Overview

The optional air brakes system on the Blue Bird All American utilizes Meritor cam-operated drum brakes, with captive spring brake chambers on the rear axle providing parking brake and safety backup functions. A gear driven Wabco, Bendix or Midland air compressors mounted on the engine operates whenever the engine is running. A governor monitors system air pressure and switches the compressor between load and unload modes to maintain a normal operating pressure range within the storage tanks.

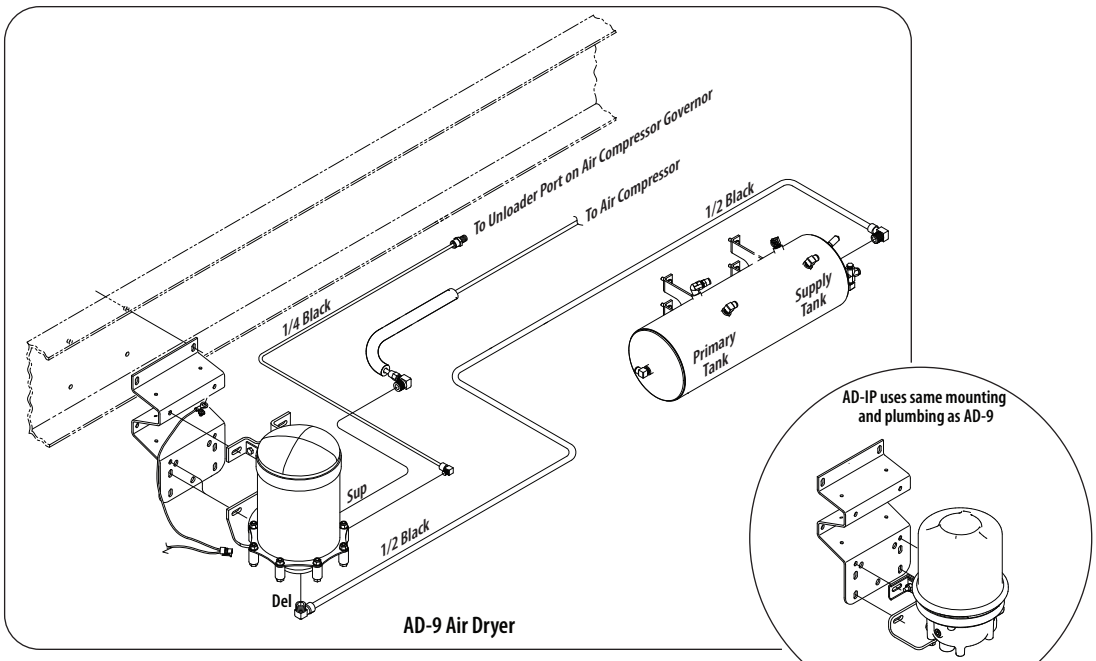
As air is compressed, moisture vapor tends to condense inside the storage tanks. The tanks are equipped with drain valves to allow removal of this built-up moisture. Some buses are equipped with an air dryer to assist collection and expulsion of the excess moisture. Air from the compressor passes through the air dryer before passing into the storage tank. The storage tanks are mounted under the bus, inboard the frame rails, and on buses equipped with an air dryer, the dryer is mounted inboard of the frame rails.

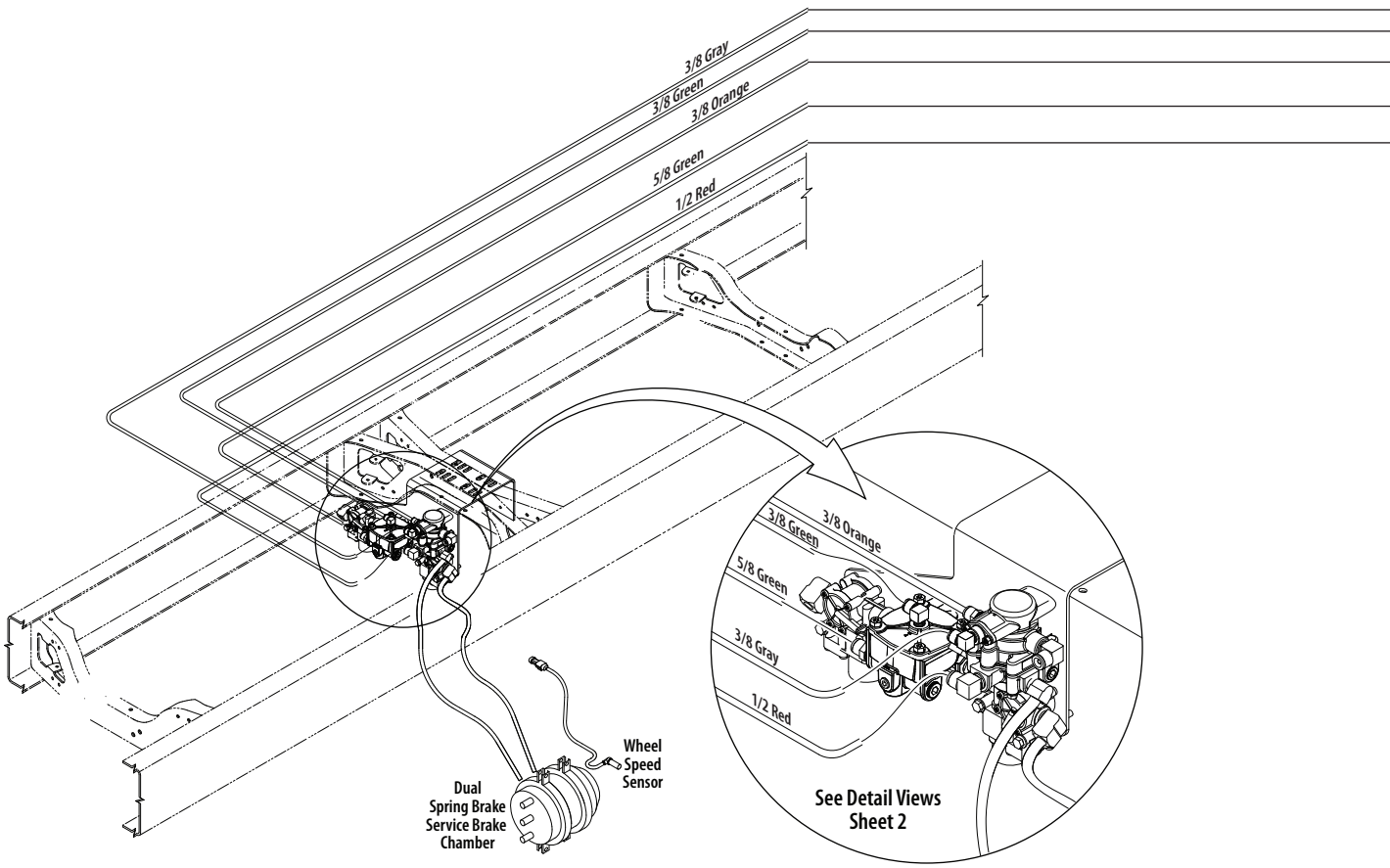
The system is divided into two separate circuits; one for rear brakes (primary) and one for front (secondary). The brake treadle valve mounted on the floor of the driver's area, and receives pressure from both the primary and secondary tanks. The treadle valve directly controls the pressure and volume of air delivered to the front brakes. However, for the rear brakes, the treadle valve provides a signal only, which actuates a relay valve mounted to the frame crossmember just forward of the rear axle. The relay valve receives the pressure and volume of air needed to operate the rear brakes directly from the primary tank, and controls that supply in response to the signals it receives from the treadle valve.

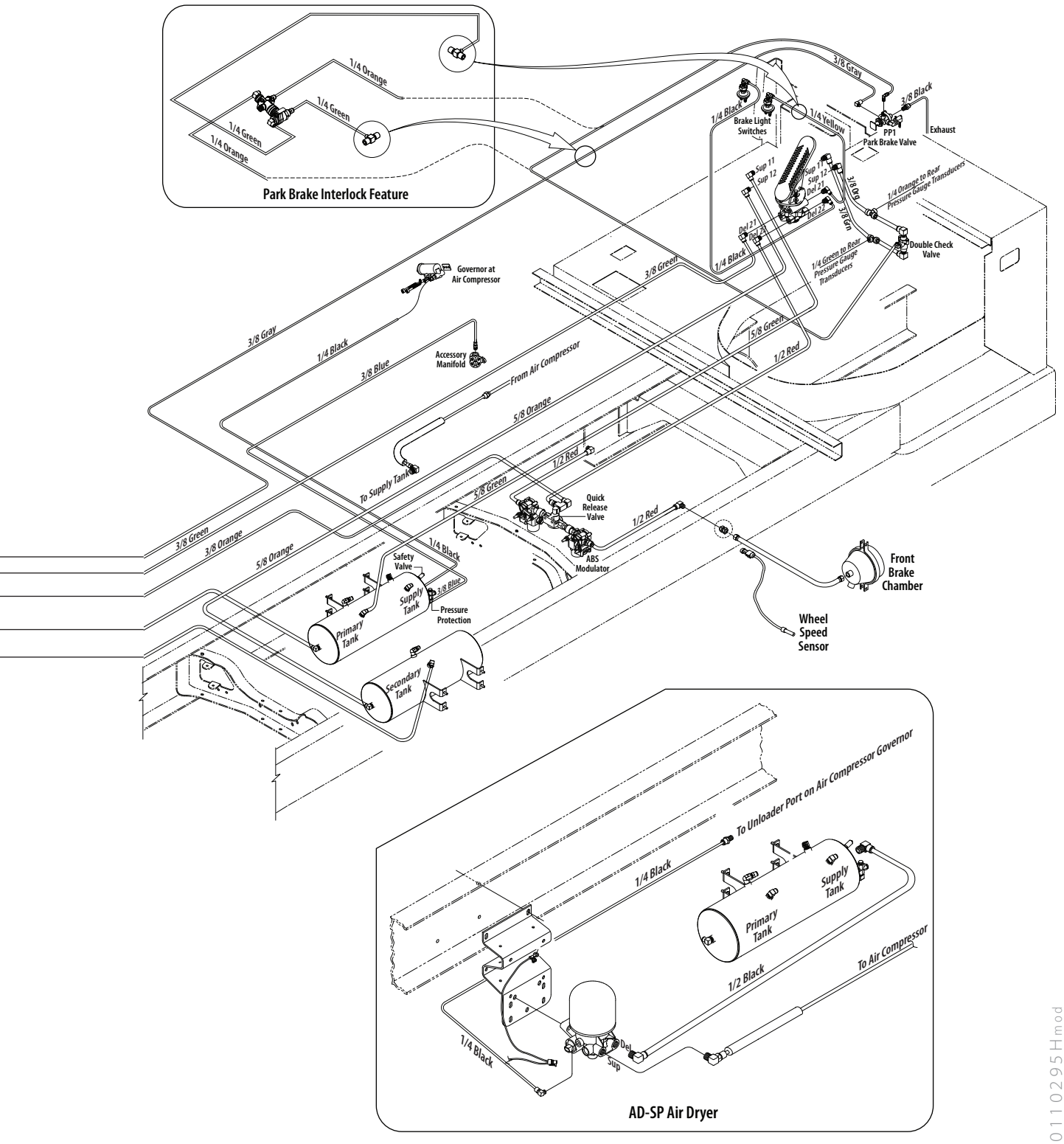
At each wheel, air pressure is delivered to a closed brake chamber, which encases a diaphragm. The increased pressure behind the diaphragm results in an increased mechanical advantage to move a pushrod, which rotates the shaft of an S-cam situated between the ends of two brake shoes. As the S-cam rotates, it spreads the brake shoes, pushing their friction linings against the inner wall of the drum converting the kinetic energy of the bus into heat to slow or stop the wheel.

Over time, as the friction linings of the brake shoes wear, the push rods of the brake chambers must travel farther in order to actuate the brakes. To compensate for this normal wear of the brake shoes, the push rod of each brake chamber is connected to the S-cam by way of a slack adjuster; a ratcheting mechanism which incrementally and automatically takes up the linkage slack as the brake shoes wear.

An important concept in air brake systems is the matter of releasing air pressure in order to release the brake. Generally speaking, when brakes are applied, a valve is opened to allow air pressure to activate a brake chamber. However, simply closing the valve thereafter does not release the brakes, because the air pressure that activated them is still present in the chambers. A means must be provided to quickly release the captive pressure when the driver releases the brake pedal. On the secondary (front brake) circuit of the All American, this is accomplished by a quick release valve, mounted on a crossmember rearward of the front axel. Air goes to the quick release valve, which serves to tee the air pressure toward the left and right front brake chambers. On the rear, the relay valve performs the quick release function.


To Unloader Port on Air Compressor Governor
To Air Compressor
1/2 Black
1/4 Black
Supply Tank
Primary Tank
Sup
1/2 Black
Del
AD-9 Air Dryer
AD-IP uses same mounting and plumbing as AD-9
AD-IP Air Dryer

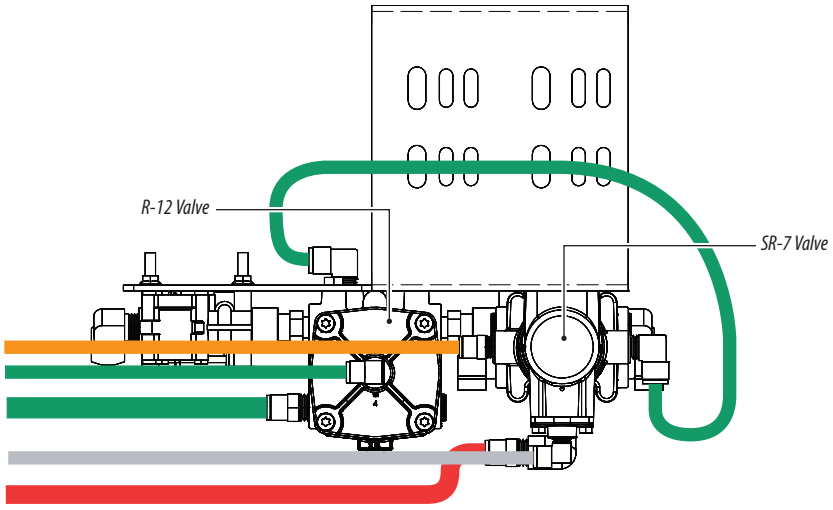

3/8 Gray
3/8 Green
3/8 Orange
5/8 Green
1/2 Red
Wheel Speed Sensor
Dual Spring Brake Service Brake Chamber
3/8 Orange
3/8 Green
5/8 Green
3/8 Gray
1/2 Red
See Detail Views Sheet 2



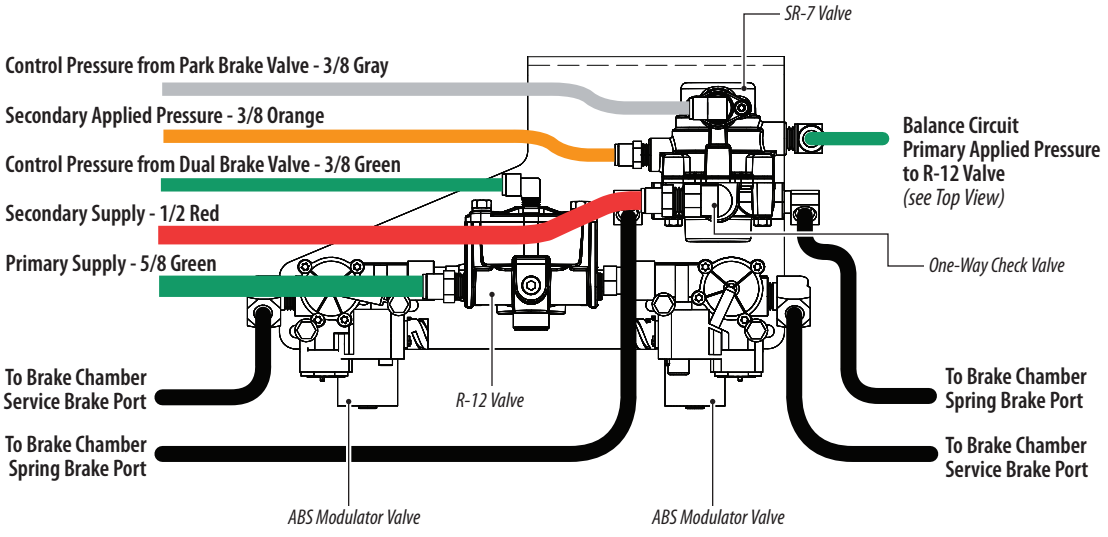
Sheet 1

See FE, SR-7 Detail, Brake Interlock and Traction Control Features on Sheet 2

Air Brakes, Forward Engine



Top View

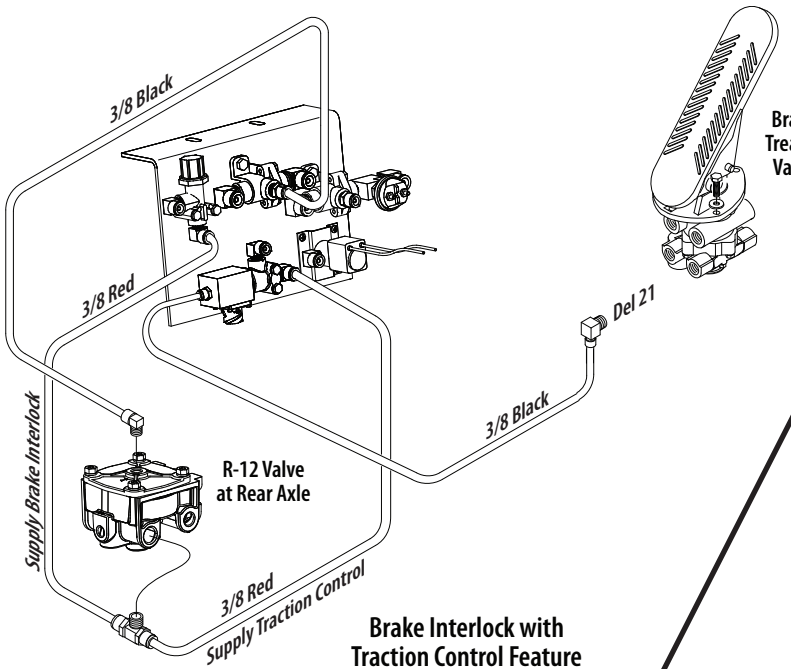


FE, SR-7 Detail, Rear View

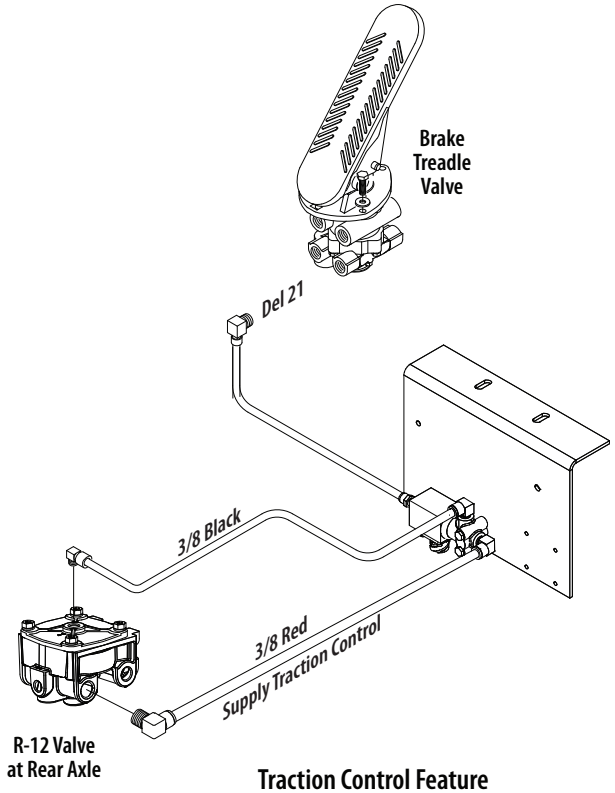
0110295Hmod

Sheet 2

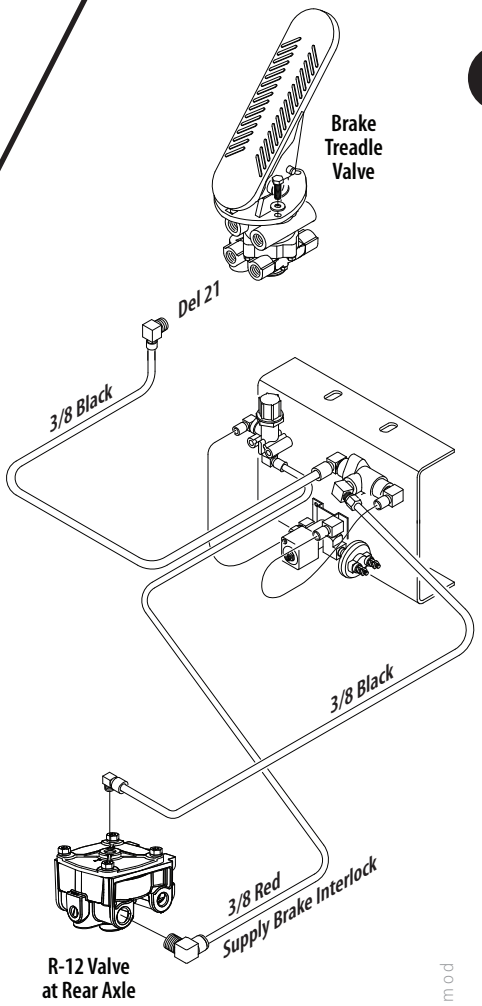
See Air Brakes, Forward Engine on Sheet 1



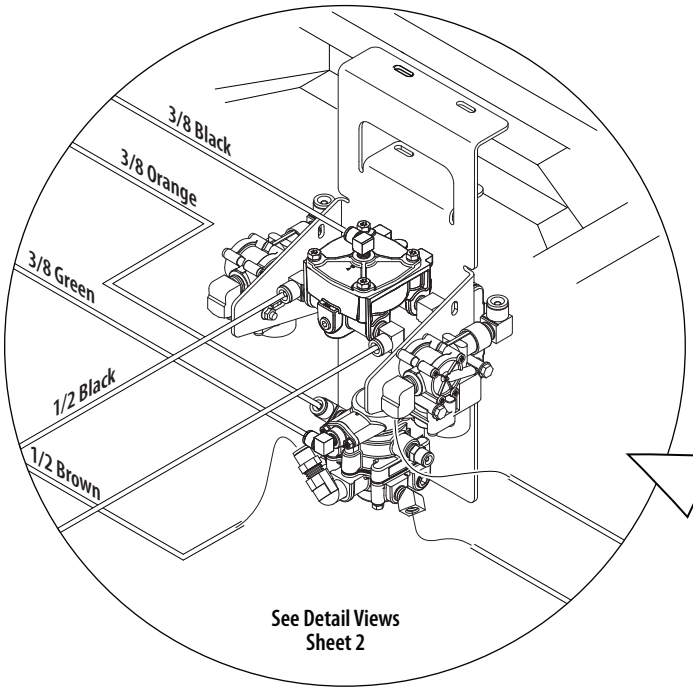
Brake Interlock with Traction Control Feature



Traction Control Feature



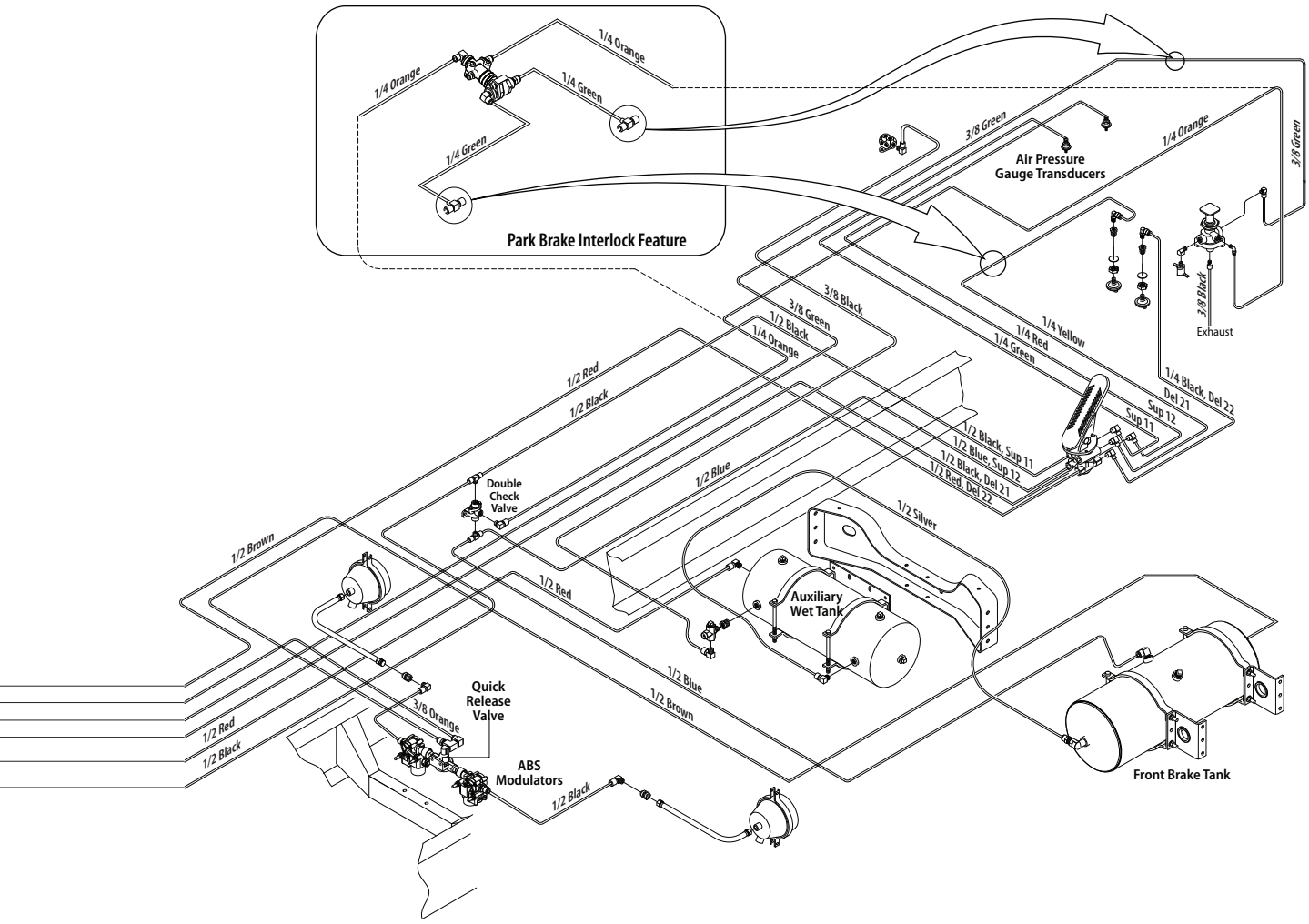
Brake Interlock Feature



See Detail Views
Sheet 2

With Automatic Traction Control, this line will route to the Auxiliary Wet Tank

1/2 Brown
1/2 Red
1/2 Black
3/8 Black
3/8 Orange
1/2 Brown
3/8 Green
1/2 Black
1/4 Black
1/2 Red
Wet Tank
Rear Brake Tank
5/8 Copper Tubing
Air Discharge
Governor at Air Compressor
Dual Spring Brake Service Brake Chambers

