg 10 000 lb GVWR This recommended practice pertains to automatic transmission applications and supplements the SAE J915 recommended practice This recommended practice does not address parking brake system performance Parking brake system performance both static and dynamic conditions is the responsibility of the OEM vehicle manufacturer or manufacturers that modify the vehicle by adding special vocational required equipment such as but not limited to outriggers cranes etc There are several parking brake indication and control philosophies for hydraulic braked vehicles with a GVWR greater than 4540 kg 10 000 lb For future vehicle and parking brake system designs this recommended practice is intended to be a guide for consideration The implementation of this new recommended practice will reduce operator confusion and promote standardization in all hydraulic braked vehicles This recommended practice is intended to supplement the SAE J915 Automatic Transmissions Manual Control Sequence recommended practice as it relates to the various parking brake indication options Major vehicle manufacturers were surveyed and current practices were identified to assist in the development of this document Where necessary or possible all current practices were included in this document to allow for alternative methods to provide the specific functions The task force recognized that both the P and PB indication options existed in current vehicle applications The team evaluated the benefits and risks of both approaches and the following is a summary of the results In conclusion it was decided to recommend the PB indication as the standard method PB gives indication to the driver that the parking mechanism is a friction based product that wears and can yield over time is different from a park pawl in that it can sometimes be released independently by other manual means may not be acceptable in Canada French language and ISO complications P minimizes confusion for driver why should he or she care how vehicle is held in park as long as it is Besides the indication recommendations a transmission parking pawl and a mechanical friction parking brake should not be actuated with the same or single actuation device or method Besides the operator not knowing which parking brake function is actually holding the vehicle there can be binding and brake release sequence issues with having a single parking actuation function

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