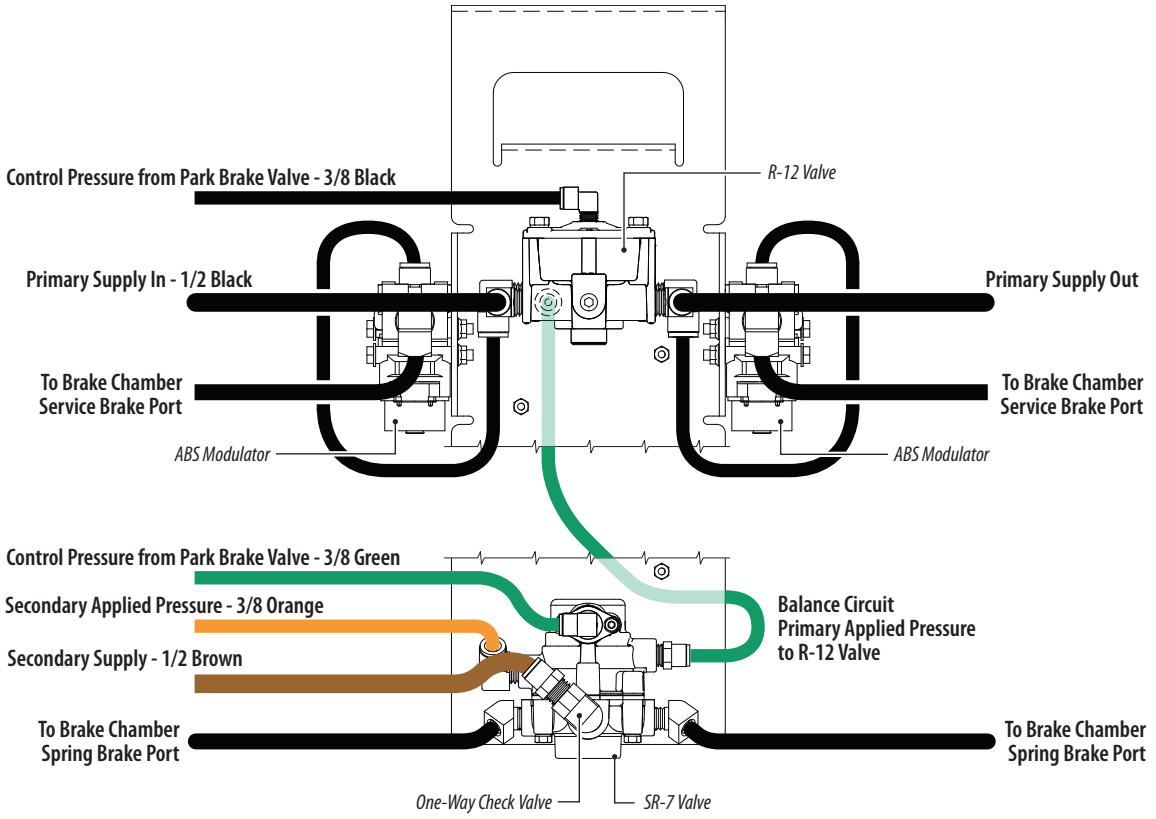


0117711A

Sheet 1

See RE, SR-7 Detail, on Sheet 2

Air Brakes, Rear Engine

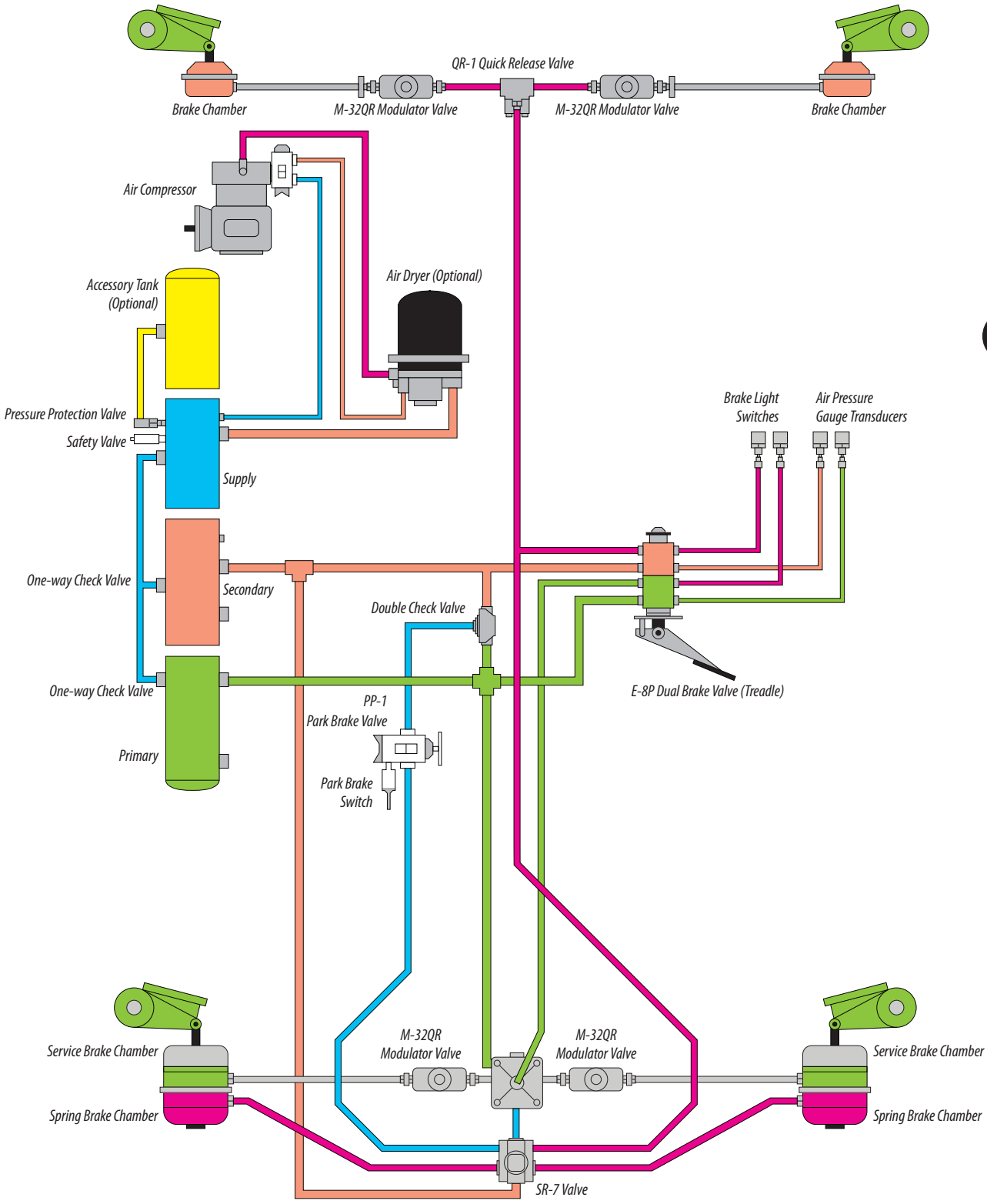


RE, SR-7 Detail, Rear View

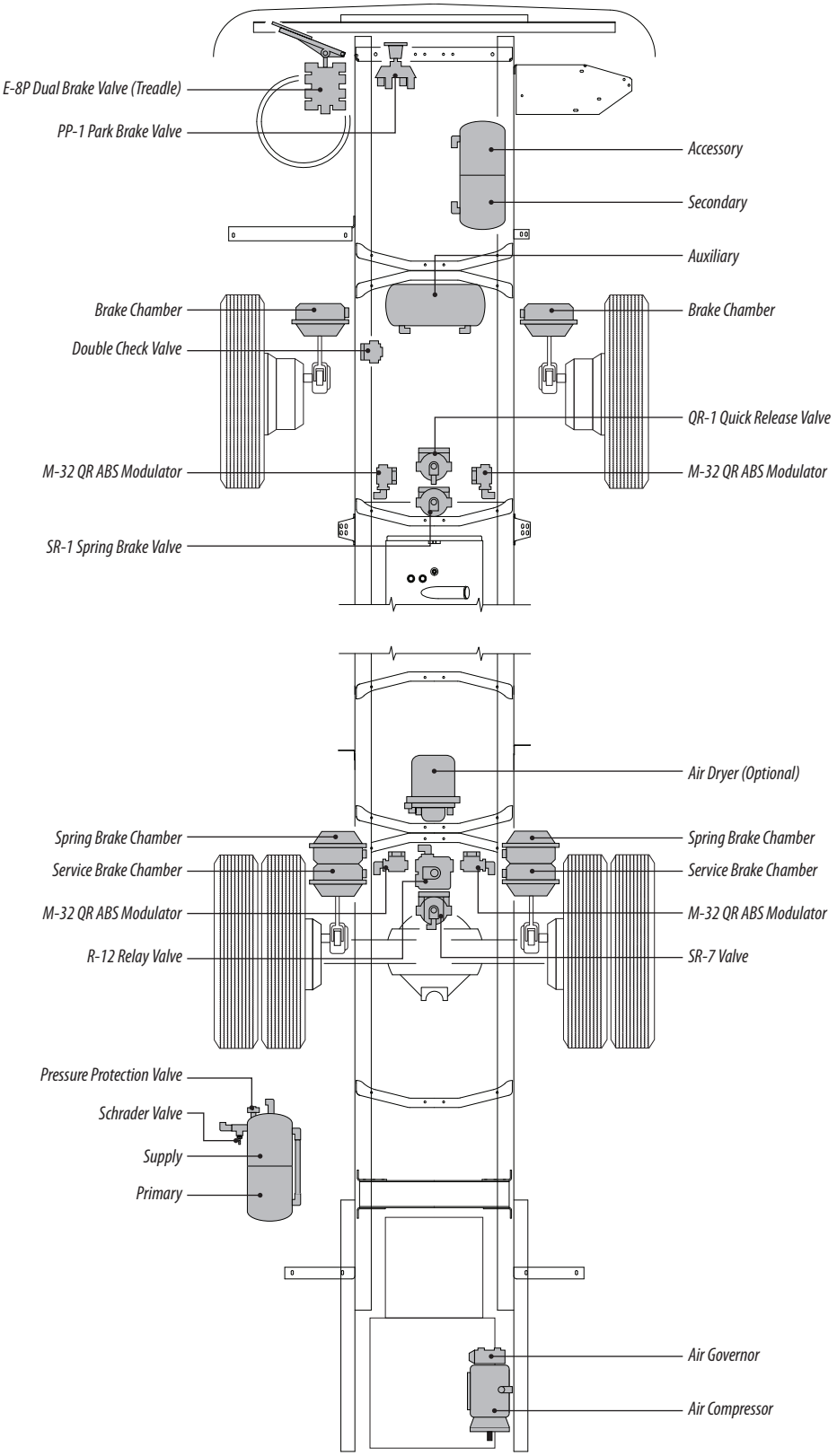
0117711A

Sheet 2

See Air Brakes, RE, w/SR-7 Valve on Sheet 1



Air Brakes, Schematic



Air Brakes, Rear Engine

Before reaching the brake chambers at the front wheels, each of the two output lines from the QR-1 connect to an ABS modulator valve mounted on the inboard side of the frame rails near the wheel. For the rear brakes, left and right modulator valves are mounted directly to the two output ports of the relay valve. Thus, there are four ABS modulator units, one for each wheel. Lines from the modulators then proceed to the chambers.

The modulator valves incorporate quick release valves of their own, which can aid in exhausting pressure from the brake chambers. But their primary function is to independently modulate braking pressure to each wheel in order to minimize wheel lock during braking.

The modulators receive electric signals from the ABS Electronic Control Unit (ECU) mounted on a crossmember forward of the rear axle. The ECU is a computer which monitors electric signals it receives from wheel speed sensors mounted at each wheel, and uses this information to determine when excessive wheel slip or wheel lock up (and, therefore, loss of traction) is about to occur. When the ECU makes such a determination, it signals the ABS modulator(s) for the affected wheel(s) to adjust the air pressure being applied to the wheel(s), using high frequency pulses. This helps maintain maximum traction by optimizing wheel slip between the tire and the road and minimizing wheel lock up.

Parking brake and emergency brake function is provided by the rear axle brake chambers (MGM Type 30). Unlike the front chambers (MGM Type 20L), each rear chamber incorporates two mechanisms by which to extend their pushrods; one powered by air pressure during normal driving as described above (service brakes) and the other powered by a heavy duty spring enclosed in the brake chamber (spring brakes). The spring brakes provide rear braking in the case of primary brake system failure, and also perform as normal parking brakes. Whenever system air pressure is within normal operating range and the parking brake control valve is pushed in, air pressure compresses the rear brake chamber springs, preventing them from actuating the rear brakes (the springs are "caged"). The park brake control valve receives it's supply from a double check valve and the double check valve is supplied by the primary and secondary air tanks. If primary or secondary pressure is absent, the double check valve will direct the remaining system pressure to the park brake control valve thus the park brakes will remain caged. In the case of primary brake system failure, the spring brake valve dumps the pressure which cages the springs brakes in proportion to the amount of pressure the driver applies to the brake pedal.This condition is referred to as "spring brake modulation." A warning buzzer and light are activated in the driver's area.

When the driver pulls the dash-mounted Park Brake control valve (Bendix PP-1), the delivery port in the PP1 valve is open to the exhaust port fully dumping the air caging the spring brakes, thereby causing them to apply and serve as parking brakes. Sufficient prssure must be available from the PP1 valve to cauge the spring brakes. This prevents the parking brakes from being released until system pressure is adequate for normal service brake operation.

Appendixes In This Chapter

Appendix 1. AD-9 Air Dryer. This Bendix Service Data Sheet describes in detail the function of the AD-9 Air Dryer, covers inspection and maintenance, and includes a troubleshooting chart.

Appendix 2. EC-60 ABS Controller Module. This Bendix Service Data Sheet describes in detail the EC-60, including blink code diagnostics and troubleshooting charts.

Appendix 3. Meritor Slack Adjusters. Meritor Maintenance Manual 4B describes function, inspection, maintenance and adjustment of Meritor Automatic Slack Adjusters.

Appendix 4. Meritor Cam Brakes. Meritor Maintenance Manual 4 describes function, inspection, and maintenance of the cam brake assemblies.

On TechReference CD

The TechReference CD includes Bendix Service Data Sheets on the valves listed below. These documents provide detailed descriptions of the functioning of the valves, inspection proceedures, and troubleshooting. Note that Blue Bird does not recommend rebuilding of damaged air brake system valves.

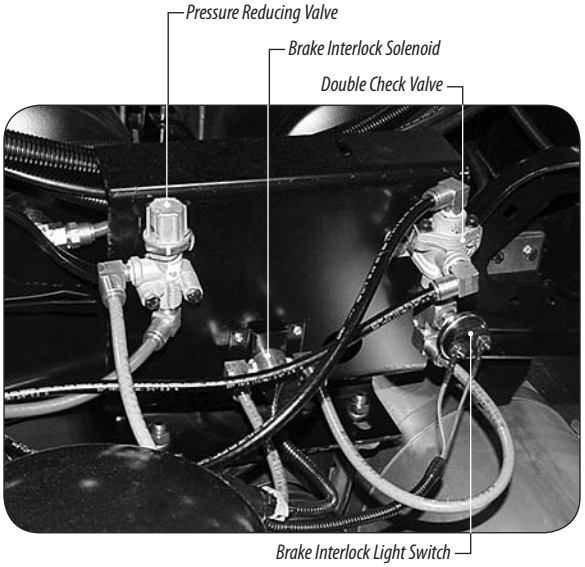
- **E-8P Dual Brake Valve.**
- **R-12 Relay Valve.**
- **QR-1 Quick Release Valve**
- **M-32QR Antilock Modulator Valve**
- **WS-24 Wheel Speed Sensor**
- **PP1 Park Brake Valve**
- **AD -IP Air Dryer**
- **Haldex Slack Adjuster**

Brake Interlock

As a safety feature, All Americans equipped with wheelchair lift doors incorporate an interlock system designed to automatically apply the rear service brakes and limit engine RPM to idle when the lift door is open. The main components of the interlock system include a pressure regulator valve, a double check valve and an air operated solenoid valve. The valves are mounted as one unite between the frame rails and between the front and rear axle.

The pressure regulator valve, supplied by the rear service brake tank, provides approximately 40 psi of air pressure to the normally-closed solenoid valve.

The solenoid valve's coil is electrically connected through a speed sensing switch to a switch located at the lift door. With the door in the open position a signal from the door switch will activate the normally-closed solenoid valve. The valve will open providing a signal pressure to the rear service brake R-12 relay valve thus applying the rear service brakes. The brakes will be applied as long as the left door is open.



Maintenance Overview

Wear and service life of brake system components varies according to the operating conditions of the vehicle. Regular inspections and attentiveness to any unusual pedal feel (abruptness or sponginess), or sounds (for example, unusual air releases) is especially important. Air brake system maintenance includes items in all these categories:

- Daily tasks such as purging the air tanks to remove moisture and in cold climates, inspecting the system purge valves for freezing.
- Regularly scheduled inspection of brake chamber push rod travel and automatic slack adjuster operation according to intervals in the Scheduled Maintenance section.
- Routine maintenance of consumables such as replacement of Air Dryer desiccant and/or filters. Service life will vary according to operating conditions.
- Replacement or renewal of normal wear parts such as brake shoes and rotors.
- Careful inspection of all air lines and fittings, checking for cracked, abraded, kinked, loose, or otherwise damaged lines.
- Inspection of components for proper operation. Blue Bird does not recommend disassembly or rebuilding of air brake valves and other components. When a component is found defective, replace it with a new or remanufactured unit.

WARNING ***Never attempt to disassemble a brake chambers, even when it contains no compressed air. The spring brake chambers enclose very powerful coil springs held under high mechanical compression. Any attempt to disassemble the brake chamber can result in injury or death.***

When working on the air brake system, always follow these precautions in addition to those in the Warnings and Cautions section:

- Park the vehicle on a level surface, stop the engine, and chock the wheels securely. Remember, during servicing, the brakes will not be available to prevent the bus from rolling.
- If wheel end components are to be serviced which require wheel removal, support the bus by proper jack stands under the frame rails. Do not rely upon a jack to support the bus during servicing.
- Fully drain all air tanks .before removing any air lines, fittings, or components. Never remove an air line which is under pressure. Never remove a component or plug unless you are certain all system pressure has been depleted.
- Disconnect the negative battery terminal. Some air brake system components have electrical connections.
- Never exceed recommended pressures and always wear safety glasses.
- Never re-use air lines, fittings, or connections which appear to be marginal, faulty, insecure, or leaking. When in doubt, replace the line and fitting.

Air Compressor

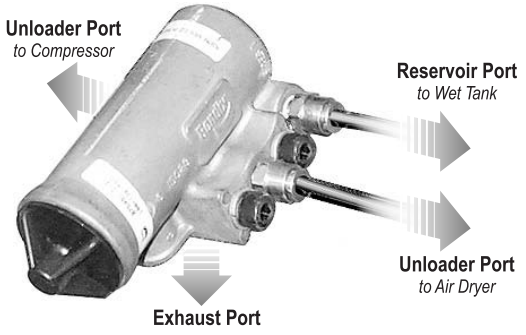
The Blue Bird All American's air compressor is a gear driven unit with turbocharged intake, and is mounted to the left side of the engine. Depending on engine application the air system will be equipped with a Wabco compressor with a Cummins engine, a Bendix compressor with a Caterpillar engine and a Midland compressor with a John Deere engine.

Being directly gear driven by the engine, the air compressor turns continually while the engine is running. But the actual compression of air is cycled on (load mode) or off (unload mode) by an unloading mechanism in the compressor. This maintains a normal operating range of pressure within the system. The pressures at which the compressor switches between load and unload modes are set by the governor, mounted on the compressor or remote mounted close to the compressor with air lines connecting the governor to the compressor.

Servicing

As an integral part of the engine package, the compressor is installed by the engine manufacturd. For additional general information on the air compressor, refer to the engine manufactures manual supplied with your vehicle.

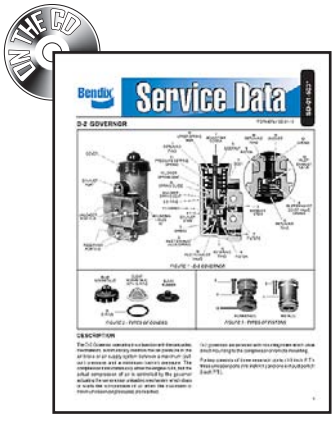
Air Compressor Governor (D-2)



The Bendix D-2 air compressor governor operates in conjunction with the unloading mechanism of the compressor to automatically keep the air pressure in the system between 100 and 120 psi.

The governor's porting includes a reservoir port, which connects to the wet tank; unloader ports which connect to the compressor's unloader mechanism and to the air dryer's control port; and an exhaust port which opens to the atmosphere.

Air pressure from the All American supply tank enters the D-2's reservoir ports and acts upon a piston in opposition to a pressure setting spring. When the pressure from the tanks is sufficient to overcome the tension of the spring, an inlet/exhaust valve integrated in the piston closes the exhaust and opens the inlet passage. Air pressure can then pass around the inlet valve, through the piston and out the unloader port to activate the unloader mechanism of the compressor. This unload pressure also travels to the air dryer to open the purge valve, allowing the air dryer to expel accumulated moisture and contaminates.



Bendix D-2 Governor

Bendix Publication SD-01-503

When the system reservoir pressure drops to the level insufficient to overcome the pressure setting spring, the spring moves the piston to close the inlet valve and open the exhaust. This allows air in the unloader line to escape back through the piston and out the exhaust port. The compressor goes into load mode and begins compressing air to raise the system pressure in the supply tank.

On the All American, the governor is set to maintain system pressure between 100 and 120 psi. When the system pressure drops to 100 psi, the governor de-activates the compressor's unloader mechanism. When system pressure rises to 120 psi, the governor activates the compressor's unloader mechanism.

Servicing

Bendix recommends performing operating and leakage tests on the D-2 governor every 6 months, 50,000 miles, or 1800 hours; whichever comes first. Instructions for leak and operating tests are provided in Air Brakes Appendix 1.

Troubleshooting

Conditions that may indicate problems with the D-2 governor include:

- Over pressure of the system. The compressor fails to go into unload mode when system pressure reaches 120 psi.
- Under pressure of the system. The compressor fails to go into load mode when system pressure drops to 100 psi.

Adjustment

The activation pressure of the D-2 governor is adjustable by means of an adjustment screw under the plastic cap in the end of the governor body. Note that adjustment affects both the cut-in and cut-out pressures. The pressure difference or range between cut-in and cut-out will remain constant and is not adjustable. Before deciding to adjust the governor pressure setting, be sure to check the system cut-in and cut-out pressures with an accurate test gauge. To adjust the D-2 governor:

1. Unscrew the top cover from the governor, exposing the adjusting screw. The adjusting screw is slotted on its outer end.

2. Loosen the adjusting screw locknut.

3. To raise the pressure setting, turn the adjusting screw counter-clockwise. To lower the pressure setting, turn the adjusting screw clockwise. Be careful not to overadjust. Each quarter turn of the adjusting screw raises or lowers the pressure setting approximately 4 psi.

4. When proper adjustment is obtained, tighten the adjusting screw locknut and replace the cover.

Removal

Some governors may be remote mounted with varying removal procedures. The D-2 governor is fastened to the compressor body by two Allen-head bolts, one on each side of the rear side unloader port. To remove:

1. Block and securely hold vehicle by means other than air brakes.

2. Drain the air brake system by opening the purge valve at the bottom of the air tank.

3. Disconnect the air tank line from the reservoir port.

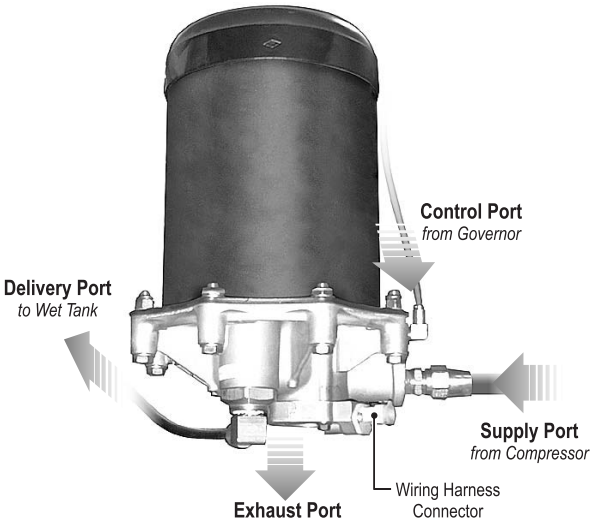
4. Disconnect from the unloader port the line which leads to the air dryer.

5. Remove the two Allen head bolts and carefully remove the governor, taking care not to damage the rubber gasket.

Installation

Reverse the removal steps. If the gasket was damaged during removal, replace it with a new gasket. Torque the mounting bolts to 18–20 ft. lbs. (24.4–27.1 Nm).

Air Dryer (Optional)



Your All American may be equipped with one of two Bendix air dryer models; the AD-SP integral purge dryer or the AD-9. The two dryers are similar in function. The main difference is that the AD-SP contains a desiccant cartridge which can be changed without removing the dryer assembly.

The air dryer operates in two modes, depending on whether the compressor is in load mode (compressing air) or unload mode (not compressing).

When the compressor is in load mode, the air dryer operates in its charge cycle. Air from the compressor enters the supply port of the air dryer. In the body of the air dryer, the air changes direction several times, reducing its temperature and causing contaminates to collect in the dryer's internal sump. The air continues its flow into a cartridge containing two filtering stages. The first stage is an oil separator, which removes water in liquid form as well as oil and solid contaminates. The second stage is a desiccant drying bed. Water vapor contained in the air flowing through the desiccant column is attracted to and condenses upon the surfaces of the desiccant particles.

Dry air exits the air dryer through a check valve and proceeds to the wet tank reservoir, ready for use by the system.

When system pressure reaches the cutout setting of the governor, the governor pressurizes its unloader ports, which signals the compressor to switch to unload mode (stop compressing) and signals the air dryer to switch to its purge cycle. Control pressure from the governor enters the air dryer's control port, causing a purge valve to open the air dryer's exhaust port and an initial audible burst of air is heard as moisture, oil, and contaminates are expelled. The purge valve remains open (after the audible burst) as long as the control pressure from the governor is present. A check valve in the delivery port prevents pressurized air from the supply tank from backing up into the dryer, but the air still inside the dryer reverses direction, flows back through the desiccant column, serving to remove most of the water adhering to the desiccant. Thus, the purge process effectively reactivates the desiccant. Generally 15–30 seconds are required for the entire purge volume to pass back through the desiccant drying bed. The purge valve assembly of the air dryer incorporates an electric heating element and thermostat to prevent freezing in cold climates.

Servicing & Inspection

Over time, the desiccant cartridge becomes less effective and eventually must be replaced. Actual service life is highly dependent upon operation conditions and climate. A noticeable increase of moisture in the air tanks may be an indication the desiccant may require replacement. Blue Bird recommends inspecting the air dryer every 3 months or 25,000 miles, whichever occurs first. Bendix lists three years as typical cartridge life and recommends replacement at intervals of 10,800 hours, 300,000 miles, or 36 months if conditions does not require replacement before this interval.

- Whenever purging the air tanks (see Scheduled Maintenance section), watch for unusual amounts of moisture accumulation. In climates and seasons in which ambient temperatures vary more than 30 degrees in a day, small amounts of moisture due to condensation inside the tanks should not be considered an indication that the dryer is not performing properly. Similarly, trace amounts of oil in the system may be normal and should not, in itself, be considered a reason to replace the desiccant; oil stained desiccant can function adequately, but excessive oil contamination of the desiccant would require replacement.
- In cold months, visually inspect the air dryer's exhaust port for signs of freezing, which may indicate improperly functioning heating of the purge valve.

Air Brakes appendixes 1 and 2 (Bendix publications SD-08-2412 for AD-9; and SD-08-2414 for AD-IP) contain additional helpful information on testing, cleaning, and inspection.

Removal (AD-9)

The AD-9 dryer must be removed to replace its internal desiccant cartridge.

1. Park the bus on a level surface and apply the parking brake. Stop the engine. Chock wheels to prevent movement. Disconnect the negative terminal of the battery.

2. Open the wet tank purge valve to drain the air brake system to 0 psi.

3. Disconnect the heater/thermostat electric connector from the air dryer's purge valve assembly.

4. Identify and disconnect the air lines connected to the air dryer at the delivery port (leads to wet tank), control port (leads to governor), and supply port (leads to compressor).

5. Loosen the 5/16 horizontal bolt and nut securing the upper mounting strap to the upper mounting bracket. It is not necessary to completely remove the nut and bolt. The nut is a special nut with an extended threaded shank which inserts into the mounting hole, allowing the clamp to be loosened sufficiently.

6. Remove the two 3/8" bolts mounting the air dryer body to the lower mounting bracket. Mark the locations of these two bolts on the body of the air dryer to aid in orienting the dryer correctly on re-installation.

7. Remove the air dryer by pulling the bottom flange clear of the lower mounting bracket tabs and slipping the dryer downward from inside the upper mounting clamp.

Installation

1. Slide the upper body of the dryer up into the upper mounting clamp. Position the bottom flange on top of the tabs of the lower mounting bracket. The dryer should rest on top of the bracket's mounting tabs, not fasten below them.

2. Install the two lower mounting bolts, four special washers, and two lock nuts. Tighten to 270–385 in. lbs. (30.5–43.5 Nm).

3. Tighten the upper clamp's bolt and nut to 80–120 in. lbs. (9–13.5 Nm).

4. Connect the air lines connected to the air dryer at the delivery port (leads to wet tank), control port (leads to governor), and supply port (leads to compressor).

5. Connect the heater/thermostat electric connector to the air dryer's purge valve assembly.

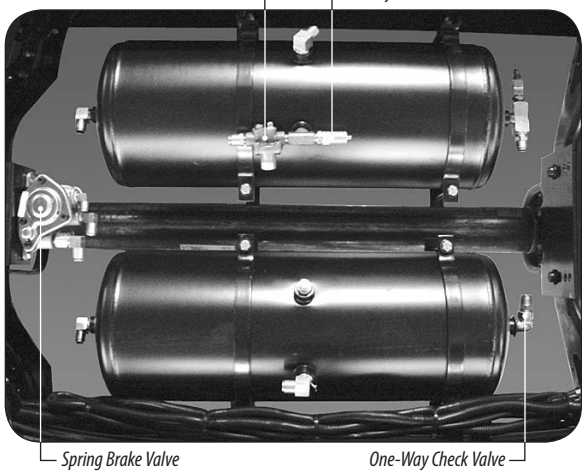
6. Before returning the Blue Bird All American to service, perform the operation and leakage tests in Appendix 1.

Air Tanks

The supply (wet tank), primary (rear brake reservoir), and secondary (front brake reservoir) air tanks are separate air supplies with separate functionality.

The supply tank receives dry air from the delivery port of the air dryer (or from the compressor, if not equipped with an air dryer) through a fitting at the front end of the tank assembly. The secondary and primary tanks receive air from the supply tank through one-way check valves (90 degree elbow/check valve with arrow indicating air flow) located on the end of the tank assembly.

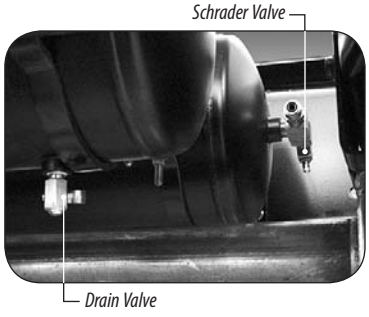
Each air tank (supply, primary, and secondary) has its own drain valve on the bottom side of the tank assembly for the purpose of manually expelling any moisture condensation that may have collected in the tanks. Optionally all drain valves can be located through an access panel located below the electrical panel on the left side of the bus.



Air Tanks (Top View)

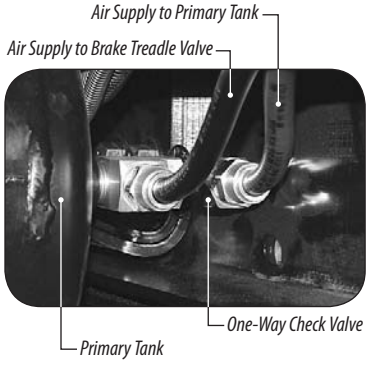
The supply tank chamber has these fittings:

- A drain valve.
- A Schrader valve allows manual pressurization of the system for service or testing purposes by using a common air hose, without having to charge the system by running the engine and compressor.
- A pressure protection valve. This valve attaches to a line which leads to a pressure connection manifold under the left side of the bus for powering air-operated accessories. On units equipped with air suspensions, the supply line for the suspension is also connected at this fitting. The pressure protection valve closes when system pressure drops to 60 psi in order to preserve air pressure to the brakes in an abnormally low pressure situation.



The secondary tank has these fittings:

- A drain valve.
- A supply line from the supply tank
- A line leading to the supply side of the treadle valve, providing service pressure for the front brakes.
- A Line leading to the double check valve



The primary tank chamber has these fittings:

- A drain valve.
- A 5/8" line leading to the supply side of the E-8P treadle valve, providing signal pressure which the treadle valves uses to activate the rear service brakes.
- A 5/8" line leading to the R-12 relay valve, providing service brake pressure for the rear brakes.
- A signal line leading to the spring brake valve
- A line leading to the double check valve

Removal

The air tank assembly is mounted to a bracket on the chassis frame. To remove the tank assembly:

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than air brakes must be used to prevent vehicle movement. Disconnect the negative terminal of the battery.

2. Open all drain valves to drain the all air tanks to 0 psi.

3. Disconnect all air lines connected to the air tank.

4. Support the air tank assembly from the bottom to prevent its dropping when the supports are removed.

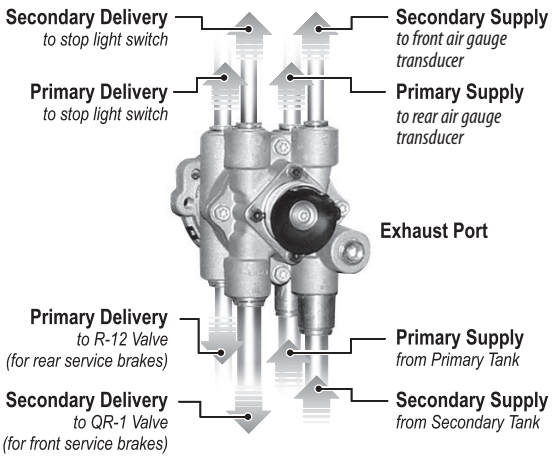
5. Remove the nuts and bolts from the supports.

Installation

Reverse the removal procedure to install the air tank assembly.

Treadle Valve (E-8P)

The E-8P dual brake valve is the unit directly acted upon when the driver presses the brake pedal, and which provides the driver a variable, graduated control for applying and releasing the brakes. The E-8P is a floor mounted control valve.



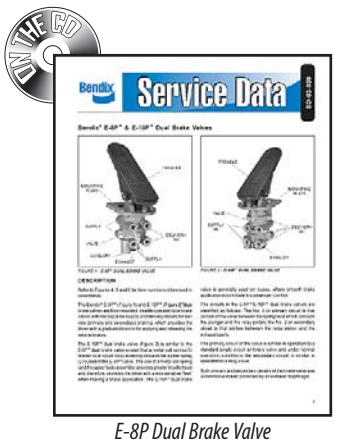
The E-8P is internally divided into two separate valves. The upper half of the valve controls the rear brakes (primary) and the lower half controls the front brakes (secondary). The upper half of the treadle has two identical primary supply ports (labeled Sup 11) and two identical delivery ports (labeled Del 21). The lower half of the valve has two secondary supply ports (labeled Sup 12) and two delivery ports (labeled Del 22).

Air pressure entering one of the two primary supply ports, provides air to operate the treadle valve and then continues on through the valve, out the other primary supply port, to provide a supply for the front air gauge. This feature of the treadle valve serves much like a tee fitting would in supplying air pressure to two different components. When the brakes are applied, air pressure exiting the treadle valve through one of the two primary delivery ports provides a signal to operate the rear brakes and air from the other primary delivery port provides a signal to the brake light switches to actuate the brake lights. The ports in the lower half of the treadle valve have similar functionality

An exhaust port, protected by a rubber diaphragm, is located on bottom of the valve and opens to the atmosphere to exhaust air from the delivery lines when the driver releases the pedal.

When the brake pedal is applied, air pressure from the primary supply tank is allowed to flow out the primary delivery port (labeled Del 21) in proportion to the distance the brake pedal is moved, to serve as a signal pressure to control the R-12V relay valve which in turn controls the delivery of pressure from the primary tank through the rear ABS modulators, and on to the rear brake chambers.

When the brake pedal is applied, air pressure form the secondary supply tank is allowed to flow out the secondary delivery port (labeled Del 22) in proportion to the distance the brake pedal is moved, through the QR-1 quick release valve, modulators valves, and on to the front brake chambers.



E-8P Dual Brake Valve

Bendix Publication SD-03-830

Inspection & Maintenance

Appendix 4 contains more information on the inner workings of the E-8P, as well as operational and leakage testing. Blue Bird does not recommend disassembling or re-building the E-8P. If testing determines the valve to be operating incorrectly, contact your Blue Bird Parts Dealer for a replacement.

Removal

The E-8P is fastened to the floor by three studs which pass through the floor and are secured with self-locking nuts To remove the E-8P valve:

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than air brakes must be used to prevent vehicle movement. Disconnect the negative terminal of the battery.

2. Open all tank drain valves to drain the air brake system to 0 psi.

3. Disconnect all 8 air lines connected to the E-8P valve.

4. Remove the three mounting nuts. Remove the E-8P valve.

Installation

Reverse the removal procedure to install the E-8P valve.

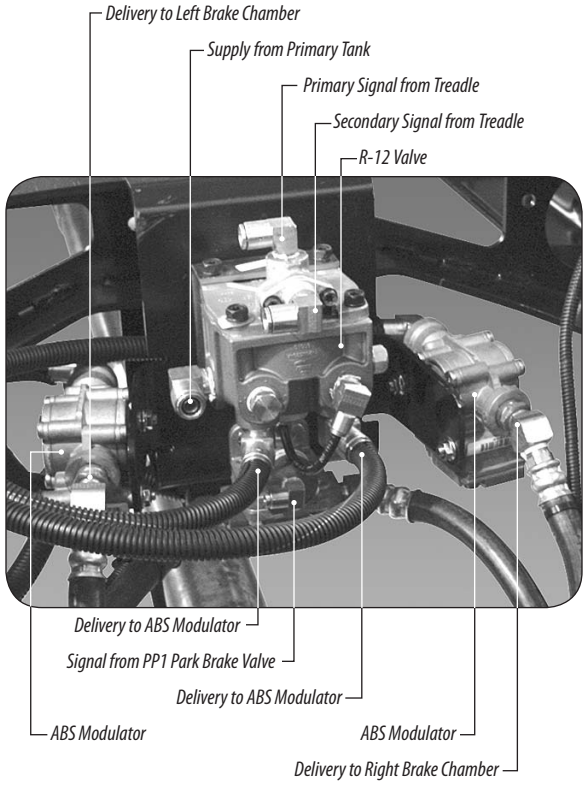
Relay Valve (R-12)

The Bendix R-12 relay valve is mounted to the rear-facing side of the double frame cross member just forward of the rear axle.

The valve operates as a remote controlled brake valve, which delivers or releases air to the rear brake chambers in response to the control air signal it receives from the E-8P treadle valve.

A port on the top of the R-12 receives the primary controlling signal air pressure from the E-8P treadle valve. A secondary signal port on the top rear of the valve receives a signal from the lower half of the treadle valve. A supply port on the side of the R-12 receives air directly from the primary air tank. Ports on each side of the R-12 connect to the ABS modulators to deliver service brake pressure to the left and right rear brakes. A balance line connects to a delivery port on the front side of the R-12 and leads to the secondary signal port of the Spring Brake Quick Release valve.

As the R-12's internal piston moves in response to control pressure from the E-8P treadle valve, it allows air from the primary tank to proportionally flow to the rear brake chambers through the ABS modulators.



When the driver releases the brakes, air in the lines between the treadle valve and the R12 valve will exhaust through the exhaust port on the bottom of the treadle valve and in turn air in the lines to the brake chambers is allowed to exhaust through the exhaust port on the bottom of the R-12.

Inspection & Maintenance

Appendix 5 contains more information on the inner workings of the R-12, as well as operational and leakage testing. Blue Bird does not recommend disassembling or rebuilding the R-12. If testing determines the valve to be operating incorrectly, contact your Blue Bird Parts Dealer for a replacement.

R-12 Relay Valve

Bendix Publication SD-03-1064

Removal

Because the two rear ABS modulator valves are mounted directly to the R-12 valve by ¾" x ½" male threaded nipples, it is necessary to remove the three units as an assembly to remove the R-12.

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than air brakes must be used to prevent vehicle movement. Disconnect the negative terminal of the battery.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Disconnect all 3 air lines connected to the R-12 valve, and the outgoing air line connected to each of the rear ABS modulators.

4. Remove the four 5/16" bolts which mount the ABS modulators to the frame mounting bracket Self locking nuts are on the inboard side of the bracket.

5. Two threaded studs mount the R-12 to the bracket. Remove the two 3/8" self locking nuts on the inboard side of the bracket. The R-12 and two rear modulators can now be removed as a unit.

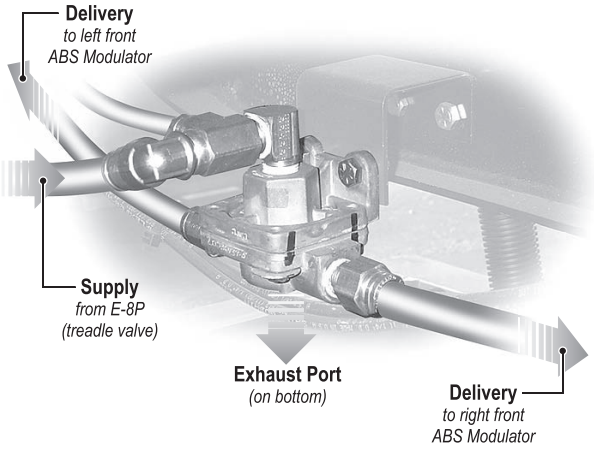
6. Disassemble the modulators from the R-12.

Installation

Reverse the removal procedure to reassemble the R-12 valve to the two ABS modulators. Use nylon pipe thread tape on all four threaded parts of the male nipples between the valve units.

Quick Release Valve (QR-1H)

The Bendix QR-1H valve is mounted on a frame crossmember behind the front axle. When the driver presses on the brake, this valve receives air pressure from the secondary delivery side of the E-8P treadle valve. The QR-1 serves as a tee, splitting the air pressure flow to the left and right front brakes.



When the brake pedal is eased or fully released, pressure is correspondingly released from the outgoing ports of the E-8P treadle valve and wil exhaust through its exhaust port. However, because of the volume of air contained in the brake chambers and the tubing distances involved, requiring release pressure to travel all the way back to the treadle valve for release would result in sluggish response when releasing brakes.

The QR-1 addresses this situation. Air pressure between the E-8P and the QR-1 is allowed to escape through the E-8P's exhaust port. This drop of pressure in the QR-1's incoming line causes it to open its exhaust port which allows the much larger volume of compressed air captive in the front brake chambers to exhaust through the QR-1H's exhaust port. The function is called "quick release" not in reference to the suddenness with which the brake pedal is released, but in reference to the quick response which results from the release valve's greater exhaust capacity and from its nearness to the brake chambers. The quick release valve performs the function of releasing pressure from the brake cylinders whether the brake pedal is release slowly or quickly.

QR-1 Quick Release Valve

Bendix Publication SD-03-901

Inspection & Maintenance

Appendix 6 contains more information on the inner workings of the QR-1 valve, as well as operational and leakage testing. Blue Bird does not recommend disassembling or rebuilding the QR-1. If testing determines the valve to be operating incorrectly, contact your Blue Bird Parts Dealer for a replacement.

Removal

The QR-1 valve is mounted by two ¼" bolts, lock washers, and nuts to a bracket on the rear facing side of the lower engine crossmember.

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than air brakes must be used to prevent vehicle movement. Disconnect the negative terminal of the battery.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Disconnect all 4 air lines connected to the QR-1 valve: the two outgoing air line connected to the front ABS modulators, the supply line coming from the treadle valve, and the supply-side signal line leading to the SR-7 valve.

4. Remove the two 1/4" bolts that mount the flange of the QR-1 to its mounting bracket. The QR-1 can now be removed.

Installation

Reverse the removal procedure to install the QR-1 valve.

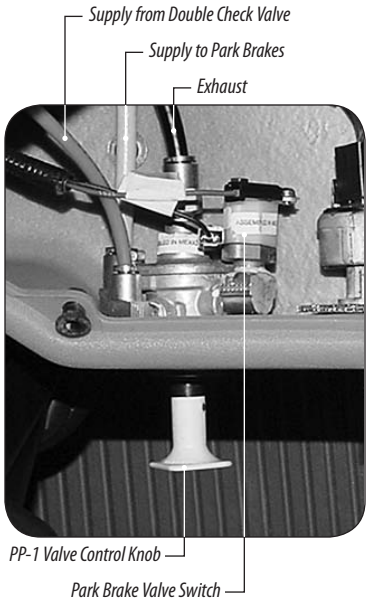
Park Brake Control Valve (PP-1)

The PP-1 is the control panel mounted valve that the driver operates when applying the parking brake.

Supply to the control valve is accomplished by a double check valve that is in turn supplied by the primary and secondary air tanks. When the PP-1 valve is pushed in to release the parking brake, a mixture of primary and secondary air pressure flows through the rear quick release valve, to the spring brake chambers, caging the spring brakes, thus allowing normal service brake operation.

When the driver pulls outward on the PP-1 knob, the intake ports closes, and the exhaust port opens, releasing the signal pressure going to the quick release valve, causing the release valve to exhaust the pressure which is caging the spring brakes, thereby activate the spring brakes as parking brakes.

The PP-1 valve is designed to automatically "pop out" if supply pressure drops below 20–30 psi. Thus, the parking brakes are automatically active whenever total system pressure is insufficient for normal service brake operation.



Inspection & Maintenance

Appendix 7 on the CD, contains more information on the inner workings of the PP-1 valve, as well as operational and leakage testing. Blue Bird does not recommend disassembling or rebuilding the PP-1. If testing determines the valve to be operating incorrectly, contact your Blue Bird Parts Dealer for a replacement.

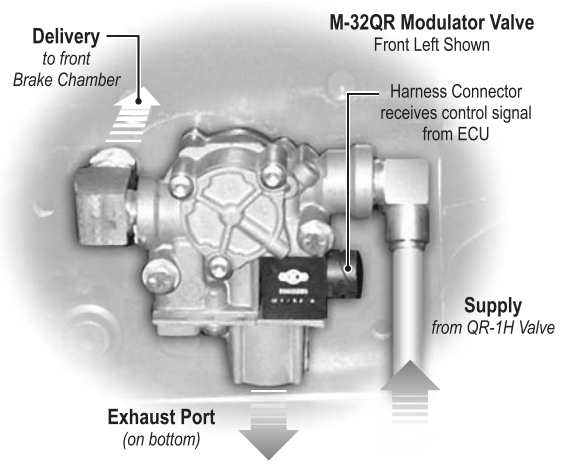
ABS Modulator Valves (M-32QR)

In air systems, a modulator valve is more effective when located a short distance from the brake chamber it controls. An All American equipped with air brakes uses four Bendix M-32QR modulator valves; one located near each wheel.

The front modulators are mounted on the inboard side of the frame rails, just over the front axle. The rear modulators are mounted on either side of the R-12 relay.

The modulators are the final valve assemblies though which air passes on its way to actuate the brake chambers.

Each M-32QR modulator has three ports: a supply port receiving air from the R-12 relay valve (rear) or QR-1 quick release valve (front); a delivery port which sends air to the brake chamber; and an exhaust port on the bottom of the modulator body. The modulator incorporates two electric solenoids, which control supply and exhaust diaphragms inside the modulator, in response to signals received from the ABS EC-60 control unit during anti-skid braking situations.



Under most normal braking conditions, the modulators are passive, simply through-passing air pressure to the chambers. Similarly, when the brake pedal is released, air moves back through the modulator as it flowed during brake application, and is exhausted at the R-12 relay or QR-1 quick release valve.

If a service brake application is made by the driver, and the ABS system detects an impending wheel lockup, the coils of the two solenoid valve in the affected wheel's modulator are independently energized or de-energized in a pre-programmed sequence by the E-60. This is similar in principle to the practice of "pumping the brakes" to prevent wheel skid; however, the ABS system is able to affect the brake application of each wheel independently, with much more accuracy and with a series of high-frequency pulses. The effect is better traction in a wide variety of braking conditions, and more controlled stops.

M-32 Antilock Modulator

Bendix Publication SD-13-4870

Inspection & Maintenance

Appendix 2 contains more information on the inner workings of the modulator valves. Blue Bird does not recommend disassembling or rebuilding the M-32QR modulators. If testing determines the valve(s) to be operating incorrectly, contact your Blue Bird Parts Dealer for a replacement.

Removal, Front

Each front modulator is mounted directly to the frame rail by two 5/16" bolts which pass through the body of the modulator and through the frame rail, and are fastened with lock washers and flange nuts on the outboard side of the frame rails.

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than air brakes must be used to prevent vehicle movement. Disconnect the negative terminal of the battery.

2. Open all air tank drain valves to drain the air brake system to 0 psi.

3. Disconnect the brake hose at this fitting on the outboard side of the frame rail.

4. Remove the two nuts on the outboard side of the frame rail which secure the modulator.

5. Pull the modulator away from the frame rail to more easily access the air lines and electrical connector.

6. Remove the supply line connected to the push-in fitting. Remove the electrical connector. The modulator can now be removed.

Installation

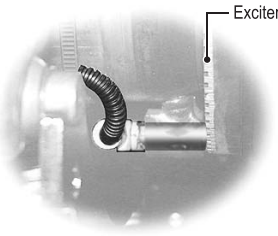
Reverse the removal procedure to install the front M-32QR modulator. Tighten the mounting bolts to 80–100 in. lbs. (9–13.5 Nm).

Removal & Installation, Rear

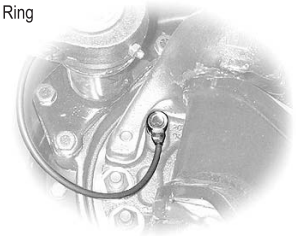
The rear M-32QR modulators are installed similar to the front modulators but mount on a frame crossemeber. See the section above on the R-12 valve for removal & installation procedure.

ABS Wheel Speed Sensors (WS-24)

The Bendix WS-24 Antilock wheel speed sensors are electro magnetic devices slip-fitted into mounting sockets on the inboard side of each wheel hub. A notched exciter ring formed with regularly spaced flats (teeth) rotates with the wheel drum in very close proximity to the sensor. As the flats pass through the sensor's magnetic field, an AC voltage is generated, the frequency of which is proportional to the speed of the turning wheel. This signal is conveyed electrically through the wiring harness to the ABS Electronic Control Unit.



ABS Wheel Speed Sensor, Rear
remove brake drum for access



ABS Wheel Speed Sensor, Front
accessible without wheel removal

Inspection

Inspect for any visible damage to the sensor, cable, connector, mounting block, and bushing. Replace any damaged components. Appendix 2 contains more information on the WS-24 wheel speed sensors. Contact your Blue Bird Parts Dealer for a replacement.

WS-24 Wheel Speed Sensors
Bendix Publication SD-13-4754

Removal, Front

A front wheel speed sensor can be removed without removing the wheel.

1. Park the bus on a level surface. Turn the steering wheel in the direction of the side of the bus on which you want to remove the sensor. Stop the engine. Apply the parking brake. Disconnect the negative terminal of the battery.

2. Unlatch and raise the hood. Locate the wheel speed sensor by following its electrical lead

3. Disconnect the sensor lead from the wire harness. Remove the cable ties securing the lead. . Take note of the locations of the ties in order to replace with new ones.

4. Gently pry the sensor out of its socket using needle nose pliers and/or bladed screwdriver. The sensor location is tight, but it can be removed with care. The sensor is not threaded, but friction fitted, so twisting slightly can help removal. Be careful not to damage the wire leads, and do not pull on the leads.

5. The spring clip may remain in the socket, or may pull out with the sensor. Remove the spring clip.

Removal, Rear

Removing a rear wheel speed sensor requires removal of the wheel and brake drum.

1. Park the bus on a level surface with parking brake off. Block the other wheels to prevent the vehicle from moving in either direction.

2. Raise the wheel to be serviced and support the vehicle with safety stands under the frame rails.

3. Remove the tire and wheel assembly.

4. Remove the brake drum.

5. Locate the ABS sensor. Disconnect its electrical leads from the chassis wiring harness and remove the cable ties securing the leads. Take note of the locations of the ties in order to replace with new ones.

6. Gently pull the sensor straight back from its mounting bore. Remove the spring clip.

Installation

Reverse the removal procedures above to install the wheel speed sensors. When inserting the sensors:

1. Install a new spring bushing into the mounting block bore, with the retaining tabs toward the inside.

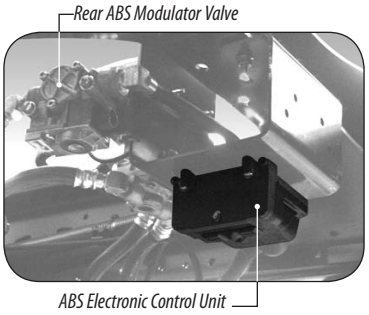
2. Gently push the sensor all the way into its mounting bore until it contacts the exciter ring. Do not strike the sensor to insert it.

3. Secure the cable leads with cable ties in the locations noted during removal. Inspect to assure that cable leads will not be abraded by contact with other components.

The friction fit of the WS-24 sensors allow them to slide back and forth under force, but retain their position when force is removed. Thus, the sensors self-adjust after being installed. When the sensor is inserted all the way into the mounting block, the hub exciter contacts the sensor, which pushes it back. Normal bearing play will "bump" the sensor away from the exciter. The combination of these two actions will establish a running clearance between the sensor and exciter.

WARNING ***It is important that the wheel bearings be adjusted correctly to ensure that the antilock function does not shut down as a result of excessive wheel endplay.***

ABS Controller (EC-60)



The ABS Controller is mounted on a frame crossmember just forward of the rear axle close to the R-12 Relay Valve and ABS Modulator Valves. The Controller is the "black box" encasing the computer circuitry, which controls the Antilock Braking System. The model used on a Blue Bird All American equipped with air brakes is the basic configuration Bendix EC-60.

The EC-60 continuously receives and monitors signals from the wheel speed sensors. It analyzes this information during braking to determine when a particular wheel is about to lock up, and thereby loose braking traction. When the EC-60 anticipates an impending wheel lock condition, it energizes the supply and/or exhaust diaphragm solenoids in the appropriate M-32QR modulator to "pulse" the brake pressure at that wheel. This maximizes traction and, in most cases, reduces braking distance. When performing ABS braking functions, the ECU also communicates via SAE J1939 serial communications link with the transmission to over-ride torque converter lock; necessary for wheel-independent ABS modulation to occur.

The EC-60 controls an ABS warning lamp on the driver's indicator light panel. On power-up, the light turns on for 2.5 seconds and then turns off. Also at start up, the EC-60 performs a modulator chuff test. With brake pressure applied, the EC-60 activates a chuff at each modulator in the following sequence: right front; left front; right rear; left rear. The chuff sequence is then repeated for a total of 8 chuffs.

Being a sealed electronic unit, the EC-60 is not repairable or rebuildable, but is re-settable; and the EC-60 is itself a diagnostic tool. When the EC-60 senses an erroneous system condition, it stores the fault code in memory, activates the appropriate warning lamp and disables all or part of the affected ABS function(s). Depressing an ABS diagnostic switch on the dash will cause the ECU to enter a diagnostic mode, revealing the stored code by blinking the ABS light on the instrument panel.

In most cases, the EC-60 will automatically reset the active fault code when the fault is corrected. However, repeated occurrences of a given fault will cause the fault code to latch. Once the fault code is latched, a manual reset is required. After repair, latched fault codes can be reset by the diagnostic switch.

For more detailed diagnostics, the EC-60 provides a J1708/J1587 link to communicate with the vehicle and various diagnostic tools via the Blue Bird All American's diagnostic link port located in the driver's area under the dash, to the left of the steering column.

More detailed information on troubleshooting and diagnosis of the EC-60 and the ABS system is contained in Appendix 2.

Removal

The EC-60 is through-bolted to the crossmember and bracket:

1. Park the bus on a level surface. Stop the engine. Apply the parking brake. Disconnect the negative terminal of the battery.

2. Remove the four screws which attach the shifter housing, and remove the housing. Disconnect the wiring harness from the EC-60.

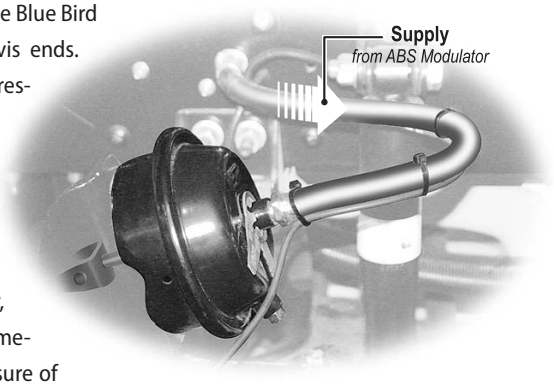
3. Remove the two mounting bolts. The EC-60 can now be removed.

Installation

Reverse the removal procedure.

Brake Chambers, Front

MGM service brake chambers are used on the front wheels of the Blue Bird All American. These are non-adjustable, with welded-on clevis ends. Each front brake chamber has one port on the top end of the pressure chamber housing. The hose connected to this fitting leads from the delivery port of the M32QR modulator mounted a short distance away inside the frame rail.



Air entering the chamber acts upon a diaphragm which is connected to a push rod, which extends from the chamber to actuate the brakes. The pressure delivered to the chamber, multiplied by the area of the diaphragm results in a significant mechanical advantage gain. Thus, for example, a supply line pressure of 30 psi results in a force of approximately 600 lbs. at the pushrod end.

Inspection

The brake chambers should be visually inspected whenever brake maintenance is scheduled, or at a minimum of every 50.000 miles (80,000 km):

- The brake rod shaft is marked by a bright orange band at its inboard end. With brakes applied, if this band is seen protruding from the brake chamber, it is an indication of excessive push rod extension. The automatic slack adjusters should be inspected for proper operation and/or the brake pads should be inspected for excessive wear.
- Check for any visible signs of cracks in the non-pressure chamber housing around mounting studs.
- Check actuator for leaks around the joint seam between the chamber halves. With brakes applied, spray leak detector solution around the seam.
- The chamber should be replaced if there are any signs of the diaphragm leaking or of compressor oil contamination reaching the diaphragm.

WARNING ***Blue Bird does not recommend disassembly or rebuilding of the brake chambers. If a chamber is found to be damaged or suspect, replace it with an identical OEM component.***

Removal

The front brake chambers are attached to the chamber bracket of the axle by two self-locking nuts with flat washers. The push rod attaches to the slack adjuster arm by two clevis pins. To remove:

1. Park the bus on a level surface. Stop the engine. Apply Parking Brake. Chock all wheels securely to prevent movement in either direction.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Disconnect the supply hose at the end connected to the modulator. (This end has a swivel connector). Then disconnect the hose at the brake chamber end.

4. Remove the two cotter pins and clevis pins, which connect the pushrod to the actuator rod and body of the slack adjuster.

WARNING ***Do not re-use clevis pin retaining clips after removing them. Always replace used clevis pin retainer clips with new ones.***

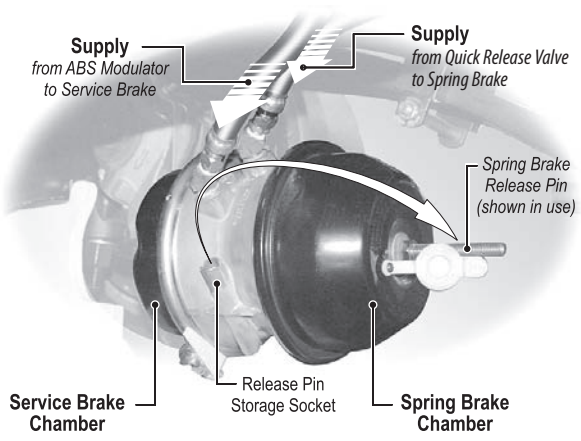
5. Remove the two self-locking nuts and flat washers which mount the brake chamber assembly to the axle bracket. The chamber can now be removed.

Installation

To reinstall the brake chamber when no other changes have been made (such as brake shoe replacement) reverse the removal procedure. Tighten the chamber mounting stud nuts to 100–115 ft. lbs. (135.5–156 Nm). Use new clevis pin retaining clips. Then check slack adjuster adjustment. (See Slack Adjusters section, below.)

Brake Chambers, Rear

MGM Type 30 brake chambers are used on the rear wheels of the Blue Bird All American. These are non-adjustable, with welded-on clevis ends. The Type 30 chamber assembly is a combination of two different kinds of brake chambers sharing a common center housing. The lower chamber, from which the pushrod protrudes, is the service brake chamber and operates similarly to the front brake chambers described above. The upper chamber is the spring brake chamber, and contains a powerful coil spring which actuates the brakes when parking brakes are applied, or while driving when primary circuit pressure is absent. Thus, the spring brakes serve two purposes: as normal parking brakes and as a mechanically actuated backup system for rear air brakes.



The service brake and spring brake chambers have separate supply ports. The service brake chamber receives air from the primary tank, as controlled by the R-12 valve and the M-32QR modulator valve. Air entering the service brake chamber acts upon a diaphragm connected to the push rod, which extends from the chamber to actuate the brakes. The pressure delivered to the chamber, multiplied by the area of the diaphragm results in a significant mechanical advantage gain.

The spring brake chamber also contains a diaphragm. However, its supply port receives pressure from the secondary air tank, as controlled by the quick release valve. Air entering the spring brake chamber is used not to extend the push rod; but to work against the tension of the coil spring. Whenever air pressure is absent (or released) from the spring brake chamber, the powerful spring tension is applied to the pushrod, actuating the brakes.

It is important to note that the spring brake does not gain mechanical advantage as does the air-powered service brake. Therefore, the captive coil spring is actually strong enough to apply the full force necessary to stop the bus. Even when expanded the full length of its chamber, the spring is still under tremendous compression.

WARNING ***Never attempt to disassemble a spring brake cylinder, even when it contains no compressed air. The spring brake cylinders enclose very powerful coil springs held under high mechanical compression. Any attempt to disassemble the brake chamber can result in injury or death.***

Under normal driving conditions, with the parking brake released and the air system fully charged, the system delivers air to the spring brake chambers, fully compressing (caging) the springs. The spring brakes are held in this disengaged position, and the service brakes perform braking functions.

Whenever the vehicle is stopped and the parking brake is applied, air is released from the spring brake chamber through the quick release valve, allowing the spring brakes to fully apply the rear brakes to stop the bus under adverse conditions.

If primary circuit pressure is abnormally low or absent, the spring brake valve varies the air being delivered to the spring brake chamber in response to the driver's operation of the brake pedal. This condition, called "spring brake modulation," allows the spring brakes to function as rear brakes while driving the bus.

If both primary and secondary system pressure fail (or if system pressure is not yet charged, as at the beginning of service), no pressure is available to cage the spring brakes. The spring brakes fully apply, preventing the vehicle from being driven until proper air brake operation is restored.

Manual Spring Brake Disengagement

Means are provided on the spring brake chambers by which to manually disengage the spring brakes so as to allow the bus to be towed for repair in an emergency situation; or to allow the rear brake components to be serviced without the air system being charged.

On each of the rear combination brake chambers, a special tool is carried in a storage socket cast into the body of the chamber. The tool consists of a release bolt with a specially formed end, a washer, and hex nut. To manually disengage the spring brakes for service:

1. Stop the engine. Chock all wheels to prevent movement in either direction. Use whatever means necessary to make absolutely certain the bus cannot roll when the spring brakes are released.

WARNING ***Do not manually disengage spring brakes if the vehicle is in an unstable roadside situation, or if the vehicle can roll when the spring brakes are released. Movement of the bus must be prevented by means other than brakes.***

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Remove the nut and washer from the end of the release bolt, and remove the tool from its storage socket.

4. Remove the rubber dust cap from the access hole in the upper end of the spring brake chamber.

5. Insert the toggle end of the release bolt into the access hole. Be sure that the formed end of the release bolt has entered the hole in the piston inside the chamber. Continue to insert the bolt until it bottoms out.

6. Turn the release bolt ¼ turn clockwise and pull outward on the bolt to lock the formed end into the piston.

7. Holding the bolt locked into the piston, install the flat washer and the release nut onto the end of the release bolt, and turn down the nut against the flat washer until finger tight.

8. Using a ¾" hand wrench (do not use an impact-type wrench), turn the release nut clockwise until the internal spring is fully caged.

9. Repeat this procedure for the spring brake chamber on the opposite side of the bus. The spring brakes are now released, having their springs compressed by the release bolts.

Inspection

The brake chambers should be visually inspected whenever brake maintenance is scheduled, or at a minimum of every 50.000 miles (80,000 km):

- The brake rod shaft is marked by a bright orange band at its inboard end. With brakes applied, if this band is seen protruding from the brake chamber, it is an indication of excessive push rod extension. The automatic slack adjusters should be inspected for proper operation and/or the brake pads should be inspected for excessive wear.
- Check for any visible signs of cracks in the non-pressure chamber housing around mounting studs.
- Check actuator for leaks around the joint seam between the chamber halves. With brakes applied, spray leak detector solution around the seam.
- The chamber should be replaced if there are any signs of the diaphragm leaking or of compressor oil contamination reaching the diaphragm.

WARNING ***Never attempt to disassemble or rebuild the rear brake chambers. If a chamber is found to be damaged or suspect, replace it with an identical OEM component.***

Removal

The rear combination brake chambers are attached to the chamber bracket of the axle by two self-locking nuts with flat washers. The push rod attaches to the slack adjuster arm by two clevis pins. To remove:

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than brakes must be used to prevent vehicle movement.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Manually disengage the spring brake being removed as described above in Manual Spring Brake Disengagement.

4. Disconnect both supply hoses from the brake chamber supply ports.

5. Remove the two cotter pins and clevis pins which connect the pushrod to the actuator rod and body of the slack adjuster.

WARNING ***Do not re-use clevis pin retaining clips after removing them. Always replace used clevis pin retainer clips with new ones.***

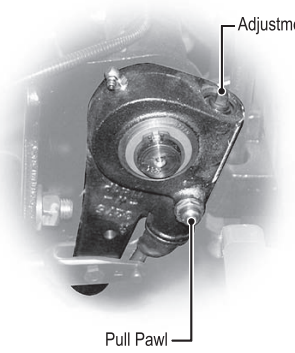
6. Remove the two self-locking nuts and flat washers which mount the brake chamber assembly to the axle bracket. The chamber can now be removed.

Installation

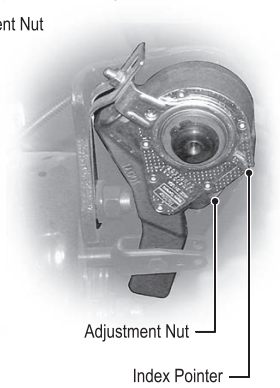
To reinstall the brake chamber when no other changes have been made (such as brake shoe replacement) reverse the removal procedure. Tighten the chamber mounting stud nuts to 100–115 ft. lbs. (135.5–156 Nm). Use new clevis pin retaining clips. Then check slack adjuster adjustment. (See Slack Adjusters section, below.)

Slack Adjusters

Meritor™ Slack Adjuster



Haldex™ Slack Adjuster
(Optional)



At each wheel, the brake actuating push rod of the air brake chamber connects to an automatic slack adjuster mechanism, which acts as a lever to turn the brake assembly's S-cam shaft.

As the friction surfaces of the brake shoes wear, they grow thinner, and the clearance between the brake shoes and drum increases. If this situation were left uncorrected, the brake chamber push rod would have to travel an ever-increasing distance in order to actuate the brakes and frequent manual adjustment would be necessary to remove this excess travel. The role of the automatic slack adjuster is to compensate for the brake shoe wear by acting as a ratcheting mechanism, much like a ratchet wrench, keeping the linkage travel within normal tolerance.

Meritor slack adjusters are standard on the Blue Bird All American. Haldex adjusters are on some units as an option. The two types perform the same function, but by somewhat different internal mechanisms.

In Meritor slack adjustors, the ratcheting function is performed by a pawl which engages the notches of a toothed adjusting sleeve which rotates as brake lining wear occurs. The spring-loaded pawl can be manually released by pulling a button on the outside of the slack adjuster body.

On Haldex adjusters, the internal ratcheting action is performed by a one-way clutch on the shaft of a worm drive gear which rotates as brake lining wear occurs.

Appendix 3 contains more detailed information on the Meritor automatic slack adjusters. The CD contains more detailed information on the Haldex automatic slack adjusters.

Haldex Slack Adjusters
Haldex Publication L30033

Adjustment

The slack adjusters on the Blue Bird All American are designed to be self-adjusting. The only times at which manual adjustment should be necessary is when initially setting the adjusters after reassembling the brakes following service procedures such as shoe replacement. If brake travel is found to be out of range, always be sure to find the root cause. Making manual adjustments of the slack adjusters is probably only affecting a symptom, and not correcting the actual cause of a problem.

Thorough instructions for making the initial slack adjuster settings after servicing the brakes are contained in the two appendixes mentioned above.

Removal of Meritor Slack Adjusters

Meritor slack adjusters are mounted on the splined shaft of the S-cam, and secured by an outer diameter circlip. The end of the actuating arm is connected to the brake chamber push rod clevis by two clevis pins and clevis pin retainer clips. To remove:

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than brakes must be used to prevent vehicle movement.

2. If the bus is equipped with air suspension, support the frame rail securely with safety stands.

3. Open all three tank bleed valves to drain the air brake system to 0 psi.

4. Manually disengage the spring brake as described above in Manual Spring Brake Disengagement.

5. Remove the two cotter pins and clevis pins that connect the pushrod to the slack adjuster.

WARNING ***Do not re-use clevis pin retaining clips after removing them. Always replace used clevis pin retainer clips with new ones.***

6. Pry the spring-loaded pawl button outward to release the ratchet mechanism of the slack adjuster. While holding the pawl outward, use a wrench to turn the adjusting hex head on the bottom of the adjuster clockwise. This will cause the slack adjuster to rotate. Turn the nut until the slack adjuster arm is clear of the pushrod clevis.

7. Use outer circlip pliers to remove the circlip securing the adjuster assembly to the S-cam shaft. Note the number and assembly order of spacing washers on either side of the adjuster as you remove the adjuster from the shaft.

Installation

Reinstall the Meritor slack adjuster by reversing the removal procedure. After installing, make the initial setting of the slack adjuster by following the instructions in Appendix 3.

Removal of Haldex Slack Adjusters

Haldex slack adjusters are mounted on the splined shaft of the S-cam, and secured by an outer diameter circlip. The end of the actuating arm is connected to the brake chamber push rod clevis by one clevis pin and a clevis pin retainer clip. The adjuster's control arm is fastened to a slotted hole in the anchor bracket. To remove:

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than brakes must be used to prevent vehicle movement.

2. If the bus is equipped with air suspension, support the frame rail securely with safety stands.

3. Open all three tank bleed valves to drain the air brake system to 0 psi.

4. Manually disengage the spring brake as described above in Manual Spring Brake Disengagement.

5. Remove the clevis pin retainer clip and clevis pin which connect the pushrod to the slack adjuster.

WARNING ***Do not re-use clevis pin retaining clips after removing them. Always replace used clevis pin retainer clips with new ones.***

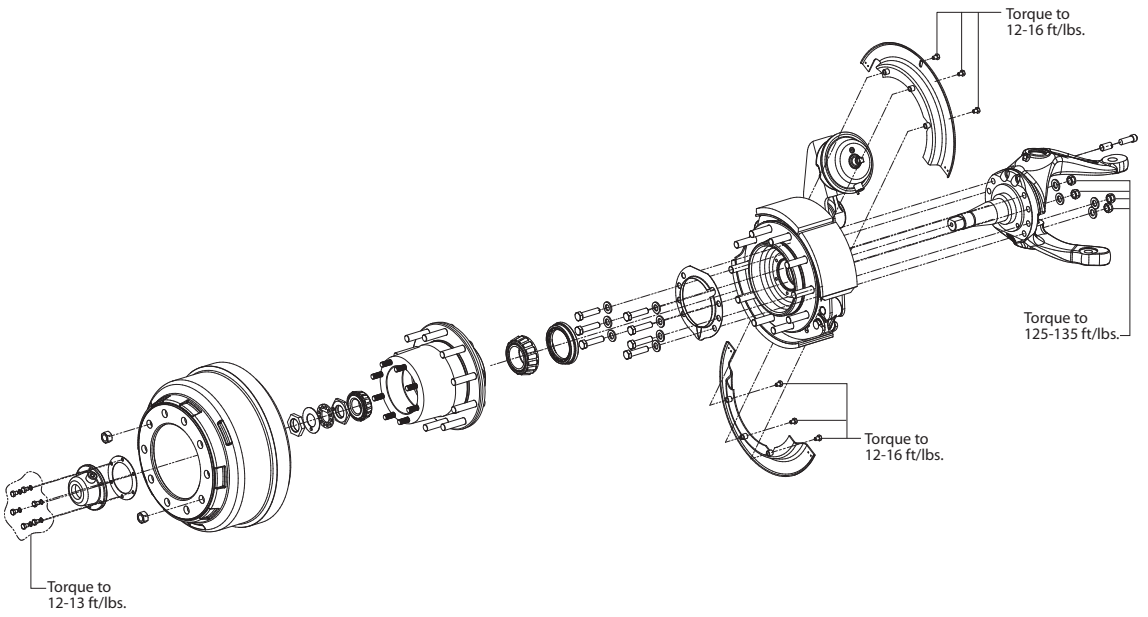
6. Use a wrench to turn the adjusting hex head on the bottom of the adjuster clockwise. This will cause the slack adjuster to rotate. Turn the nut until the slack adjuster arm is clear of the pushrod clevis.

7. Use outer circlip pliers to remove the circlip securing the adjuster assembly to the S-cam shaft. Note the number and assembly order of spacing washers on either side of the adjuster as you remove the adjuster from the shaft.

Installation

Reinstall the Haldex slack adjuster by reversing the removal procedure. After installing, make the initial setting of the slack adjuster by following the instructions found in the Air Brakes Haldex Appendix on the CD.

Air Brakes Wheel Ends, Front



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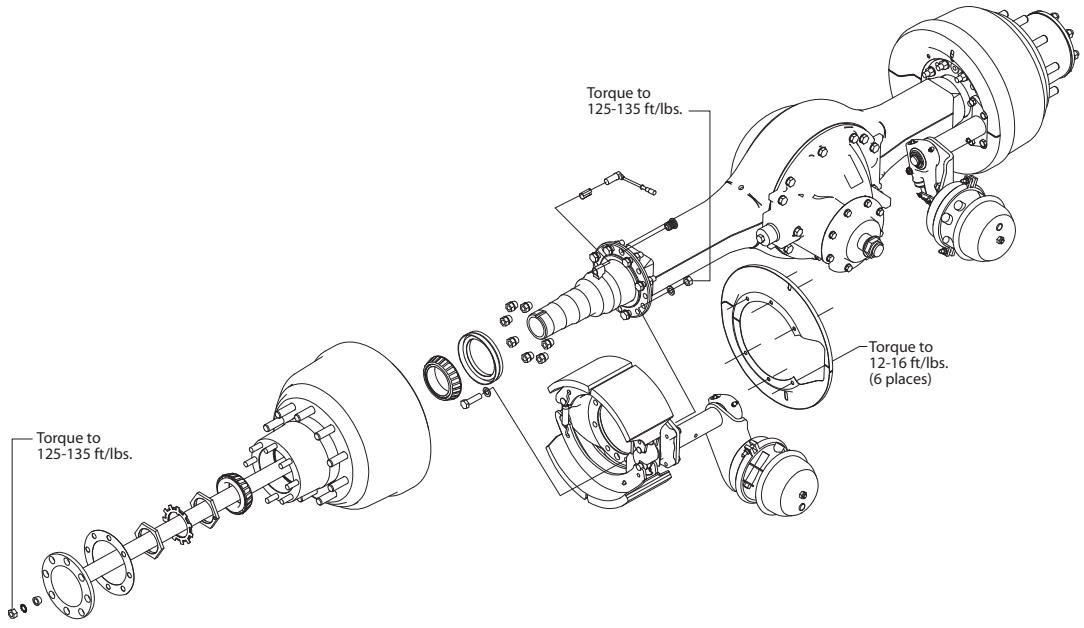
Air Brakes Wheel Ends, Rear



Brake Shoes & Drums

The Blue Bird All American uses Meritor Q-Plus model S-cam brakes and drums. The front brakes are 16.5" diameter, 5" wide models with cast spiders. Rear brakes are 16.5" diameter, 7" wide with cast spiders.

The brake shoes are mounted on individual pivots at their rear-most end, as mounted on the Blue Bird All American. Half-round notches on the pivot ends of the shoes engage the shouldered ends of individual anchor pins that pass through the casting of the spider plate. The pivoting ends of the shoes and are held in place by a heavy-duty spring connecting to both shoes.

The opposite ends of the brake shoes are supported by cam rollers, which ride in the round notches of an S-shaped cam situated between the two shoes. Wire retaining clips hold the cam rollers in the ends of the shoes, and heavy-duty springs again provide pressure to retain the shoes in their position.

When brakes are applied, the slack adjuster rotates the shaft of the S-cam. The S-shape of the cam forces the forward ends of the brake shoes to spread, pressing the shoe linings against the walls of the brake drum.

Maintenance

Brake shoe service life will vary according to operating conditions. The thickness of the brake shoe friction linings can be viewed from the inboard side of the wheel, and should be measured regularly. The brake shoes should be replaced when lining thickness is .25 in. (6.3mm) at the thinnest point. Springs, rollers, cam bushings, and anchor pins should be replaced when replacing brake shoes.

Do not re-bore brake drums. Doing so decreases the strength and heat capacity of the drum.

Appendix 14 contains detailed information on inspection, disassembly and reassembly of the Q Plus brakes used on the Blue Bird All American.

Removal, Front Drums

The same mounting stud nuts that retain the front wheel also retain the front brake drum.

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than brakes must be used to prevent vehicle movement.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Raise the bus with an appropriate jack and support it with safety stands under the frame rails.

4. Disconnect the automatic slack adjuster to allow the brake shoes to fully retract from the drum. The extra clearance will be required when reassembling with new brake shoes. Refer to the instructions above for kind of slack adjuster (Meritor or Haldex) installed.

4. Remove the wheel nuts. Remove the front wheel. The brake drum can now be removed for access to the brake shoes and other components.

Refer to Appendix 4 for instructions on disassembling, inspecting and reassembling the brake shoes and related components.

Installation, Front Drums

After reinstalling the brake components according to instructions in Air Brakes Appendix 4:

1. Install the brake drum, wheel, and wheel mounting nuts. Draw up the wheel nuts evenly, rotating the wheel a few turns to be sure to remove all free play in the mounting nuts. Then use a calibrated torque wrench to gradually tighten the wheel nuts to 450–500 ft. lbs. (610–678 Nm), working back and forth across the center of the wheel as in the pattern shown:

2. Reconnect the automatic slack adjuster using new clevis pin retainer clips. Adjust the slack adjuster according to instructions in Air Brakes Appendix 3 (for Meritor slack adjusters) or Air Brakes Haldex Appendix on the CD (for Haldex slack adjusters).

Removal, Rear Drums

The same mounting stud nuts which retain the rear wheel also retain the rear brake drum.

1. Park the bus on a level surface. Stop the engine. Chock all wheels securely to prevent movement in either direction. Means other than brakes must be used to prevent vehicle movement.

2. Open all three tank bleed valves to drain the air brake system to 0 psi.

3. Raise the bus with an appropriate jack and support it with safety stands under the frame rails.

4. Manually disengage the spring brake as described above in Manual Spring Brake Disengagement.

5. Disconnect the automatic slack adjuster to allow the brake shoes to fully retract from the drum. The extra clearance will be required when reassembling with new brake shoes. Refer to the instructions above for kind of slack adjuster (Meritor or Haldex) installed.

6. Remove the wheel nuts. Remove the rear wheels. The brake drum can now be removed for access to the brake shoes and other components.

Refer to Appendix 4 for instructions on disassembling, inspecting and reassembling the brake shoes and related components.

Installation, Rear Drums

After reinstalling the brake components according to instructions in Appendix 4:

1. Install the brake drum, wheel, and wheel mounting nuts. Draw up the wheel nuts evenly, rotating the wheel a few turns to be sure to remove all free play in the mounting nuts. Then use a calibrated torque wrench to gradually tighten the wheel nuts to 450–500 ft. lbs. (610–678 Nm), working back and forth across the center of the wheel as in the pattern shown:

2. Reconnect the automatic slack adjuster using new clevis pin retainer clips. Adjust the slack adjuster according to instructions in Air Brakes Appendix 3 (for Meritor slack adjusters) or Air Brakes Haldex Appendix on the CD (for Haldex slack adjusters).

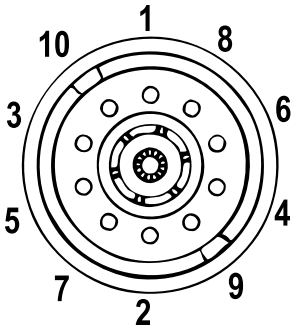
3. Remove the manual release tool from the spring brake chamber to engage the air spring. Reinstall the tool in its storage socket.

Front brake assembly

1. Clean mating surfaces of both the axle brake flange and the brake assembly.

2. If dustshields are required, install them.

3. Brake assemblies are RH & LH and must be installed on the correct side. Front brake assemblies should be positioned with brake chambers toward the front and on top of the axle and slack adjusters toward the front of the vehicle. Position oil slinger (if required) with the lip turned out and the oil basin pointng down over the axle spindles. Torque mounting hardware in an "x" or crossing sequence.



Wheel Bearing Lubrication

Wheel bearings are precision components which must be kept clean and adequately but not excessively lubricated.

1. Lay out bearings to be used on a clean area.

2. Dip clean bearings in the appropriate sae 50 gear oil until thoroughly saturated.

Inner Bearing And Seal

1. Seat smaller O.D. Of seal in recess of tool.

2. Insert centering plug of tool in bore of inner bearing. Plug insures proper alignment of seal.

3. Insert tool with bearing and seal in the vehcile center end of hub and rotor assembly.

4. Hold tool and handle firmly and strike until sound of impact changes to indicate seal has bottomed in hub seal recess.

5. After seal is bottomed in the bore recess, inspect the face of seal for dents or deformity and check the rubber lip for a smooth even surface. Check for freedom of movement by manually moving interior rubber componts of seal back and forward. A slight movement indicates damage free installation.

Hub And Rotor Assembly

1. Clean spindles before installing wheel end components.

2. Clean the threads on the spindles with a wire brush.

3. Coat the lip of the rubber seal with a thin layer of wheel bearing lubricant.

4. Carefully slide the hub and rotor assembly straight onto the spindle to prevent damage to the seal.

5. Install the outer wheel bearing. Make sure bearing is properly lubricated.

6. After the hub and bearings are assembled in place on the spindle, install the bearing adjusting nut on the spindle against the outer bearing. The nut must be installed so that the nipple faces outward toward the hubcap. Tighten finger tight.

7. Torque the bearing adjusting nut to 200 ft lb while rotating the hub to seat the bearings. Back off the adjusting nut 1/2 Turn. Re-torque nut to 50 ft lb while rotating hub back and forth. Back off nut 1/4 turn.

8. Install the pierced lock ring so that the inner tab locks into the spindle keyway and the adjusting nut nipple engages the through holes on the lock ring. Nut may be loosened slightly to install lock.

9. Install the lock washer onto the spindle so that the nipple engages one of the through holes on the lock ring.

10. Install the outer nut. Tighten to 240-260 ft lb. Rotate wheel in both directions. Wheel must rotate freely without binding.

11. Bend two opposed lock washer tabs over the outer wheel nut to lock it in position.

12. Install the axle flange gasket.

13. Install hubcap.

14. Remove plug in hub cap and fill with proper oil. Use the sight glass indicator to fill to proper level. Do not overfill!

ABS Installation

1. Firmly install the abs sensor clip in the hole supplied on the steering knuckle. The clip is designed to seat in the proper position in the hole.

2. Snap the abs sensor into the clip just installed. The clip is designed to hold the sensor at the proper distance from the tone ring on the hub.

3. Rotate hub assembly to ensure sensor is not contacting the tone ring in any area.

4. Route wire from wheel area to brake ECU. Only tie wrap cable to brake flanges, axle houses or other secure objects. Do not tie to cam shafts.

Rear Brake Assembly

1. Clean mating surfaces of both the axle brake flange and the brake assembly.

2. If dustshields are required, install them.

3. Brake assemblies are RH & LH and must be installed on the correct side. The brake assemblies should be positioned with brake chambers toward the front on the bottom of the axle and rotated such that the chamber is angled horizontal to slightly upward. Torque mounting hardware in a crossing sequence.

Wheel Bearing Lubrication

Wheel bearings are precision components which must be kept clean and adequately but not excessively lubricated.

1. Lay out bearings to be used on a clean area.

2. Dip clean bearings in the appropriate petroleum or synthetic oil until thoroughly saturated.

Inner Bearing And Seal

1. Seat the seal in the appropriate tool.

2. Insert centering plug of tool in bore of inner bearing. Plug insures proper alignment of seal.

3. Insert tool with bearing and seal in the vehcile center end of hub and rotor assembly.

4. Hold tool and handle firmly and strike until sound of impact changes to indicate seal has bottomed in hub seal recess.

5. After seal is bottomed in the bore recess, inspect the face of seal for dents or deformity and check the rubber lip for a smooth even surface. Check for freedom of movement by manually moving interior rubber componts of seal back and forward. A slight movement indicates damage free installation.

6. Install the inner wheel bearing on top of the seal.

Hub And Rotor Assembly

1. Clean spindles before installing wheel end components.

2. Clean the threads on the spindles with a wire brush.

3. Coat the lip of the rubber seal with a thin layer of wheel bearing lubricant.

4. Carefully slide the hub and rotor assembly straight onto the spindle to prevent damage to the seal.

5. Install the outer wheel bearing. Make sure bearing is properly lubricated.

6. After the hub and bearings are assembled in place on the spindle, install the bearing adjusting nut on the spindle against the outer bearing. The nut must be installed so that the nipple faces outward. Tighten finger tight.

7. Torque the bearing adjusting nut to 100 ft lb while rotating the hub to seat the bearings. Back off the adjusting nut one turn. Re-torque nut to 50 ft lb while rotating hub back and forth. Back off nut 1/3 turn.

8. Install the pierced lock ring so that the inner tab locks into the spindle keyway and the adjusting nut nipple engages the through holes on the lock ring. Nut may be loosened slightly to install lock.

9. Install the lock washer onto the spindle so that the nipple engages one of the through holes on the lock ring.

10. Install the outer nut. Tighten to 240-250 ft lb. Rotate wheel in both directions. Wheel must rotate freely without binding.

11. Bend two opposed lock washer tabs over the outer wheel nut to lock it in position.

12. Install the axle shaft gasket.

13. Install the axle shafts that came with the axle into the axle housing making sure the correct length shaft is on the correct side.

14. Install the tapered dowels, star washers and nuts. Torque to 160-185 ft lb in an "x" or crossing pattern.

15. Remove the breather from the top of the bowl and the plug from the backside of the bowl and fill with the proper oil. Add the oil throuth the breather hole until the oil level is even with the bottom of the hole on the backside of the bowl. If petroleum oil is used, reinstall the plug supplied with the axle on the backside of the bowl. If synthetic oil is used, replace with the new plug as shown. Reinstall the breather on top side of bowl making sure breather cap operates freely.

ABS Installation

1. Firmly install the abs sensor clip in the boss welded to the spindle. The clip is designed to seat in the proper position in the hole.

2. Snap the abs sensor into the clip just installed. The clip is designed to hold the sensor at the proper distance from the tone ring on the hub.

3. Rotate hub assembly to ensure sensor is not contacting the tone ring in any area.

4. Route wire from wheel area to brake ECU. Only tie wrap cable to brake flanges, axle houses or other secure objects. Do not tie to cam shafts.

Bendix

Service Data

SD-08-2412

AD-9 AIR DRYER

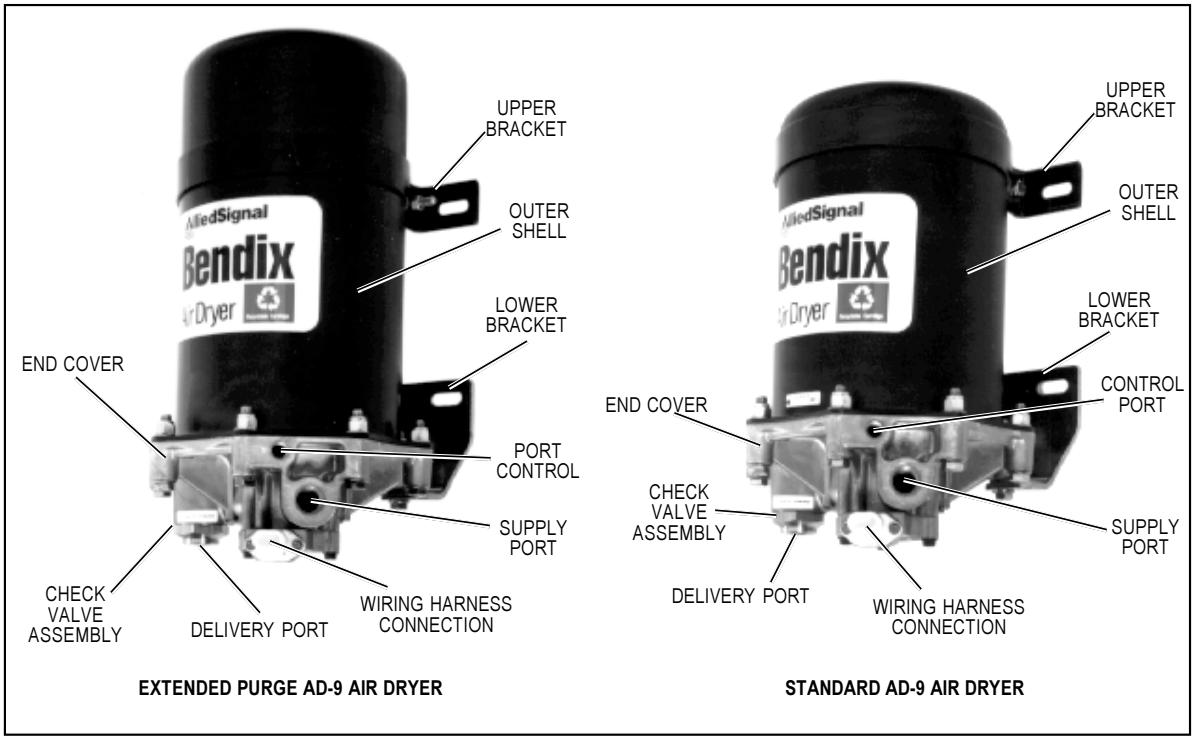


FIGURE 1 - ***AD-9 AIR DRYER MODELS***

DESCRIPTION

The function of the AD-9 **A**ir **D**ryer is to collect and remove air system contaminants in solid, liquid and vapor form before they enter the brake system. It provides clean, dry air to the components of the brake system which increases the life of the system and reduces maintenance costs. Daily manual draining of the reservoirs is eliminated.

The AD-9 Air Dryer consists of a desiccant cartridge and a die cast aluminum end cover secured to a cylindrical steel outer shell with eight cap screws and nuts. The end cover contains a check valve assembly, a safety valve, three threaded air connections and the purge valve housing assembly. The removable purge valve housing assembly incorporates a purge valve mechanism and a turbo charger cut-off feature that is designed to prevent loss of engine "turbo" boost pressure during the purge cycle of the AD-9 air dryer. For ease of serviceability, the desiccant cartridge and discharge check valve assembly are screw in type. The purge valve housing assembly, which includes the heater and thermostat assembly, and the discharge check valve assembly, is serviceable from the exterior of the air dryer, while servicing the screw-in desiccant cartridge requires removal of the air dryer assembly from the vehicle.

The AD-9 has three female pipe thread air connections and each is identified as follows:

Port I.D.	Function/Connection
CON 4	Control Port (purge valve control and turbo cut-off).
SUP 11	Supply Port (air in).
DEL 2	Delivery Port (air out).

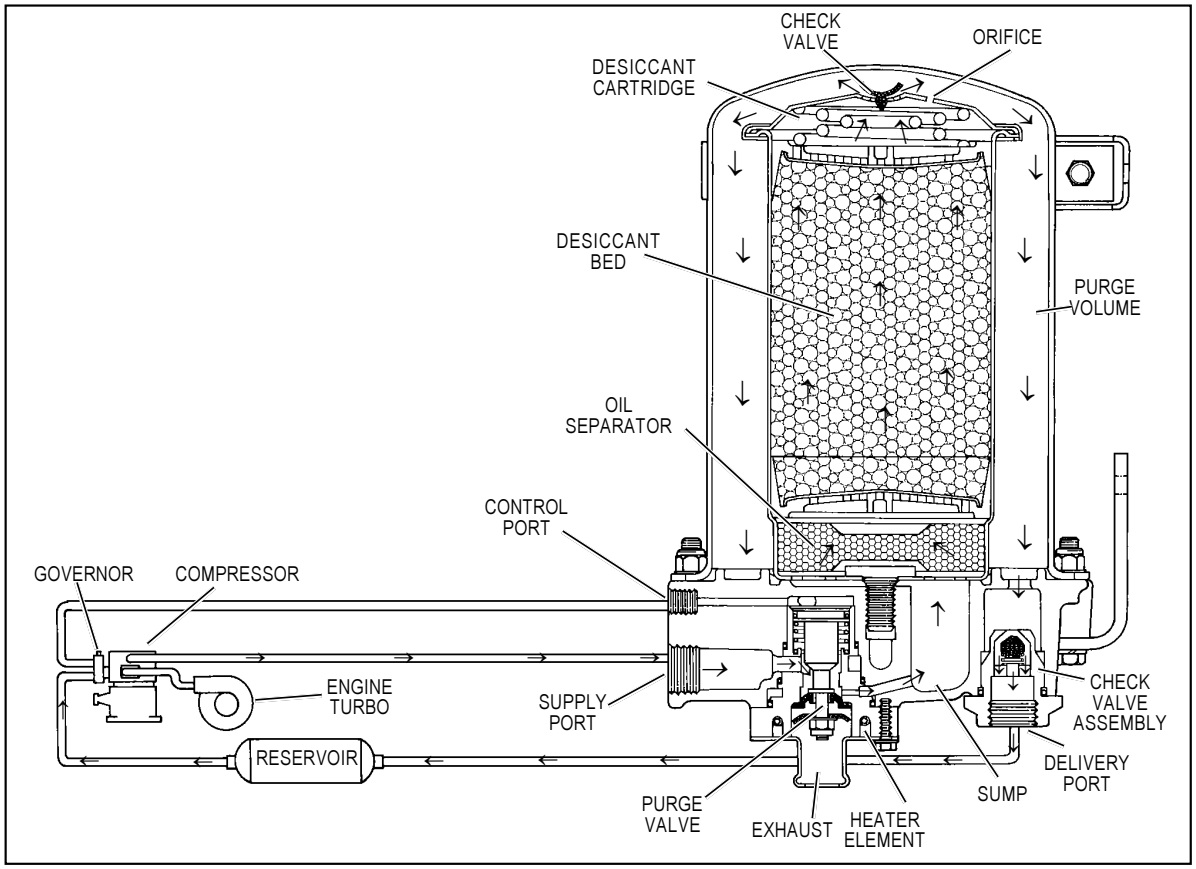


FIGURE 2 - ***AD-9 CHARGE CYCLE***

OPERATION OF THE AD-9 AIR DRYER

The AD-9 air dryer alternates between two operational modes or "cycles" during operation: the *charge cycle* and the *purge cycle*. The following description of operation is separated into these "cycles" of operation.

CHARGE CYCLE (refer to Figure 2)

When the compressor is loaded (compressing air) compressed air, along with oil, oil vapor, water and water vapor flows through the compressor discharge line to the supply port of the air dryer end cover. As air travels through the end cover assembly, its direction of flow changes several times, reducing the temperature, causing contaminants to condense and drop to the bottom or sump of the air dryer end cover.

After exiting the end cover, the air flows into the desiccant cartridge. Once in the desiccant cartridge air first flows through an oil separator which removes water in liquid form as well as oil, oil vapor and solid contaminants.

Air exits the oil separator and enters the desiccant drying bed. Air flowing through the column of desiccant becomes progressively dryer as water vapor adheres to the desiccant material in a process known as *"adsorption"*. The desiccant cartridge using the adsorption process typically removes 95% of the water vapor from the pressurized air.

The majority of dry air exits the desiccant cartridge through its integral single check valve to fill the purge volume between the desiccant cartridge and outer shell. Some air will also exit the desiccant cartridge through the purge orifice adjacent to the check valve.

Dry air flows out of the purge volume through the single check valve assembly and out the delivery port to the first (supply) reservoir of the air system.

The air dryer will remain in the charge cycle until air brake system pressure builds to the governor cutout setting.

PURGE CYCLE (refer to Figure 3)

When air brake system pressure reaches the cutout setting of the governor, the compressor unloads (air compression stopped) and the purge cycle of the air dryer begins. When the governor unloads the compressor, it pressurizes the compressor unloader mechanism and line connecting the

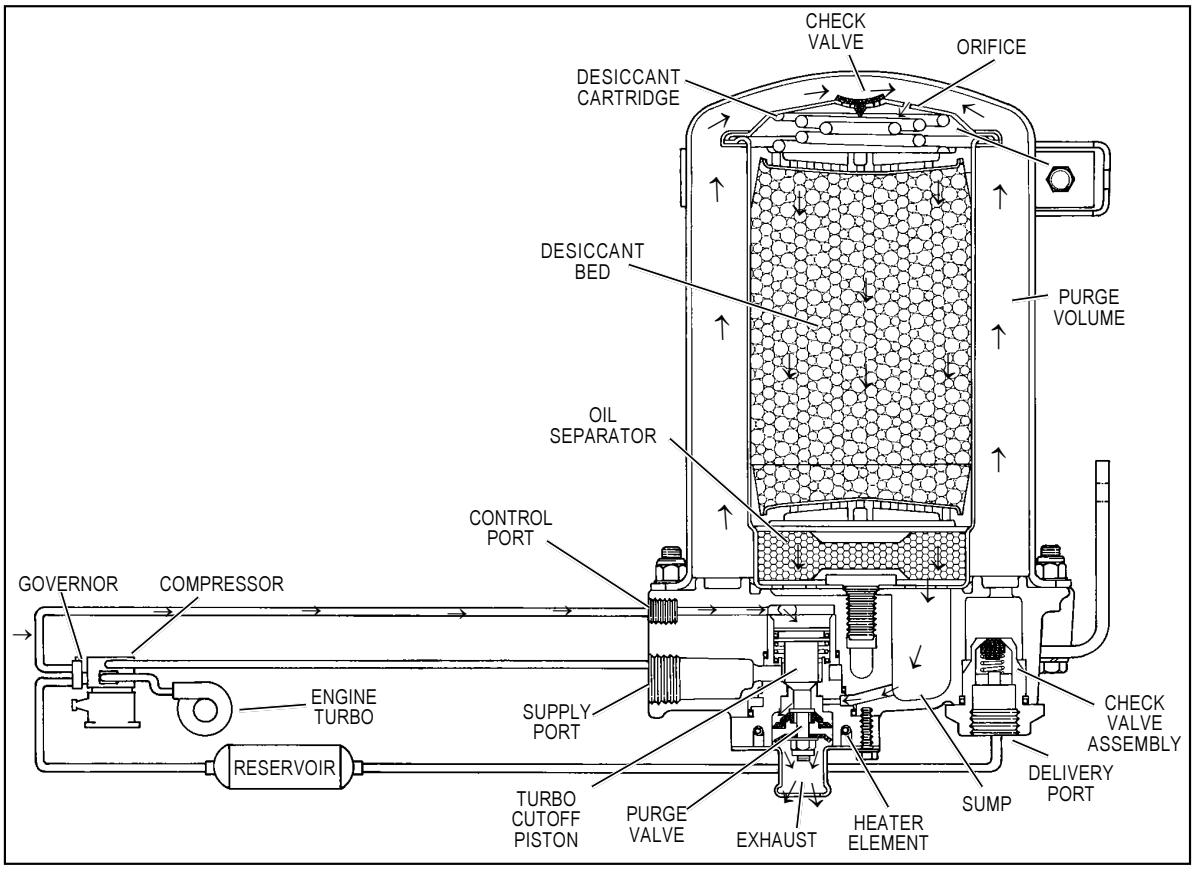


FIGURE 3 - ***AD-9 PURGE CYCLE***

governor unloader port to the AD-9 end cover control port. The purge piston moves in response to air pressure causing the purge valve to open to atmosphere and (partially) closing off the supply of air from the compressor, this will be further discussed in the section covering the turbo cut-off feature. Contaminants in the end cover sump are expelled immediately when the purge valve opens. Also, air which was flowing through the desiccant cartridge changes direction and begins to flow toward the open purge valve. Oil and solid contaminants collected by the oil separator are removed by air flowing from the desiccant drying bed to the open purge valve.

The initial purge and desiccant cartridge decompression lasts only a few seconds and is evidenced by an audible burst of air at the AD-9 exhaust.

The actual reactivation of the desiccant drying bed begins as dry air flows from the purge volume through the desiccant cartridge purge orifice and into the desiccant drying bed. Pressurized air from the purge volume expands after passing through the purge orifice; its pressure is lowered and its volume increased. The flow of dry air through the drying bed reactivates the desiccant material by removing the water vapor adhering to it. Generally 15-30 seconds are required for the entire purge volume of a standard AD-9 to flow through the desiccant drying bed.

The end cover single check valve assembly prevents air pressure in the brake system from returning to the air dryer during the purge cycle. After the 30 second purge cycle is complete, the air dryer is ready for the next charge cycle to begin.

The purge valve will remain open after the purge cycle is complete and will not close until air brake system pressure is reduced and the governor signals the compressor to charge.

TURBO CUT-OFF FEATURE (Refer to Figure 4)

The primary function of the turbo cut-off valve is to prevent loss of engine turbocharger air pressure through the AD-9 in systems where the compressor intake is connected to the engine turbocharger. The turbo cut-off valve also reduces the “puffing” of air out the open exhaust when a naturally aspirated, single cylinder compressor equipped with an inlet check valve is in use.

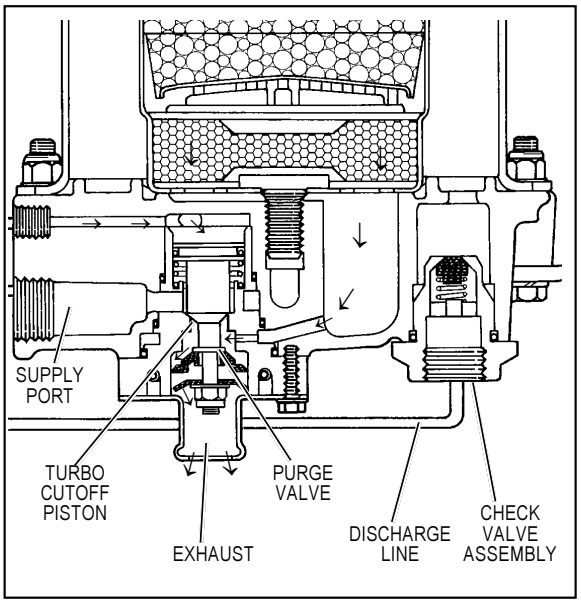


FIGURE 4 - ***AD-9 TURBO CUTOFF***

At the onset of the purge cycle, the downward travel of the purge piston is stopped when the turbo cut-off valve (tapered portion of purge piston) contacts its mating metal seat in the purge valve housing. With the turbo cut-off valve seated (closed position), air in the discharge line and AD-9 inlet port is restricted from entering the air dryer. While the turbo cut-off effectively prevents loss of turbo charger boost pressure to the engine, some "seepage" of air may be detected under certain conditions of compressor engine and turbo charger operation, even so there will always be low pressure trapped in the discharge line.

PREVENTIVE MAINTENANCE

Important: Review the warranty policy before performing any intrusive maintenance procedures. An extended warranty may be voided if intrusive maintenance is performed during this period.

Because no two vehicles operate under identical conditions, maintenance and maintenance intervals will vary. Experience is a valuable guide in determining the best maintenance interval for any one particular operation.

Every 900 operating hours or 25,000 miles or every three (3) months:

1. Check for moisture in the air brake system by opening reservoirs, drain cocks, or valves and checking for presence of water. If moisture is present, the desiccant may require replacement; however, the following conditions can also cause water accumulation and should be considered before replacing the desiccant:
   A. An outside air source has been used to charge the system. This air did not pass through the drying bed.

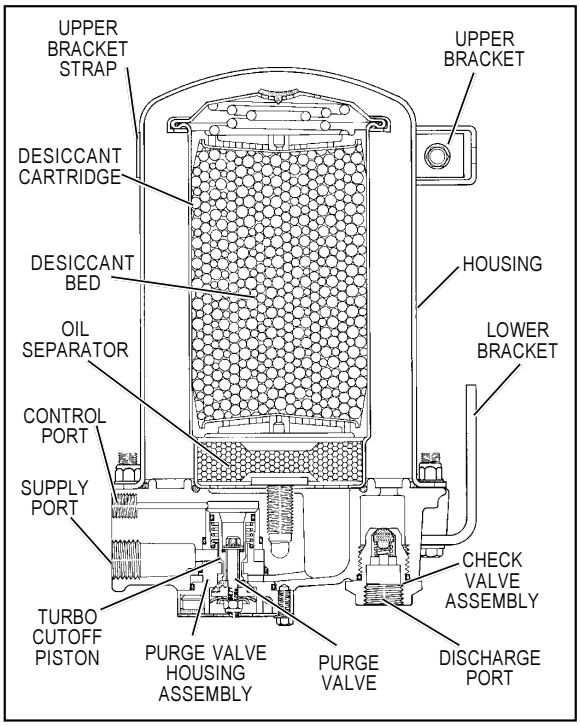


FIGURE 5 - ***AD-9 AIR DRYER SECTIONAL VIEW***

   B. Air usage is exceptionally high and not normal for a highway vehicle. This may be due to accessory air demands or some unusual air requirement that does not allow the compressor to load and unload (compressing and non-compressing cycle) in a normal fashion. Check for high air system leakage.
   C. The air dryer has been installed in a system that has been previously used without an air dryer. This type system will be saturated with moisture and several weeks of operation may be required to dry it out.
   D. Location of the air dryer is too close to the air compressor. Refer to *Locating AD-9 On Vehicle* section.
   E. In areas where more than a 30 degree range of temperature occurs in one day, small amounts of water can accumulate in the air brake system due to condensation. Under these conditions, the presence of small amounts of moisture is normal and should not be considered as an indication that the dryer is not performing properly.

   Note: A small amount of oil in the system may be normal and should not, in itself, be considered a reason to replace the desiccant; oil stained desiccant can function adequately.
2. Check mounting bolts for tightness. Retorque to 270-385 inch pounds.

3. Perform the *Operation & Leakage Tests* listed in this publication.

Every 10,800 hours; 300,000 miles or 36 months:

1. Rebuild the air dryer including the desiccant cartridge.

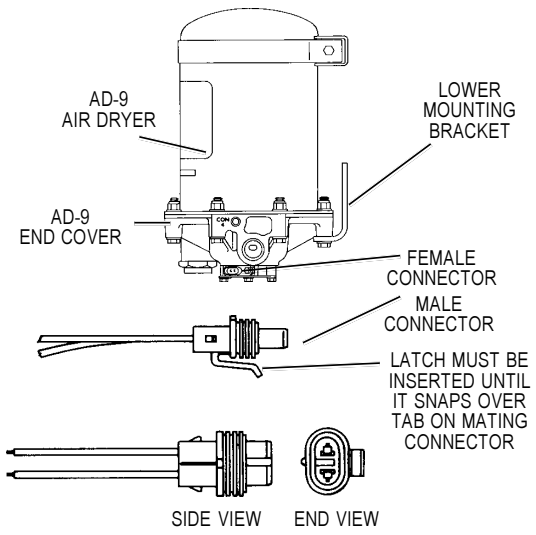
Note: The desiccant change interval may vary from vehicle to vehicle. Although typical desiccant cartridge life is three years, many will perform adequately for a longer period of time. In order to take maximum advantage of desiccant life and assure that replacement occurs only when necessary, it is important that *Operation & Leakage Tests* be performed.

WARNING!

This air dryer is intended to remove moisture and other contaminants normally found in the air brake system. Do not inject alcohol, anti-freeze, or other de-icing substances into or upstream of the air dryer. Alcohol is removed by the dryer, but reduces the effectiveness of the device to dry air. Use of other substances can damage the air dryer and may void the warranty.

OPERATION & LEAKAGE TESTS

1. Test the outlet port check valve assembly by building the air system to governor cut-out and observing a test air gauge installed in the #1 reservoir. A rapid loss of pressure could indicate a failed outlet port check valve. This can be confirmed by bleeding the system down, removing the check valve assembly from the end cover, subject air pressure to the unit and apply a soap solution to the check valve side. Leakage should not exceed a 1 inch bubble in 1 second.
2. Check for excessive leakage around the purge valve. With the compressor in loaded mode (compressing air), apply a soap solution to the purge valve housing assembly exhaust port and observe that leakage does not exceed a 1 inch bubble in 1 second. If the leakage exceeds the maximum specified, service the purge valve housing assembly.
3. Close all reservoir drain cocks. Build up system pressure to governor cut-out and note that AD-9 purges with an audible escape of air. “Fan” the service brakes to reduce system air pressure to governor cut-in. Note that the system once again builds to full pressure and is followed by an AD-9 purge.
4. Check the operation of the safety valve by pulling the exposed stem while the compressor is loaded (compressing air). There must be an exhaust of air while the stem is held and the valve should reseat when the stem is released.
5. Check all lines and fittings leading to and from the air dryer for leakage and integrity.



A two lead, 12 inch, wire harness with attached weather resistant connector is supplied with all retrofit and replacement AD-9 Air Dryers. Connect one of the two leads of the wire harness to the engine kill or ignition switch. The remaining lead of the wire harness must be connected to a good vehicle ground. A fuse should be installed in the power carrying wire; install a 10 amp fuse for 12 volt heaters and a 5 amp fuse for a 24 volt heater.
Use 14 AWG wire if it is necessary to lengthen the wire harness provided.
Make certain all wire splices are waterproofed.
Tie wrap or support all electrical wire leading to the AD-9.

*FIGURE 6 - **HEATER AND THERMOSTAT CONNECTOR***

6. Check the operation of the end cover heater and thermostat assembly during cold weather operation as follows:

   A. Electric Power to the Dryer

      With the ignition or engine kill switch in the ON position, check for voltage to the heater and thermostat assembly using a voltmeter or test light. Unplug the electrical connector at the air dryer and place the test leads on each of the pins of the male connector. If there is no voltage, look for a blown fuse, broken wires, or corrosion in the vehicle wiring harness. Check to see if a good ground path exists.

   B. Thermostat and Heater Operation

      Turn off the ignition switch and cool the end cover assembly to below 40 degrees Fahrenheit. Using an ohmmeter, check the resistance between the electrical pins in the female connector. The resistance should be 1.5 to 3.0 ohms for the 12 volt heater assembly and 6.8 to 9.0 ohms for the 24 volt heater

assembly. **Note**: *Some early models of the AD-9 will have resistance readings of 1.0 to 2.5 ohms for the 12 volt heater assembly and 4.8 to 7.2 ohms for the 24 volt heater assembly. If the resistance is higher than the maximum stated, replace the purge valve housing assembly, which includes the heater and thermostat assembly.*

Warm the end cover assembly to over 90 degrees Fahrenheit and again check the resistance. The resistance should exceed 1000 ohms. If the resistance values obtained are within the stated limits, the thermostat and heater assembly is operating properly. If the resistance values obtained are outside the stated limits, replace the purge valve housing assembly, which includes the heater and thermostat assembly.

REBUILDING THE AD-9 AIR DRYER

GENERAL

If, after completing the routine operation and leakage tests, it has been determined that one or more components of the air dryer requires replacement or maintenance, refer to the following list to find the appropriate kit(s).

When rebuilding or replacing components of the air dryer use only genuine Bendix parts. For ease in servicing the AD-9 desiccant cartridge assembly, it is recommended that the air dryer be removed from the vehicle.

MAINTENANCE KITS AVAILABLE:

5005037 Hard Seat Purge Valve Housing Maintenance Kit
5005893 Soft Seat Purge Valve Housing Maintenance Kit

These kits contain the parts necessary to rebuild the air portion of the purge valve housing and do not include the heater and thermostat.

107794 Desiccant Cartridge Replacement Kit

This kit contains the parts necessary to change the desiccant cartridge only.

107796 Remanufactured Desiccant Cartridge Replacement Kit

This kit contains the parts necessary to change the desiccant cartridge only.

107799 End Cover Check Valve Assembly Replacement

3/4 inch thread size.

107800 End Cover Check Valve Assembly Replacement

1/2 inch thread size.

800405 Service New or Remanufactured Exchange Purge Valve Housing Assembly - Soft Seat (w/heater and thermo.) 12 volt system.

5004479 Service New or Remanufactured Exchange Purge Valve Housing Assembly - Hard Seat (w/heater and thermo.) 12 volt system.

5004339 Service New or Remanufactured Exchange Purge Valve Housing Assembly - DLU (w/heater and thermo.) 12 volt system.

5004338 Service New or Remanufactured Exchange Purge Valve Housing Assembly - Soft Seat (w/heater and thermo.) 24 volt system.

5004480 Service New or Remanufactured Exchange Purge Valve Housing Assembly - Hard Seat (w/heater and thermo.) 24 volt system.

5004340 Service New or Remanufactured Exchange Purge Valve Housing Assembly - DLU (w/heater and thermo.) 24 volt system.

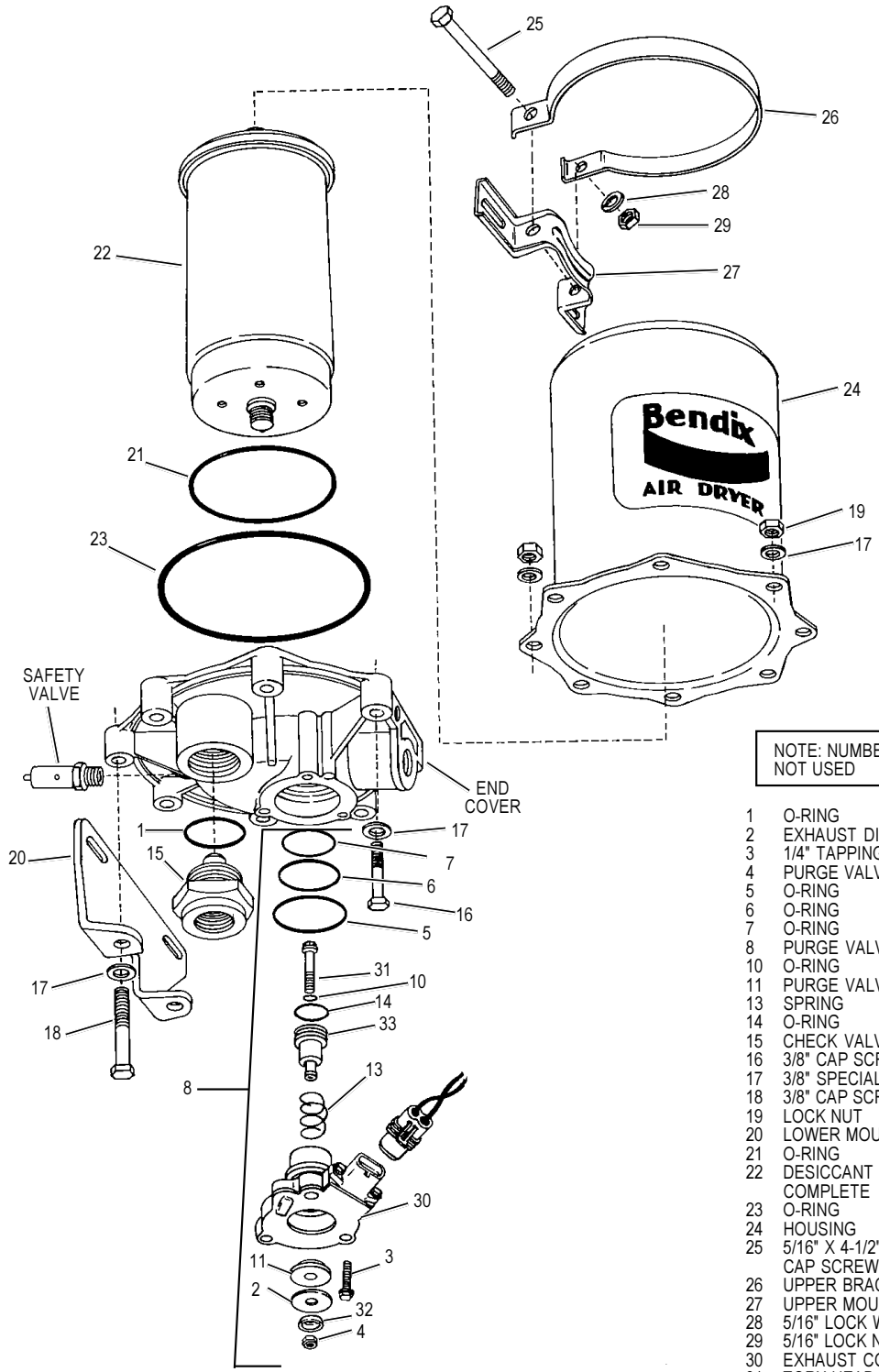
107695 Complete Mounting Bracket Kit

This kit contains the upper and lower brackets as well as the necessary hardware items to mount them.

IMPORTANT! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times:

1. **Park the vehicle on a level surface, apply the parking brakes, and always block the wheels.**
2. **Stop the engine when working around the vehicle.**
3. **If the vehicle is equipped with air brakes, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle.**
4. **Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that removes all electrical power from the vehicle.**
5. **When working in the engine compartment the engine should be shut off. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated, or electrically charged components.**
6. **Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.**
7. **Never exceed recommended pressures and always wear safety glasses.**
8. **Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.**



NOTE: NUMBERS 9 AND 12 NOT USED

1	O-RING
2	EXHAUST DIAPHRAGM
3	1/4" TAPPING SCREW
4	PURGE VALVE LOCK NUT
5	O-RING
6	O-RING
7	O-RING
8	PURGE VALVE ASSEMBLY
10	O-RING
11	PURGE VALVE
13	SPRING
14	O-RING
15	CHECK VALVE ASSEMBLY
16	3/8" CAP SCREW
17	3/8" SPECIAL WASHER
18	3/8" CAP SCREW (LONG)
19	LOCK NUT
20	LOWER MOUNTING BRACKET
21	O-RING
22	DESICCANT CARTRIDGE COMPLETE
23	O-RING
24	HOUSING
25	5/16" X 4-1/2" UPPER BRACKET CAP SCREW
26	UPPER BRACKET STRAP
27	UPPER MOUNTING BRACKET
28	5/16" LOCK WASHER
29	5/16" LOCK NUT
30	EXHAUST COVER
31	TORX HEAD BOLT
32	EXHAUST DIAPHRAGM WASHER
33	PURGE PISTON

FIGURE 7 - ***AD-9 AIR DRYER ASSEMBLY***

9. **Use only genuine Bendix replacement parts, components, and kits. Replacement hardware, tubing, hose, fittings, etc. should be of equivalent size, type, and strength as original equipment and be designed specifically for such applications and systems.**
10. **Components with stripped threads or damaged parts should be replaced rather than repaired. Repairs requiring machining or welding should not be at tempted unless specifically approved and stated by the vehicle or component manufacturer.**
11. **Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.**

AD-9 REMOVAL

1. Park the vehicle on a level surface and prevent movement by means other than the brakes.
2. Drain all reservoirs to 0 p.s.i. (0 kPa).— Caution: Compressor discharge line may still contain residual pressure.
3. Identify and disconnect the three air lines from the end cover and note the position of end cover ports relative to the vehicle.
4. Unplug the vehicle wiring harness from the heater and thermostat assembly connector on the purge valve housing assembly.
5. Loosen the 5/16" X 4-1/2" hex bolt securing the upper mounting strap.
6. Remove, retain and mark the two 3/8" end cover cap screws, lock nuts and four special washers that retain the lower mounting bracket to the end cover, also mark these two holes of the end cover. (These bolts are longer than the other 6 bolts.)
7. Remove the AD-9 air dryer from its mounting brackets on the vehicle.

DISASSEMBLY

The following disassembly and assembly procedure is presented for reference purposes and presupposes that a major rebuild of the AD-9 is being undertaken. Several replacement parts and maintenance kits are available which do not require full disassembly. The instructions provided with these parts and kits should be followed in lieu of the instructions presented here. Refer to Figure 7 during disassembly.

Caution: While performing service on the AD-9 air dryer, it is not recommended that a clamping device (vise, C-clamp, etc.) be used to hold any die cast aluminum component as damage may result. To hold the end cover, install a pipe nipple in the supply port and clamp the nipple into a vise.

1. Using an adjustable wrench or an 1-3/4" socket, remove the delivery, check valve assembly (15) and o-ring. Remove the o-ring from the check valve assembly.
2. Remove the three 1/4" self tapping screws (3) that secure the purge valve housing assembly to the end cover assembly. Pull the purge valve housing assembly out of the end cover assembly. Remove the three o-rings (5,6 & 7) from the exterior of the purge valve housing assembly. **Note:** O-rings 5 and 6 may be lodged in the end cover bores, if so, they must be removed
3. Purge Valve Disassembly:

   Note: In most cases a flat (non-extended) exhaust cover (30) is used. This cover should be left intact while servicing the purge valve housing assembly. However, if an extended type exhaust cover is in use to accommodate the attachment of an exhaust hose, the exhaust cover must be carefully peeled off the purge valve housing. **Use a thin flat blade to pry the exhaust cover off, taking care not to damage the potting material (RTV sealant) under the cover.** To remove the piston from the purge valve housing assembly requires a special Torx head socket or a twelve point 1/4" socket to hold the head of the purge valve bolt (31).

   A. Remove the 1/4" nut (4) from the bottom of the purge valve housing assembly using a 9/16" socket wrench and a Torx head socket to hold the head of the bolt (31). Remove the diaphragm washer (32) (if present), and the diaphragm (2) (if present), and the purge valve (11) from the purge valve housing.

   B. Remove the 1/4" Torx head bolt (31) from the opposite end, then the purge piston (33), the return spring (13) and two o-rings (10 & 14); one on the O.D. and the other in the inside of the purge piston.

   C. Heater and Thermostat Assembly Replacement.

      Caution: Do not attempt to remove this assembly, as it will be damaged during the removal process and is **not available as a service part**. If the heater and thermostat are defective, replace the entire purge valve housing assembly which includes these items.
4. Remove the remaining six 3/8" cap screws (16), lock nuts (19) and twelve special washers (17) that secure the end cover to the housing (24). Separate the end cover and desiccant cartridge (22) from the housing (24).
5. Remove the end cover to outer housing o-ring (23).
6. Do not remove the safety valve from the end cover unless it has been proven defective. If replacement is required, apply thread sealant or teflon tape on the threads of the replacement valve and torque to 120-400 in. lbs.
7. Place a strap or chain wrench around the desiccant cartridge (22) so that it is approximately 2-3 inches away from the end cover. Rotate the cartridge counterclockwise until it completely separates from the end cover. **Note:** *A substantial torque (up to 50 lb. ft.) may be required to perform this disassembly.*

8. Remove the desiccant cartridge o-ring (21) from the end cover.

CLEANING & INSPECTION

1. Using mineral spirits or an equivalent solvent, clean and thoroughly dry all metal parts.
2. Inspect the interior and exterior of all metal parts that will be reused for severe corrosion, pitting and cracks. Superficial corrosion and or pitting on the exterior portion of the upper and lower body halves is acceptable.
3. Inspect the bores of both the end cover and the purge valve housing for deep scuffing or gouges.
4. Make certain that all purge valve housing and end cover passages are open and free of obstructions.
5. Inspect the pipe threads in the end cover. Make certain they are clean and free of thread sealant.
6. Inspect the purge valve housing bore and seats for excessive wear and scuffing.
7. Inspect the purge valve piston seat for excessive wear.
8. Inspect all air line fittings for corrosion. Clean all old thread sealant from the pipe threads.
9. All o-rings removed should be discarded and replaced with new o-rings provided in appropriate kit(s).

Any component exhibiting a condition described in step 1 to 8 should be replaced.

ASSEMBLY

Prior to assembly, coat all o-rings, o-ring grooves, and bores with a generous amount of barium base lubricant. Refer to Figure 7 during assembly unless otherwise advised.

1. Purge Valve Housing Assembly
   A. Install the o-ring (14) in its groove on the O.D. of the purge piston. Place the return spring (13) in the bore of the purge valve housing. Place the o-ring (10) into its recess in the bore of the purge piston. Install the 1/4" Torx head bolt (31) into the I.D. of the purge piston. Insert the purge piston (33) into the I.D. of the spring (13). Using a Torx head wrench, push the purge piston into the piston housing until it bottoms.
   B. While depressing the purge piston with the Torx head wrench, install the following parts over the purge valve bolt (31) from the opposite end of the purge valve housing; the purge valve (11) with its rubber side first, followed by the diaphragm (2) (if present), the diaphragm washer (32) (if present) or the flat washer and finally the 1/4" hex nut (4). Torque the purge valve nut and bolt (4 & 31) to between 60-80 in. lbs.
   C. Install the three o-rings (5, 6 & 7) on the purge valve housing placing each in its appropriate location. If the exhaust cover (30) was removed during disassembly, install it on the purge valve housing assembly making certain the "bubble" portion is positioned over the thermostat. Install the assembled purge valve housing in the end cover making certain to orient both parts such that the connector is approximately 10 degrees clockwise from the supply port, while making certain the purge valve housing is fully seated against the end cover. Secure the purge valve housing to the end cover using the three 1/4" self-tapping screws (3). Start all three screws by hand then torque to 50-80 in. lbs.
2. Install the o-ring on the check valve assembly (15), then install the assembly in the end cover.
3. Install the desiccant cartridge o-ring (21) in its groove in the end cover. Using a light coat of barium grease, lubricate the bottom of the desiccant cartridge in the area that will contact the o-ring (21) and end cover. Screw the desiccant cartridge into the end cover until contact is made between it and the o-ring. Using a strap or chain wrench positioned 2-3" from the bottom of the cartridge, turn the desiccant cartridge clockwise 180-225 degrees beyond the position where initial contact was made between the cartridge and end cover o-ring. Torque should not exceed 50 ft. lbs.

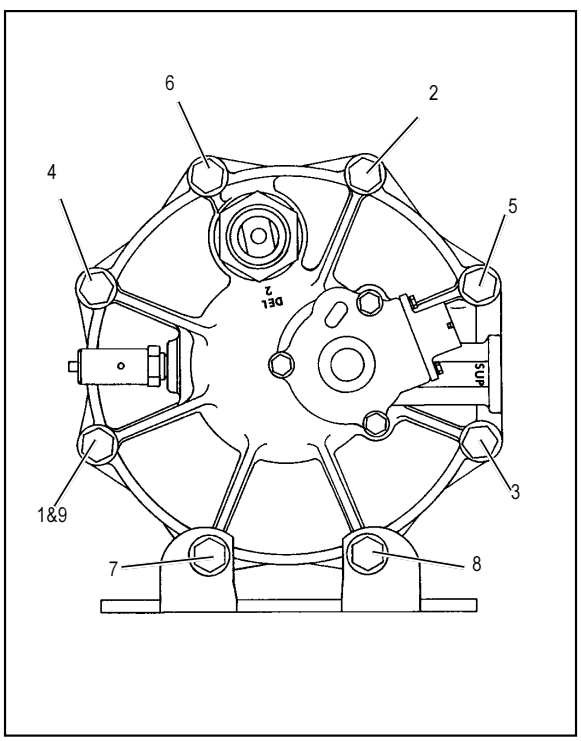


FIGURE 8 - ***END COVER TO HOUSING TORQUE PATTERN***

4. Install the end cover outer housing o-ring (23) on the shoulder in the end cover. Place the housing (24) over the desiccant cartridge and align the holes. Install the six 3/8" cap screws (16), lock nuts (19) and twelve special washers (17) making certain they are in the proper position as marked during disassembly. The two longer 3/8" cap screws (18) will be used to secure the AD-9 to its mounting bracket. Tighten the six cap screws and nuts in a star pattern in a fashion similar to Figure 8; depending on lower bracket location. Torque to 270-385 in. lbs. (Refer to Fig. 8.) **Note:** The two remaining bolt holes in the end cover and two 3/8" cap screws must be the ones marked during disassembly to assure proper orientation of the ports and adequate length of the cap screws.

INSTALLATION

1. Install the assembled AD-9 air dryer back onto the vehicle by slipping it into the upper mounting bracket. Align the two unused holes in the end cover with the bottom mounting bracket such that the bottom bracket supports air dryer. The AD-9 end cover should rest on the bracket. Using the remaining two 3/8" cap screws (18), four special washers (17), and two lock nuts (19), secure the air dryer to the lower bracket. Tighten, then torque the two remaining cap screws to 270-385 in. lbs.
2. Tighten the 5/16" X 4-1/2" bolt and nut on the upper mounting bracket. Torque to 80-120 in lbs.
3. Reconnect the three airlines to the proper ports on the end cover (identified during disassembly).
4. Reconnect the vehicle wiring harness to the AD-9 heater and thermostat assembly connector by plugging it into the air dryer connector until its lock tab snaps in place.
5. Before placing vehicle back into service, perform the *Operation and Leakage Tests* stated elsewhere in this manual.

RETROFITTING THE AD-9 AIR DRYER

GENERAL

The following retrofit instructions are presented for reference purposes only since Bendix aftermarket retrofit and replacement air dryers are packaged with the most up-to-date installation instructions. The instructions packaged with the AD-9 should be followed in lieu of those presented here.

The preceding portion of this manual deals with "in-service" repair and or replacement of the AD-9 air dryer. The portion of the manual that follows is concerned with installing an AD-9 on a vehicle not previously equipped with one.

VEHICLE APPLICATION REQUIREMENTS

The basic application requirements presented here apply to a standard air dryer installation. The majority of highway vehicles in use today will meet these basic requirements however, some may not. Examples of vehicles that may not meet the requirements include, bulk trailer unloading operations and other high air consumption/continuous flow systems. While the AD-9 air dryer can be used on these vehicles the standard installation procedure presented in this manual may require modification to assure proper operation and service life. Consult your local authorized Bendix parts outlet or sales representative for additional information.

1. Charge Cycle Time - The AD-9 air dryer is designed to provide clean, dry air for the brake system. When a vehicle's air system is used to operate non-brake air accessories it is necessary to determine that during normal, daily operation the compressor should recover from governor "cut-in" to governor "cut-out" (usually 100 psi to 120 psi) in 90 seconds or less at engine RPMs commensurate with the vehicle vocation. If the recovery time consistently exceeds this limit, it may be necessary to "bypass" the air accessory responsible for the high air usage. Consult your local authorized Bendix parts outlet or sales representative for additional information.
2. Purge Cycle Time - During normal vehicle operation, the air compressor **must remain unloaded for a minimum of 20 seconds for the standard AD-9 Air Dryer or 30 seconds for the Extended Purge model.** These minimum purge times are required to ensure complete regeneration of the desiccant material. If the purge time is occasionally shorter than the times specified, no permanent ill effect should be expected, however, if the purge time is consistently less than the minimum, an accessory by-pass system must be installed.
3. European Air Brake Systems - Brake systems that incorporate compressors without integral unloading mechanisms and/or utilize a compressor discharge line unloader valve have special AD-9 air dryer installation requirements. Consult your local authorized Bendix parts outlet or sales representative for additional information.
4. Air Compressor Size - Although the AD-9 air dryer can be used in conjunction with larger compressors, it was designed primarily for units rated for up to 17 CFM. It is recommended that when using the AD-9 air dryer with a compressor which has a rated displacement exceeding 17 CFM that an authorized Bendix parts outlet or Bendix marketing representative be contacted for assistance.
5. Holset "E or QE" Type Air Compressors - In order for the AD-9 to function properly when installed with the Holset Type "E or QE" compressor, several specialized Holset components are required. Consult your local authorized Holset parts outlet or sales representative for additional information.
6. Use of Standard or Extended Purge AD-9 - Use the following guidelines:

Total Vehicle Reservoir Volume	Requirement
Less than 9,000 cu. in.	Standard AD-9
9,000 - 12,500 cu. in.	Extended Purge AD-9
Greater than 12,500 cu. in.	Contact Bendix Rep. or Bendix Engineering

VEHICLE PREPARATION

1. Park the vehicle on a level surface and prevent movement by means other than the brakes.
2. Drain all reservoirs to 0 p.s.i. (0 kPa).

LOCATING AD-9 ON VEHICLE

1. The AD-9 air dryer must be mounted vertically (purge exhaust toward road surface) outside the engine compartment in an area of air flow while the vehicle is in motion. The AD-9 must not be exposed to direct wheel splash (located behind axle mud flap is acceptable).
2. Locate the AD-9 air dryer as close to the first (supply) reservoir as possible.
3. Do not locate the AD-9 air dryer near heat producing components such as the vehicle exhaust and make certain adequate clearance from moving components (e.g. drive shaft, suspension, pitman arm, etc.) is provided.

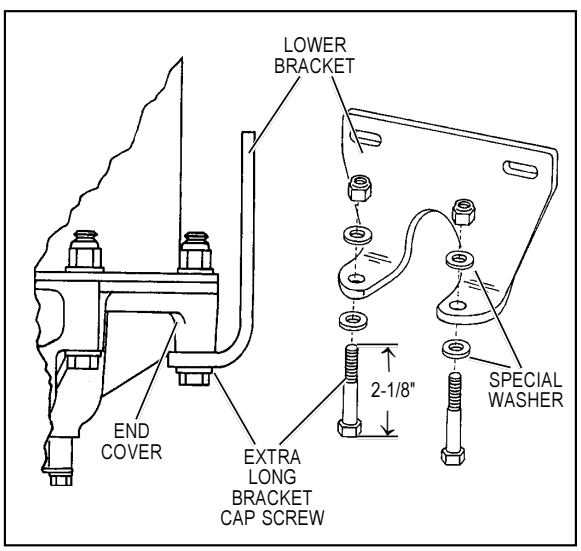


FIGURE 9 - ***LOWER BRACKET INSTALLATION***

4. Locate the AD-9 air dryer on vehicle so that a minimum of 11 inches (28 CM) clearance below the end cover is available to allow servicing. Alternatively, provide access to the bracket bolts so the unit may be removed for servicing.
5. When choosing the mounting location for the AD-9, note the discharge line length requirements stated under the heading *Connecting the Air Lines*, elsewhere in this instruction sheet.

   Important Note: Under normal operating conditions, the maximum inlet air temperature for the AD-9 air dryer is 150 degrees Fahrenheit.

MOUNTING THE AD-9

1. To install the lower mounting bracket on the AD-9 air dryer, it will be necessary to remove and discard two of the end cover bolts and lock nuts. To determine which end cover bolts to utilize to attach the lower bracket, take into consideration the piping connections required to install the AD-9 air dryer and use those that will best position the unit for ease of installation. Locate the bracket such that it cradles the end cover as shown in Figure 2. Utilizing the two 2-3/8" long cap screws, lock nuts and special washers provided with the AD-9 air dryer retrofit unit, attach the lower mounting bracket and torque to 270-385 in. lbs.
2. Assemble the mounting strap and upper mounting bracket as illustrated in Figure 4, by utilizing the 5/16" cap screw, 5/16" lockwasher and 5/16" nut provided.
3. Place the upper bracket assembly onto the shell of the AD-9 air dryer and orient it so that it bears entirely on the cylindrical surface and does not extend onto the domed top. The slot spacing between the upper and lower bracket should be a minimum of 5.5 inches apart. Do not tighten strap onto the shell at this time.

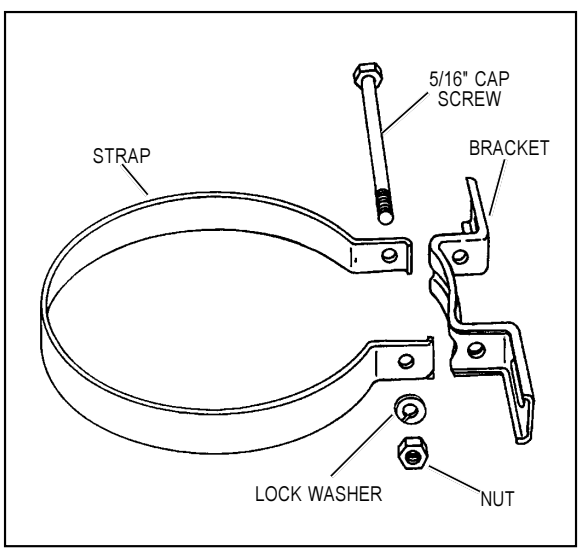


FIGURE 10 - ***UPPER MOUNTING BRACKET AND STRAP***

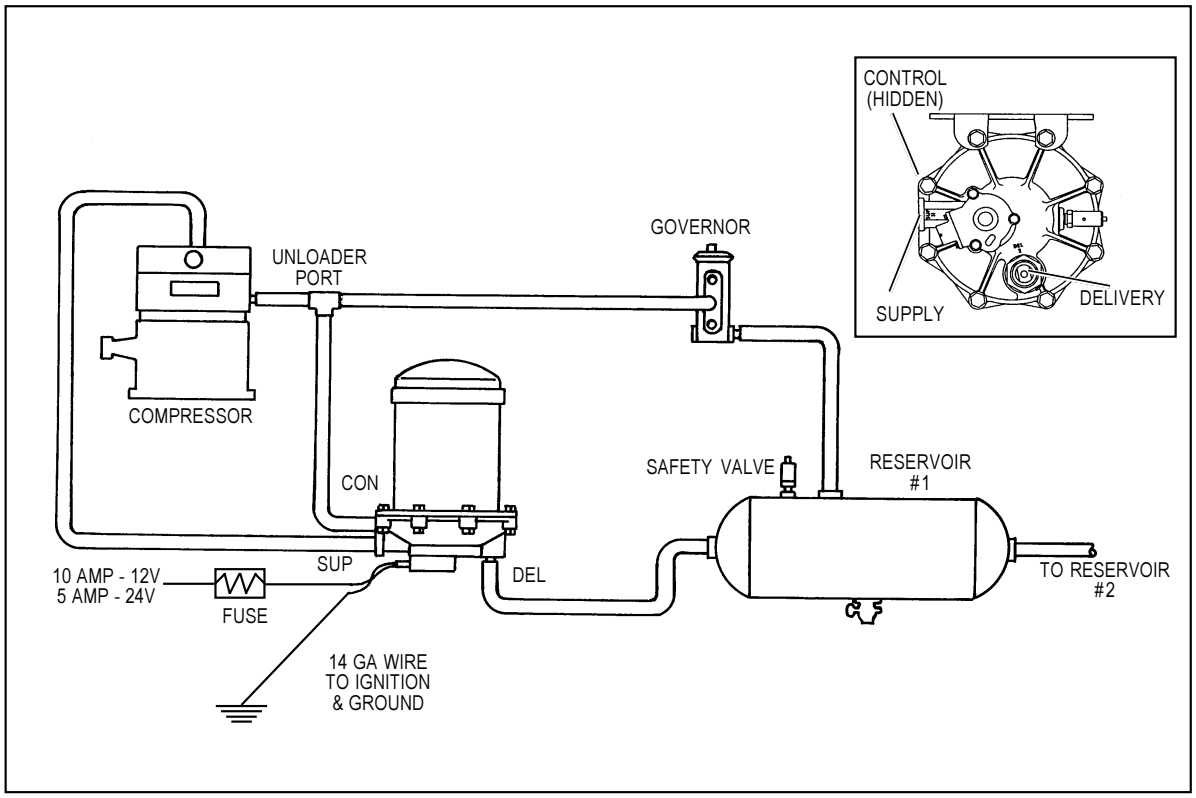


*FIGURE 2 - **AD-9 CHARGE CYCLE***

4. A universal mounting plate (Pc. No. 248478) is available to facilitate the mounting of the AD-9 air dryer to the vehicle. It can be obtained through an authorized Bendix parts outlet.
5. Mount the AD-9 air dryer on the vehicle using 3/8" bolts (grade 5 min.) and washers. Torque to 25 ft. lbs. (300 inch pounds.) After positioning and mounting the upper bracket assembly according to the installation requirements, torque the 5/16" nut to 80120 in. lbs. to tighten strap onto the shell.

CONNECTING THE AIR LINES

PURGE CONTROL LINE

1. Install a Purge Control air line having a minimum inside diameter of 3/16 inches between the AD-9 end cover control port and an unused unloader port on the governor. The control line must be plumbed direct to the governor and not in series with automatic drain valves, lubrication systems, etc.
2. The control line should slope downward to the end cover without forming potential water traps.

DISCHARGE LINE

General:

Where minimum diameter are specified, larger line diameters generally improve performance and life and reduce temperatures, particularly in severe applications.

1. The discharge line material should be wire braided "Teflon" hose, copper tubing or a combination of both.
2. The discharge line should slope downward from the compressor discharge port to the AD-9 air dryer supply port without forming water traps, kinks or restrictions. Cross-overs from one side of the frame rail to the other, if required, should occur as close as possible to the compressor.
3. Fitting extensions must not be installed at the AD-9 supply port.
4. Discharge line lengths and inside diameter requirements are dependent on the vehicle application and are as follows:

Typical P&D, School Bus and Line Haul

The minimum discharge line length is 6 feet and the maximum is 16 feet.

LENGTH	I.D. MIN.	OTHER REQUIREMENTS
6.0 - 9.5 ft.	1/2 in.	None
9.5 - 12 ft.	1/2 in.	Last 3 feet including Supply Port fitting must be insulated with 1/2 inch thick closed cell polyethylene pipe insulation.
12 - 16 ft.	5/8 in.	Last 3 feet including Supply Port fitting must be insulated with 1/2 inch thick closed cell polyethylene pipe insulation.

If the discharge line length must be less than 6 feet or greater than 16 feet, contact your local Bendix representative or authorized parts outlet for further information.

High Duty Cycle Vehicles (City Transit Coaches, Refuse Haulers, etc.)

The minimum discharge line length is 10 feet and the maximum is 16 feet.

LENGTH	I.D. MIN.	OTHER REQUIREMENTS
10-16 ft.	1/2 in.	None

If the discharge line length must be less than 10 feet or greater than 16 feet, contact your local Bendix representative or authorized parts outlet for further information.

DELIVERY LINE

1. Install an air line of the same approximate I.D. as the discharge line between the AD-9 air dryer delivery port and the first (supply) reservoir. This line should also slope downward to the reservoir, if possible.

EXHAUST LINE

1. If it is necessary to direct AD-9 air dryer discharge contaminants away from vehicle components it may be necessary to purchase a special exhaust cover for the AD-9 air dryer (Pc. No. 298924) to replace the standard exhaust cover furnished with the unit. A 1 inch (25.4 mm) I.D. hose can be clamped on the special AD-9 air dryer exhaust cover. **Note:** Use a thin flat blade to pry the standard exhaust cover off.

WIRING THE HEATER/THERMOSTAT

1. Determine the vehicle's electrical system voltage and make certain that the AD-9 air dryer that is to be installed contains the same voltage heater. Use the AD-9 air dryer part number to confirm the proper voltage. The AD-9 air dryer is available with either a 12 or 24 volt heater which uses 75 watts of power.
2. A two lead, 12 inch, wire harness with attached weather resistant connector is supplied with all retrofit and replacement AD-9 air dryers. Connect one of the two leads of the wire harness to the engine kill or ignition switch. The remaining lead of the wire harness must be connected to a good vehicle ground (not to the air dryer or its mounting bracket). A fuse should be installed in the power carrying wire; install a 10 amp fuse for 12 volt heaters and a 5 amp fuse for a 24 volt heater.
3. Use 14 GA wire if it is necessary to lengthen the wire harness provided with the AD-9 air dryer. Make certain all wire splices are waterproofed.
4. Tie wrap or support all electrical wire leading to the AD-9 air dryer at 6 - 8 inch intervals. **Note:** Wires should have sufficient slack and not completely taught.

TESTING THE AD-9

Before placing the vehicle in service, perform the following tests:

1. Close all reservoir drain cocks.
2. Build up system pressure to governor cut-out and note that the AD-9 air dryer purges with an audible escape of air.
3. "Fan" the service brakes to reduce system air pressure to governor cut-in. Note that the system once again builds to full pressure and is followed by a purge at the AD-9 air dryer exhaust.
4. It is recommended that the following items be tested for leakage to assure that the AD-9 air dryer will not cycle excessively.
   (A) Total air system leakage (See Bendix publication BW-5057 "Air Brake Handbook").
   (B) Compressor unloader mechanism.
   (C) Governor.
   (D) Drain cock and safety valve in first (supply) reservoir.
   (E) All air connections leading to and from the first (supply) reservoir.

AD-9 AIR DRYER TROUBLESHOOTING CHART

SYMPTOMS	CAUSE	REMEDY
1. Dryer is constantly "cycling" or purging.	A. Excessive system leakage.	A. Test for excessive system leakage. Allowable leakage: Pre-121 vehicles, single vehicles - 2 psi/minute. Tractor trailer - 3 psi/minute. 121 vehicles, single vehicle - 1 psi/minute per service reservoir. Tractor trailer - 3 psi/minute per service reservoir.
	B. Excessive leakage in fitting, hoses and tubing connected to the compressor, air dryer and first reservoir.	B. Using soap solution, test for leakage at fittings, drain valve (if any) and safety valve in first reservoir. Repair or replace as necessary.
	C. Defective check valve assembly in AD-9 air dryer end cover.	C. Remove check valve assembly from end cover. Subject air pressure to delivery side of valve. Apply soap solution at opposite end and check for leakage. (Permissible leakage - 1 inch bubble in five seconds) If excessive leakage, replace check valve assembly.
	D. Defective governor.	D. Test governor for proper cut-in and cut-out pressures and excessive leakage in both positions.
	E. Leaking purge valve housing assembly and/or o-rings in AD-9 air dryer end cover.	E. With the supply port open to atmosphere, apply 120 psi at the control port. Apply a soap solution to the supply port and exhaust port (purge valve seat area). Permissible leakage - 1 inch bubble in five seconds.
	F. Compressor unloader mechanism leaking excessively.	F. Remove air strainer or fitting from compressor inlet cavity. With compressor unloaded, check for unloader piston leakage. Slight leakage permissible.
	G. Holset "E" type compressor.	G. Test Air Dryer system using Bendix Product Bulletin PRO-08-19 entitled "Troubleshooting The Holset E compressor system With Bendix Air Dryer."
	H. Rapid cycling of the governor due to air starvation at the RES port of the governor.	H. With gauge installed at RES port of governor, pressure should not drop below "Cut-In" pressure at the onset of the compressor "Unloaded" cycle. If pressure drops, check for "kinks" or restrictions in line connected to RES port. Line connected to RES port on governor must be same diameter, or preferably larger than, lines connected to UNL port(s) on governor.

AD-9 AIR DRYER TROUBLESHOOTING CHART (Continued)

SYMPTOMS	CAUSE	REMEDY
2. Water in vehicle reservoir.	A. Desiccant requires replacement - excessive contaminants in desiccant cartridge assembly.	A. Replace desiccant cartridge.
	B. Improper discharge line length or improper line material. Maximum air dryer inlet temperature is exceeded.	B. Refer to section entitled “Connecting the Air Lines” and check “Discharge Line” size and length.
	C. Air system charged from outside air source (outside air not passing through air dryer).	C. If system must have outside air fill provision, outside air should pass through air dryer. This practice should be minimized.
	D. Air dryer not purging (see Symptom #5).	D. See cause and remedy for Symptom #5.
	E. Purge (air exhaust) time insufficient due to excessive system leakage (see causes for Symptom #1).	E. Check causes and remedies for Symptom #1.
	F. Excessive air usage - Air dryer/vehicle application requires additional purge volume. Air dryer not compatible with vehicle air system requirement (Improper air dryer/ vehicle application).	F. Charge Cycle Time - The AD-9 is designed to provide clean, dry air for the brake system. When a vehicle’s air system is used to operate non-brake air accessories it is necessary to determine that during normal, daily operation the compressor should recover from governor “cut-in” to governor “cut-out” (usually 100 psi to 120 psi) in 90 seconds or less at engine RPM’s commensurate with the vehicle vocation. If the recovery time consistently exceeds this limit, it may be necessary to “bypass” the air accessory responsible for the high air usage. An example of where a by-pass system would be required is when the compressor is used to pressurize a tank trailer for purposes of off-loading product. Consult your local authorized Bendix parts outlet or sales representative for additional information. Purge Cycle Time - During normal vehicle operation, the air compressor **must remain unloaded for a minimum of 20 seconds for the standard AD-9 or 30 seconds for the Extended Purge Model.** These minimum purge times are required to ensure complete regeneration of the desiccant material. If the purge time is consistently less than the minimum, an accessory by-pass system must

AD-9 AIR DRYER TROUBLESHOOTING CHART (Continued)

SYMPTOMS	CAUSE	REMEDY
2. Water in vehicle reservoir (continued).		be installed. Consult your local authorized Bendix parts outlet or sales representative for additional information. European Air Brake Systems - Brake systems that incorporate compressors without integral unloading mechanisms and/or utilize a compressor discharge line unloader valve have special air dryer installation requirements. Consult your local authorized Bendix parts outlet or sales representative for additional information. Air Compressor Size - Although the AD-9 can be used in conjunction with larger compressors, it was designed primarily for units rated for up to 17 CFM. It is recommended that when using the AD-9 with a compressor which has a rated displacement exceeding 17 CFM that an authorized Bendix parts outlet or Bendix marketing representative be contacted for assistance.
	G. Air by-passes desiccant cartridge assembly.	G. Replace desiccant cartridge/end cover/o-ring. Check to make sure desiccant cartridge assembly is properly installed.
	H. Purge time is significantly less than minimum allowable.	H. Replace desiccant cartridge/end cover o-ring. Check to make sure desiccant cartridge assembly is properly installed. Replace desiccant cartridge assembly.
3. Safety valve on air dryer "popping off" or exhausting air.	A. Desiccant cartridge plugged.	A. Check compressor for excessive oil passing and/or correct compressor installation. Repair or replace as necessary. Rebuild or replace cartridge.
	B. Defective discharge check valve in end cover of the AD-9.	B. Test to determine if air is passing through check valve. Repair or replace.
	C. Defective fittings, hose or tubing between air dryer and first reservoir.	C. Check to determine if air is reaching first reservoir. Inspect for kinked tubing or hose. Check for undrilled or restricted hose or tubing fittings.
	D. Excessive pressure pulsations from compressor. (Typical single cylinder type).	D. Increase volume in discharge line. Added length or size of line, or add a ping tank.
	E. Safety valve setting lower than the maximum system pressure.	E. Reduce system pressure or obtain a higher setting safety valve.

AD-9 AIR DRYER TROUBLESHOOTING CHART (Continued)

SYMPTOMS	CAUSE	REMEDY
4. Constant exhaust of air at air dryer purge valve exhaust or unable to build system pressure. (Charge mode.)	A. Air dryer purge valve leaking excessively.	A. With compressor loaded, apply soap solution on purge valve exhaust, to test for excessive leakage. Repair purge valve as necessary.
	B. Defective governor.	B. Check governor for proper “cut-in”, “cut-out” pressure and excessive leakage in both positions. Repair or replace as necessary.
	C. Purge control line connected to reservoir or exhaust port of governor.	C. Purge control line must be connected to unloader port of governor.
	D. Purge valve frozen open - faulty heater and thermostat, wiring, blown fuse.	D. Test heater and thermostat as described in Step 7 of *Preventative Maintenance* Section.
	E. Inlet and outlet air connections reversed.	E. Compressor discharge to inlet port. Reconnect lines properly.
	F. Kinked or blocked (plugged) discharge line.	F. Check to determine if air passes through discharge line. Check for kinks, bends, excessive carbon deposits.
	G. Excessive bends in discharge line (water collects and freezes).	G. Discharge line should be constantly sloping from compressor to air dryer with as few bends as possible.
	H. Excessive system leakage.	H. See Symptom #1’s Causes and Remedies.
	I. Purge valve stays open - supply air leaks to control side.	I. Replace purge valve housing assembly o-rings.
5. Air dryer does not purge or exhaust air.	A. Broken, kinked, frozen, plugged or disconnected purge control line.	A. Test to determine air flows through purge control line when compressor unloaded. Check for undrilled fittings. (See Symptom #4, Remedy C.)
	B. See Causes B, E, G for Symptom #4.	B. Refer to Remedies B, E, G for Symptom #4.
6. Desiccant material being expelled from air dryer purge valve exhaust (may look like whitish liquid or paste or small beads.) - OR - Unsatisfactory desiccant life.	A. This symptom is almost always accompanied by one or more of Symptoms 1, 2, 3, 4 and 5. See related causes for these Symptoms above.	A. See Causes and Remedies for Symptoms 1, 2, 3, 4 and 5.
	B. Air dryer not securely mounted. (Excessive vibration.)	B. Vibration should be held to minimum. Add bracket supports or change air dryer mounting location if necessary.
	C. Defective cloth covered perforated plate in air dryer.	C. Replace desiccant cartridge assembly.

AD-9 AIR DRYER TROUBLESHOOTING CHART (Continued)

SYMPTOMS	CAUSE	REMEDY
6. (Continued.)	D. Compressor passing excessive oil.	D. Check for proper compressor installation; if symptoms persist, replace compressor.
	E. Desiccant cartridge not assembled properly to end cover. (Loose attachment)	E. Check the torque on the desiccant cartridge to end cover attachment. Refer to assembly section of this data sheet.
7. "Pinging" noise excessive during compressor loaded cycle.	A. Single cylinder compressor with high pulse cycles.	A. A slight "pinging" sound may be heard during system build up when a single cylinder compressor is used. If this sound is deemed objectionable, it can be reduced substantially by increasing the discharge line volume. This can be accomplished by adding an additional four feet of discharge line or adding a 90 cubic inch reservoir between the compressor and the AD-9 air dryer.
8. Constant seepage of air at air dryer purge valve exhaust (non-charging mode.)	A. Inlet of air compressor pressurized by turbocharger from engine.	A. Some leakage of pressure past the metal seat of the turbo cutoff feature of the AD-9 is to be expected also may be audible. This slight loss of air will not effect the engine or turbo performance.
	B. Defective check valve assembly in AD-9 air dryer end cover.	B. Refer to Remedy C, Symptom #1.
9. The air dryer purge piston cycles rapidly in the compressor unloaded (noncompressing) mode.	A. Compressor fails to "unload".	A. Faulty governor installation; no air line from governor to compressor or line is "kinked" or restricted. Install or repair air line.

Bendix

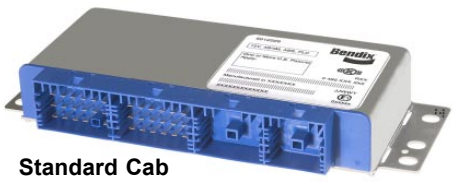
Service Data

SD-13-4863

Bendix® EC-60™ ABS / ATC Controllers (Standard & Premium Models)

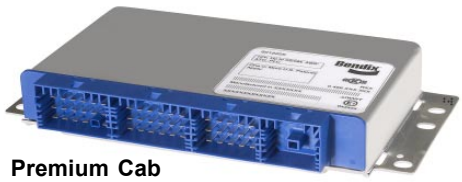
Frame and Cab Mount

Standard Frame



Standard Cab

Premium Frame



Premium Cab

FIGURE 1 - EC-60™ CONTROLLERS

INTRODUCTION

Bendix® EC-60™ controllers are members of a family of electronic **Antilock Braking System (ABS)** devices designed to help improve the braking characteristics of air braked vehicles - including heavy and medium duty buses, trucks, and tractors. ABS controllers are also known as **Electronic Control Units (ECUs)**.

Bendix ABS uses wheel speed sensors, ABS modulator valves, and an ECU to control either four or six wheels of a vehicle. By monitoring individual wheel turning motion during braking, and adjusting or pulsing the brake pressure at each wheel, the EC-60™ controller is able to optimize slip between the tire and the road surface. When excessive wheel slip, or wheel lock-up, is detected, the EC-60™ controller will activate the Pressure Modulator Valves to simulate a driver pumping the brakes. However, the EC-60™ controller is able to pump the brakes on individual wheels (or pairs of wheels), independently, and with greater speed and accuracy than a driver.

In addition to the ABS function, premium models of the EC-60™ controller provide an **Automatic Traction Control (ATC)** feature. Bendix ATC can improve vehicle traction during acceleration, and lateral stability while driving through curves. ATC utilizes **Engine Torque Limiting (ETL)** where the ECU communicates with the engine's controller and/or **Differential Braking (DB)** where individual wheel brake applications are used to improve vehicle traction.

Premium EC-60™ controllers have a drag torque control feature which reduces driven-axle wheel slip (due to driveline inertia) by communicating with the engine's controller and increasing the engine torque.

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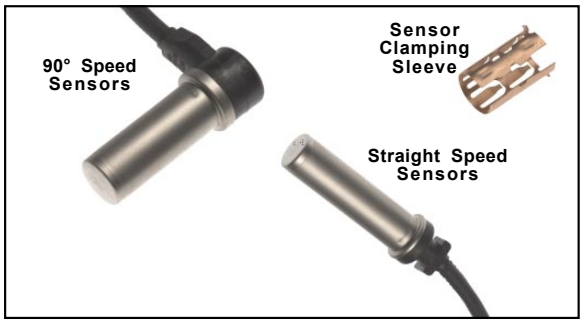


FIGURE 2 - BENDIX® WS-24™ WHEEL SPEED SENSORS

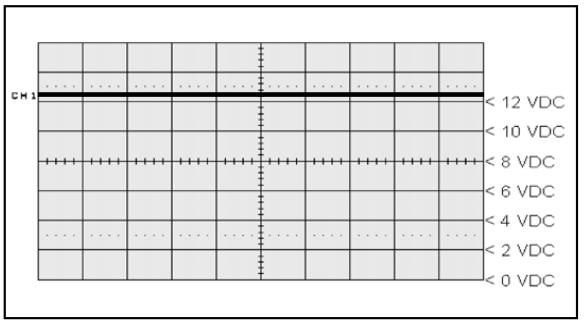


FIGURE 4 - POWER LINE WITHOUT PLC SIGNAL

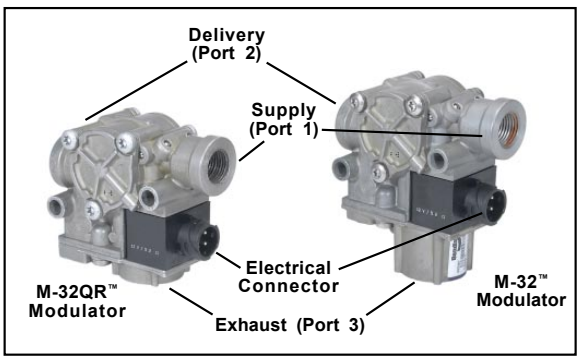


FIGURE 3 - M-32™ AND M-32QR™ MODULATORS

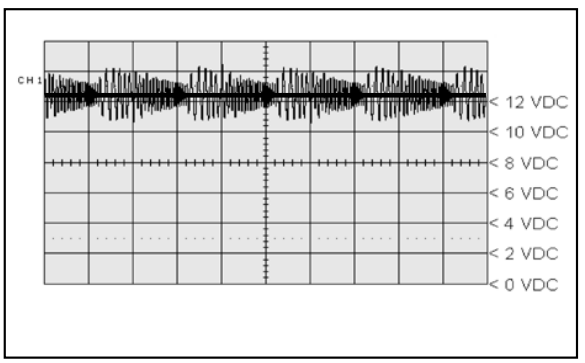


FIGURE 5 - POWER LINE WITH PLC SIGNAL

COMPONENTS

The EC-60™ controller's ABS function utilizes the following components:

- Bendix® WS-24™ wheel speed sensors (4 or 6, depending on ECU model and configuration). Each sensor is installed with a Bendix Sensor Clamping Sleeve
- Bendix® M-32™ or M-32QR™ Pressure Modulator Valves (4, 5, or 6 depending on ECU model and configuration)
- Dash-mounted tractor ABS Indicator Lamp
- Service brake relay valve
- Dash-mounted trailer ABS Indicator Lamp (used on all towing vehicles manufactured after March 1, 2001)
- Optional blink code activation switch
- Optional ABS off-road switch. (Off-road feature is not available on all models - See Chart 1.)

The EC-60™ controller ATC function utilizes the following additional components:

- Traction control valve (may be integral to the service brake relay valve or a stand-alone device)
- Dash-mounted ATC status/indicator lamp
- J1939 serial communication to engine control module
- Stop lamp switch input (may be provided using the ECU hardware input or J1939)
- Optional ATC off-road switch

ECU MOUNTING

Cab ECUs

Cab-mounted EC-60™ controllers are not protected against moisture, and must be mounted in an environmentally protected area.

All wire harness connectors must be properly seated. The use of secondary locks is strongly recommended.

CAUTION: All unused ECU connectors must be covered and receive any necessary protection from moisture, etc.

Cab ECUs utilize connectors from the AMP MCP 2.8 product family.

Frame ECUs

Frame-mounted EC-60™ controllers may be mounted on the vehicle frame, but only in locations where they will not be subjected to direct tire spray. ECU mounting bolts must be torqued to 7.5 to 9 Nm.

CAUTION: The frame wire harness connectors must be properly seated with the seals intact (undamaged). All unused connector terminals must be plugged with the appropriate sealing plugs. Failure to properly seat or seal the connectors could result in moisture or corrosion damage to the connector terminals. ECUs damaged by moisture and/or corrosion are not covered under the Bendix warranty.

Frame ECUs utilize Deutsch connectors.

ECU Model	Mounting	Input Voltage	Sensors	PMVs	ATC	Blink Codes	Serial Communication		PLC	ABS Off-Road	ATC Off-Road	Retarder Relay
							J1587	J1939				
Standard	Cab Frame	12	4	4		✔	✔	✔				✔
Standard PLC	Cab Frame	12	4	4		✔	✔	✔	✔			✔
Premium	Cab Frame	12	4/6	4/5/6	✔	✔	✔	✔	✔	✔	✔	✔
Premium	Cab	24	4/6	4/5/6	✔	✔	✔	✔		✔	✔	✔

CHART 1 - EC-60™ CONTROLLERS AVAILABLE

HARDWARE CONFIGURATIONS

Standard Models

Standard model EC-60™ controllers support four sensor/four modulator (4S/4M) applications. Certain models support Power Line Carrier (PLC) communications, with all models supporting 12 volt installations. *See Chart 1 for more details.*

Premium Models

Premium model EC-60™ controllers support applications up to six sensor/six modulator (6S/6M) installations with ATC and drag torque control. All 12 volt models support PLC. 24 volt models do not support PLC. *See Chart 1 for more details.*

EC-60™ CONTROLLERS WITH PLC

Since March 1, 2001, all towing vehicles must have an in-cab trailer ABS Indicator Lamp. Trailers transmit the status of the trailer ABS over the power line (the blue wire of the J560 connector) to the tractor using a Power Line Carrier (PLC) signal. See Figures 4 and 5. Typically the signal is broadcast by the trailer ABS ECU. The application of PLC technology for the heavy vehicle industry is known as "PLC4Trucks." The Standard PLC EC-60™ controller and the Premium EC-60™ controller (12 volt versions) support PLC communications in accordance with SAE J2497.

Identifying an EC-60™ Controller with PLC

Refer to the information panel on the ECU label to see if the controller provides PLC.

An oscilloscope can be used to measure or identify the presence of a PLC signal on the power line. The PLC signal is an amplitude and frequency modulated signal. Depending on the filtering and load on the power line, the PLC signal amplitude can range from 5.0mVp-p to 7.0 Vp-p. Suggested oscilloscope settings are AC coupling, 1 volt/div, 100 µsec/div. The signal should be measured at the ignition power input of the EC-60™ controller.

Note: An ABS trailer equipped with PLC, or a PLC diagnostic tool, must be connected to the vehicle in order to generate a PLC signal on the power line.

Alternatively, the part number shown on the ECU label can be identified as a PLC or non-PLC model by calling the Bendix TechTeam at 1-800-AIR-BRAKE (1-800-247-2725).

EC-60™ CONTROLLER INPUTS

Battery and Ignition Inputs

The ECU operates at a nominal supply voltage of 12 or 24 volts, depending on the model of the ECU. The battery input is connected through a 30 amp fuse directly to the battery.

The ignition input is applied by the ignition switch through a 5 amp fuse.

Ground Input

The EC-60™ controller supports one ground input. See pages 35 to 40 for system schematics.

ABS Indicator Lamp Ground Input (Cab ECUs Only)

EC-60™ cab ECUs require a second ground input (X1-12) for the ABS indicator lamp. The X1 wire harness connector contains an ABS indicator lamp interlock (X1-15), which shorts the ABS indicator lamp circuit (X1-18) to ground if the connector is removed from the ECU.

Bendix® WS-24™ Wheel Speed Sensors

Wheel speed data is provided to the EC-60™ controller from the WS-24™ wheel speed sensor (see Figure 2). Vehicles have an exciter ring (or "tone ring") as part of the wheel assembly, and as the wheel turns, the teeth of the exciter ring pass the wheel speed sensor, generating an AC signal. The EC-60™ controller receives the AC signal, which varies in voltage and frequency as the wheel speed changes.

Vehicle axle configurations and ATC features determine the number of WS-24™ wheel speed sensors that must be used. A vehicle with a single rear axle requires four wheel speed sensors. Vehicles with two rear axles can utilize six wheel speed sensors for optimal ABS and ATC performance.

Diagnostic Blink Code Switch

A momentary switch that grounds the ABS Indicator Lamp output is used to place the ECU into the diagnostic blink code mode and is typically located on the vehicle's dash panel.

ABS Off-Road Switch and Indicator Lamp Operation

WARNING: The ABS off-road mode should not be used on normal, paved road surfaces because vehicle stability and steerability may be affected. When the ECU is placed in the ABS off-road mode, the ABS Indicator Lamp will flash constantly to notify the vehicle operator that the off-road mode is active.

Premium EC-60™ controllers use a dash-mounted switch to place the ECU into the ABS off-road mode. In some cases, ECUs may also be put into the ABS off-road mode by one of the other vehicle control modules, using a J1939 message to the EC-60™ controller.

(If you need to know if your EC-60™ controller uses a J1939 message to operate the lamp, e-mail ABS@bendix.com, specifying the ECU part number, or call 1-800-AIR-BRAKE and speak to the Bendix TechTeam.)

Stop Lamp Switch (SLS)

The Premium EC-60™ controller monitors the vehicle stop lamp status. Certain vehicle functions, such as ATC and All-Wheel Drive (AWD), use the status of the stop lamp to know the driver's intention. This can be provided to the ECU via J1939 communications, or hardware input.

EC-60™ CONTROLLER OUTPUTS

Bendix® M-32™ and M-32QR™ Pressure Modulator Valves (PMV)

The Bendix® M-32™ and M-32QR™ pressure modulator valves (PMV) are operated by the EC-60™ controller to modify driver applied air pressure to the service brakes during ABS or ATC activation (See pages 6-8). The PMV is an electro-pneumatic control valve and is the last valve that air passes through on its way to the brake chamber. The modulator hold and release solenoids are activated to precisely modify the brake pressure during an antilock braking event. The hold solenoid is normally open and the release solenoid is normally closed.

Traction Control Valve (TCV)

Premium EC-60™ controllers will activate the TCV during differential braking ATC events. The TCV may be a separate valve or integrated into the rear axle relay valve.

ABS Indicator Lamp Control with Optional Diagnostic Blink Code Switch (Cab and Frame ECUs)

Cab and frame-mount EC-60™ controllers have internal circuitry to control the ABS Indicator Lamp on the dash panel.

The ABS Lamp Illuminates:

1. During power up (e.g. when the vehicle is started) and turns off after the self test is completed, providing no **Diagnostic Trouble Codes (DTCs)** are present on the tractor.
2. If the ECU is unplugged or has no power.
3. When the ECU is placed into the ABS off-road mode (the lamp flashes rapidly).
4. To display blink codes for diagnostic purposes after the external diagnostic switch is activated.

Certain models of the EC-60™ controller communicate with other vehicle control modules to operate the ABS Indicator Lamp using serial communications. (If you need to know if your EC-60™ controller uses serial communications to operate the lamp, e-mail ABS@bendix.com, specifying the ECU part number, or call 1-800-AIR-BRAKE and speak to the Bendix TechTeam.)

Indicator Lamp Control Using Serial Communications Links

As mentioned above, depending on the vehicle manufacturer, the dash indicator lamps (ABS, ATC, and trailer ABS) may be controlled using serial communications links. In these cases, the EC-60™ controller will send a serial communications message over the J1939 or J1587 links indicating the required status of the lamp(s). Another vehicle control module receives the message and controls the indicator lamp(s).

Retarder Relay Disable Output

The retarder relay disable output may be used to control a retarder disable relay.

When configured to use this output, the ECU will energize the retarder disable relay and inhibit the use of the retarder as needed.

SAE J1939 Serial Communications

A Controller Area Network (CAN) data link (SAE J1939) is provided for communication. This link is used for various functions, such as:

- To disable retarding devices during ABS operation
- To request torque converter lock-up during ABS operation
- To share information such as wheel speed and ECU status with other vehicle control modules

Premium EC-60™ controllers utilize the J1939 data link for ATC and drag torque control functions.

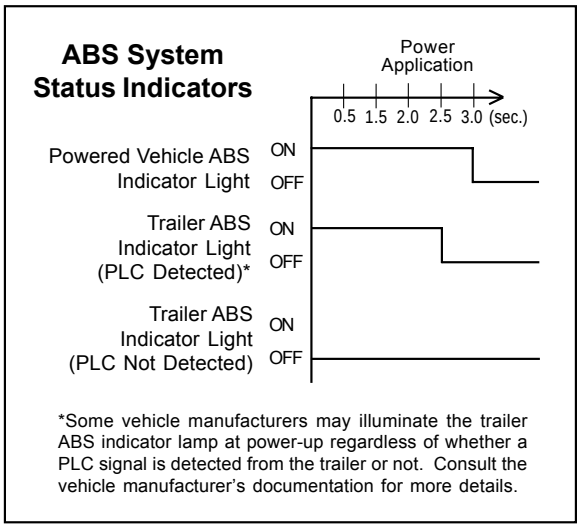


FIGURE 6 - ABS DASH LIGHTS START UP SEQUENCE

Trailer ABS Indicator Lamp Control

Certain models of the EC-60™ controller activate a trailer ABS Indicator Lamp (located on the dash panel) that indicates the status of the trailer ABS unit on one, or more trailers, or dollies. Typically, the EC-60™ controller directly controls the trailer ABS Indicator Lamp based on the information it receives from the trailer ABS.

Alternatively, some vehicles require the EC-60™ controller to activate the trailer ABS Indicator Lamp by communicating with other vehicle controllers using serial communications. (If you need to know if your EC-60™ controller uses a serial communications message to operate the lamp, e-mail ABS@bendix.com, specifying the ECU part number, or call 1-800-AIR-BRAKE and speak to the Bendix TechTeam.)

SAE J1708/J1587 Serial Communications

An SAE J1708 data link, implemented according to SAE J1587 recommended practice, is available for diagnostic purposes, as well as ECU status messages.

ATC Lamp Output/ATC Off-Road Switch Input

Premium ECUs control the ATC dash lamp.

The ATC Lamp Illuminates:

1. During power up (e.g. when the vehicle is started) and turns off after the self test is completed, providing no diagnostic trouble codes are present.
2. When ATC is disabled for any reason.
3. During an ATC event (the lamp will flash rapidly).
4. When the ECU is placed in the ATC off-road mode (the lamp will flash slowly at a rate of 1.0 seconds on, 1.5 seconds off). This notifies the vehicle operator that the off-road mode is active.

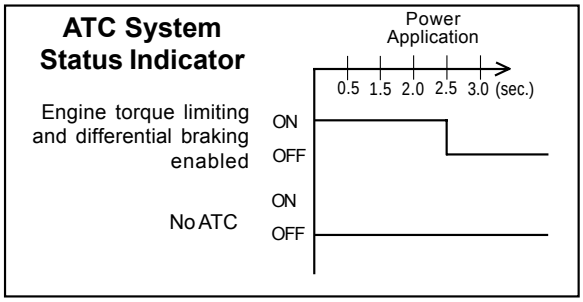


FIGURE 7 - ATC INDICATOR LIGHT START UP SEQUENCE

Interaxle Differential Lock Control (AWD Transfer Case)
Premium ECUs can control the interaxle differential lock (AWD transfer case). This is recommended on AWD vehicles, but the ECU must be specially configured to provide this feature. E-mail to ABS@bendix.com for more details.

POWER-UP SEQUENCE

WARNING: The vehicle operator should verify proper operation of all installed indicator lamps (ABS, ATC, and trailer ABS) when applying ignition power and during vehicle operation.

Lamps that do not illuminate as required when ignition power is applied, or remain illuminated after ignition power is applied, indicate the need for maintenance.

ABS Indicator Lamp Operation

The ECU will illuminate the ABS Indicator Lamp for approximately three seconds when ignition power is applied, after which the lamp will extinguish if no diagnostic trouble codes are detected.

The ECU will illuminate the ABS Indicator Lamp whenever full ABS operation is not available due to a diagnostic trouble code. In most cases, partial ABS is still available.

ATC Status/Indicator Lamp Operation

The ECU will illuminate the ATC lamp for approximately 2.5 seconds when ignition power is applied, after which the lamp will extinguish, if no diagnostic trouble codes are detected.

The ECU will illuminate the ATC Indicator Lamp whenever ATC is disabled due to a diagnostic trouble code.

Trailer ABS Indicator Lamp Operation

Certain models of the ECU will control the Trailer ABS Indicator Lamp when a PLC signal (SAE J2497) from a trailer ABS ECU is detected.

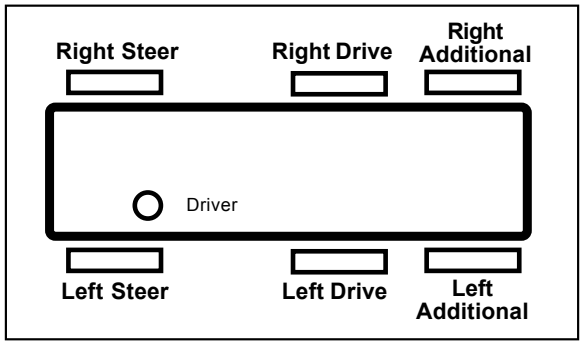


FIGURE 8 - VEHICLE ORIENTATION (TYPICAL)

ECU Configuration Test

Within two seconds of the application of ignition power, the ECU will perform a test to detect system configuration with regards to the number of wheel speed sensors and PMVs. This can be audibly detected by a rapid cycling of the PMVs. (Note: The ECU will not perform the configuration test when wheel speed sensors show that the vehicle is in motion.)

Pressure Modulator Valve Chuff Test

After the performance of the configuration test, the EC-60™ controller will perform a Bendix-patented PMV Chuff Test. The Chuff Test is an electrical and pneumatic PMV test that can assist maintenance personnel in verifying proper PMV wiring and installation.

With brake pressure applied, a properly installed PMV will perform one sharp audible exhaust of air by activating the hold solenoid twice and the release solenoid once. If the PMV is wired incorrectly, it will produce two exhausts of air or none at all.

The EC-60™ controller will perform a PMV chuff test on all installed modulators in the following order:

- Steer Axle Right PMV
- Steer Axle Left PMV
- Drive Axle Right PMV
- Drive Axle Left PMV
- Additional Axle Right PMV
- Additional Axle Left PMV

The pattern will then repeat itself.

The ECU will not perform the PMV Chuff Test when wheel speed sensors show that the vehicle is in motion.

ABS OPERATION

Bendix ABS uses wheel speed sensors, ABS modulator valves, and an ECU to control either four or six wheels of a vehicle. By monitoring individual wheel turning motion during braking, and adjusting or pulsing the brake pressure at each wheel, the EC-60™ controller is able to optimize slip between the tire and the road surface. When excessive wheel slip, or wheel lock-up, is detected, the EC-60™ controller will activate the Pressure Modulator Valves to simulate a driver pumping the brakes. However, the EC-60™ controller is able to pump the brakes on individual wheels (or pairs of wheels), independently, and with greater speed and accuracy than a driver.

Steer Axle Control

Although both wheels of the steer axle have their own wheel speed sensor and pressure modulator valve, the EC-60™ controller blends the applied braking force between the two steering axle brakes. This Bendix patented brake application control, called Modified Individual Regulation (MIR), is designed to help reduce steering wheel pull during an ABS event on road surfaces with poor traction (or areas of poor traction, e.g. asphalt road surfaces with patches of ice).

Single Drive Axle Control (4x2 Vehicle)

For vehicles with a single rear drive axle (4x2), the brakes are operated independently by the EC-60™ controller, based on the individual wheel behavior.

Dual Drive Axle Control (4S/4M Configuration)

For vehicles with dual drive axles (6x4) using a 4S/4M configuration, one ABS modulator controls both right-side rear wheels and the other modulator controls both left-side rear wheels. Both wheels on each side receive equal brake pressure during an ABS stop. The rear wheel speed sensors must be installed on the axle with the lightest load.

Dual Rear Axle Control (6S/6M Configuration)

For vehicles with dual rear axles (6x4, 6x2) using a 6S/6M configuration, the rear wheels are controlled independently. Therefore, brake application pressure at each wheel is adjusted according to the individual wheel behavior on the road surface.

6x2 Vehicles with 6S/5M Configuration

6x2 vehicles can utilize a 6S/5M configuration, with the additional axle (a non-driven rear axle) having two sensors, but only one Pressure Modulator Valve. In this case, the PMV controls both wheels on the additional axle. The additional axle wheels would receive equal brake pressure, based on the wheel that is currently experiencing the most wheel slip.

Normal Braking

During normal braking, brake pressure is delivered through the ABS PMV and into the brake chamber. If the ECU does not detect excessive wheel slip, it will not activate ABS control, and the vehicle stops with normal braking.

Retarder Brake System Control

On surfaces with low traction, application of the retarder can lead to high levels of wheel slip at the drive axle wheels, which can adversely affect vehicle stability.

To avoid this, the EC-60™ controller switches off the retarder as soon as a lock-up is detected at one (or more) of the drive axle wheels.

When the ECU is placed in the ABS off-road mode, it will switch off the retarder only when ABS is active on a steer axle wheel and a drive axle wheel.

Optional ABS Off-Road Mode

On some road conditions, particularly when the driving surface is soft, the stopping distance with ABS may be longer than without ABS. This can occur when a locked wheel on soft ground plows up the road surface in front of the tire, changing the rolling friction value. Although vehicle stopping distance with a locked wheel may be shorter than corresponding stopping distance with ABS control, vehicle steerability and stability is reduced.

Premium EC-60™ controllers have an optional control mode that more effectively accommodates these soft road conditions to shorten stopping distance while maintaining optimal vehicle steerability and stability.

WARNING: The ABS off-road mode should not be used on normal, paved road surfaces because vehicle stability and steerability may be reduced. The flashing ABS Indicator Lamp communicates the status of this mode to the driver.

The vehicle manufacturer should provide the optional ABS off-road function only for vehicles that operate on unpaved surfaces or that are used in off-road applications, and is responsible for insuring that vehicles equipped with the ABS off-road function meet all FMVSS-121 requirements and have adequate operator indicators and instructions.

The vehicle operator activates the off-road function with a switch on the dash panel. A flashing ABS Indicator Lamp indicates to the driver that the ABS off-road function is engaged. To exit the ABS off-road mode, depress and release the switch.

All-Wheel Drive (AWD) Vehicles

AWD vehicles with an engaged interaxle differential (steer axle to rear axle)/AWD transfer case may have negative effects on ABS performance. Optimum ABS performance is achieved when the lockable differentials are disengaged, allowing individual wheel control.

Premium EC-60™ controllers can be programmed specifically for this configuration to control the differential lock/unlock solenoid in the AWD transfer case. When programmed to do so, the ECU will disengage the locked interaxle/AWD transfer case during an ABS event and reengage it once the ABS event has ended.

ATC OPERATION

ATC Functional Overview

Just as ABS improves vehicle stability during braking, ATC improves vehicle stability and traction during vehicle acceleration. The EC-60™ controller ATC function uses the same wheel speed information and modulator control as the ABS function. The EC-60™ controller detects excessive drive wheel speed, compares the speed of the front, non-driven wheels, and reacts to help bring the wheel spin under control. The EC-60™ controller can be configured to use engine torque limiting and/or differential braking to control wheel spin. For optimal ATC performance, both methods are recommended.

ATC Lamp Operation

The ATC Lamp Illuminates:

1. During power up (e.g. when the vehicle is started) and turns off after the self test is completed, providing no diagnostic trouble codes are present.
2. When ATC is disabled for any reason.
3. During an ATC event (the lamp will flash rapidly). When ATC is no longer active, the ATC active/indicator lamp turns off.
4. When the ECU is placed in the ATC off-road mode (the lamp will flash at a rate of 1.0 seconds on, 1.5 seconds off). This notifies the vehicle operator that the off-road mode is active.

Differential Braking

Differential braking is automatically activated when drive wheel(s) on one side of the vehicle are spinning, which typically occur on asphalt road surfaces with patches of ice. The traction system will then lightly apply the brake to the drive wheel(s) that are spinning. The vehicle differential will then drive the wheels on the other side of the vehicle.

Differential braking is available at vehicle speeds up to 25 MPH.

Disabling ATC Differential Braking

ATC differential braking is disabled under the following conditions:

1. During power up (e.g. when the vehicle is started), until the ECU detects a service brake application.
2. If the ECU receives a J1939 message indicating that the vehicle is parked.
3. When the dynamometer test mode is active. The dynamometer test mode is entered using the diagnostic blink code switch or by using a diagnostic tool (such as Bendix® ACom™ Diagnostics).

4. In response to a serial communications request from a diagnostic tool.
5. During brake torque limiting to avoid overheating of the brakes.
6. When certain diagnostic trouble code conditions are detected.

Engine Torque Limiting (ETL) with *Smart ATC*™ Traction Control

The EC-60™ controller uses Engine Torque Limiting to control drive axle wheel slip. This is communicated to the engine control module (using J1939), and is available at all vehicle speeds.

Bendix® *Smart ATC*™ Traction Control

The EC-60™ controller has an additional feature known as *Smart ATC*™ traction control. *Smart ATC*™ traction control monitors the accelerator pedal position (using J1939) to help provide optimum traction and vehicle stability. By knowing the driver's intention and adapting the target slip of the drive wheels to the driving situation, the *Smart ATC*™ traction control allows higher wheel slip when the accelerator pedal is applied above a preset level.

The target wheel slip is decreased when driving through a curve for improved stability.

Disabling ATC Engine Control and *Smart ATC*™ Traction Control

ATC Engine Control and *Smart ATC*™ traction control will be disabled under the following conditions:

1. In response to a serial communications request from an off-board tool.
2. At power-up until the ECU detects a service brake application.
3. If the ECU receives a J1939 message indicating that the vehicle is parked.
4. If the dynamometer test mode is active. This may be accomplished via an off-board tool or the diagnostic blink code switch.
5. When certain diagnostic trouble code conditions are detected.

Optional ATC Off-Road Mode

In some road conditions, the vehicle operator may desire additional drive wheel slip when ATC is active. The Premium EC-60™ controller has an optional control mode to permit this desired performance.

The vehicle operator can activate the off-road function with a switch on the dash panel. Alternately, a J1939 message may be used to place the vehicle in this mode. The ATC Indicator Lamp will flash continually to confirm that the off-road ATC function is engaged.

To exit the ATC off-road mode, depress and release the ATC off-road switch.

Drag Torque Control Functional Overview

Premium EC-60™ controllers have a feature referred to as drag torque control which reduces wheel slip on a driven axle due to driveline inertia. This condition is addressed by increasing the engine torque to overcome the inertia.

Drag torque control increases vehicle stability on low-traction road surfaces during down-shifting or retarder braking.

Dynamometer Test Mode

WARNING: ATC must be disabled prior to conducting any dynamometer testing. When the Dynamometer Test Mode is enabled, ATC brake control and engine control along with drag torque control are turned off. This test mode is used to avoid torque reduction or torque increase and brake control activation when the vehicle is operated on a dynamometer for testing purpose.

The Dynamometer Test Mode may be activated by pressing and releasing the diagnostic blink code switch five times or by using a hand-held or PC-based diagnostic tool.

The Dynamometer Test Mode will remain active even if power to the ECU is removed and re-applied. Press and release the blink code switch three times, or use a hand-held or PC-based diagnostic tool to exit the test mode.

Automatic Tire Size Calibration

The ECU requires a precise rolling circumference ratio between steer axle and drive axle tires in order for ABS and ATC to perform in an optimal manner. For this reason, a learning process continuously takes place in which the precise ratio is calculated. This calculated value is stored in the ECU memory provided the following conditions are met:

1. Rolling-circumference ratio is within the permissible range.
2. Vehicle speed is greater than approximately 12 MPH.
3. No acceleration or deceleration is taking place.
4. There are no active speed sensor diagnostic trouble codes.

The ECU is provided with a ratio value of 1.00 as a default setting. If the automatic tire size alignment calculates a different value, this is used to overwrite the original figure in the memory. This process adapts the ABS and ATC function to the vehicle.

Acceptable Tire Sizes

The speed calculation for an exciter ring with 100 teeth is based on a default tire size of 510 revolutions per mile. This figure is based on the actual rolling circumference of the tires, which varies with tire size, tire wear, tire pressure, vehicle loading, etc.

The ABS response sensitivity is reduced when the actual rolling circumference is excessive on all wheels. For a 100 tooth exciter ring, the minimum number of tire revolutions

per mile is 426, and the maximum is 567. The ECU will set diagnostic trouble codes if the number or revolutions are out of this range.

In addition, the size of the steer axle tires compared to the drive axle tires also has to be within the ABS system design. To avoid diagnostic trouble codes, the ratio of the effective rolling circumference of the steer axle, divided by the effective rolling circumference of the drive axle, must be between 0.85 to 1.15.

ABS PARTIAL SHUTDOWN

Depending which component the trouble code is detected on, the ABS and ATC functions may be fully or partially disabled. Even with the ABS indicator lamp on, the EC-60™ controller may still provide ABS function on wheels that are not affected. The EC-60™ controller should be serviced as soon as possible.

Steer Axle ABS Modulator Diagnostic Trouble Code

ABS on the affected wheel is disabled. ABS and ATC on all other wheels remains active.

Drive Axle/Additional Axle ABS Modulator Diagnostic Trouble Code

ATC is disabled. ABS on the affected wheel is disabled. ABS on all other wheels remains active.

Steer Axle Wheel Speed Sensor Diagnostic Trouble Code

The wheel with the diagnostic trouble code is still controlled by using input from the remaining wheel speed sensor on the front axle. ABS remains active on the rear wheels. ATC is disabled.

Drive Axle/Additional Axle Wheel Speed Sensor Diagnostic Trouble Code

ATC is disabled. In a four sensor system, ABS on the affected wheel is disabled, but ABS on all other wheels remains active.

In a six sensor system, ABS remains active by using input from the remaining rear wheel speed sensor on the same side.

ATC Modulator Diagnostic Trouble Code

ATC is disabled. ABS remains active.

J1939 Communication Diagnostic Trouble Code

ATC is disabled. ABS remains active.

ECU Diagnostic Trouble Code

ABS and ATC are disabled. The system reverts to normal braking.

Voltage Diagnostic Trouble Code

While voltage is out of range, ABS and ATC are disabled. The system reverts to normal braking. When the correct voltage level is restored, full ABS and ATC function is available. Operating voltage range is 9.0 to 17.0 VDC.

Reconfiguring EC-60™ Controllers

SYSTEM CONFIGURATION

The EC-60™ controller is designed to allow the technician to change the default system settings (chosen by the vehicle OEM) to provide additional or customized features. When replacing an ECU, be sure to use an equivalent Bendix replacement part number so that the standard default settings are provided.

Depending on the model, the customizable features include ABS control settings, engine module communication etc. Many of these settings can be reconfigured using a hand-held or PC-based software, such as the Bendix® ACom™ Diagnostics program.

ECU RECONFIGURATION

Reconfiguring Standard ECUs

Reconfigurating an EC-60™ controller may be carried out by using the Blink Code Switch or by using a hand-held or PC-based diagnostic tool.

Note: During the reconfiguration process, and independently from any reconfiguration being carried out by the technician, standard ECUs automatically check the J1939 serial link and communicate with other vehicle modules. In particular, if the serial link shows that the vehicle has a retarder device present, the ECU will configure itself to communicate with the retarder device for improved ABS performance. For example, if the ECU detects the presence of a retarder disable relay during a reconfiguration, it will configure itself to control the relay to disable the retarding device as needed.

Reconfiguring Premium ECUs

As with standard ECUs, the Premium EC-60™ controller also carries out, independently from any reconfiguration being carried out by the technician, an automatic check of the J1939 serial link and communicate with other vehicle modules. This includes checking for ATC and retarder disable relay operation. In addition, premium EC-60™ controllers will determine the number of wheel speed sensors and PMVs installed and configure itself accordingly.

6S/5M Configuration

Premium EC-60™ controllers will configure for 6S/5M operation when a reconfiguration event is initiated and the ECU detects that an additional axle PMV is wired as follows:

PMV Connector	ECU Connector
Hold	Right Additional Axle Hold
Release	Left Additional Axle Release
Common	Right Additional Axle Common

See 6S/5M System Schematics (pages 37 & 40) for details.

Reconfiguration Using the Blink Code Switch

The reconfiguration event is the same for both Standard and Premium ECUs. With ignition power removed from the EC-60™ controller, depress the blink code switch. After the ignition power is activated, depress and release the switch seven times to initiate a reconfiguration event.

Diagnostic Tool

A reconfiguration event may be initiated using a hand-held or PC-based diagnostic tool to communicate with the ECU over the SAE J1587 diagnostic link.

Troubleshooting: General

SAFE MAINTENANCE PRACTICES

WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times:

1. **Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.**
2. **Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.**
3. **Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.**
4. **If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS™ air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.**
5. **Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.**
6. **Never exceed manufacturer's recommended pressures.**
7. **Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.**
8. **Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.**
9. **Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.**
10. **Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.**
11. **For vehicles with Antilock Traction Control (ATC), the ATC function must be disabled (ATC indicator lamp should be ON) prior to performing any vehicle maintenance where one or more wheels on a drive axle are lifted off the ground and moving.**

REMOVING THE EC-60™ CONTROLLER ASSEMBLY

1. Turn vehicle ignition off.
2. Remove as much contamination as possible prior to disconnecting air lines and electrical connections.
3. Note the EC-60™ controller assembly mounting position on the vehicle.
4. Disconnect the electrical connectors from the EC-60™ controller.
5. Remove and retain the mounting bolts that secure the EC-60™ controller.

INSTALLING A NEW EC-60™ CONTROLLER

CAUTION! When replacing the EC-60™ controller, verify that the unit you are installing has the correct default settings. Failure to do so could result in a loss of features, such as ATC and PLC, or noncompliance with U.S. regulations such as FMVSS 121. It is recommended to use only the correct replacement part number. However, most configuration settings can be altered using the Bendix ACom™ ABS Diagnostic Software program.

Verify correct operation of the EC-60™ controller system and indicator lamps prior to putting the vehicle back into service. Towing vehicles manufactured after March 1, 2001 must support the trailer ABS indicator lamp located on the dash.

For further information, contact either the vehicle manufacturer, Bendix or your local authorized Bendix dealer.

1. Position and secure the EC-60™ controller in the original mounting orientation using the mounting bolts retained during removal. On frame-mount ECUs, torque the mounting bolts to 7.5 to 9 NM (66-80 in. lbs). For cab-mount units use no more torque than is necessary to firmly secure the ECU into position. Over-tightening the mounting hardware can cause damage to the EC-60™ controller.
2. Reconnect the electrical connectors to the EC-60™ controller.
3. Apply power and monitor the EC-60™ controller power-up sequence to verify proper system operation.

See Troubleshooting: Wiring section beginning on page 32 for more information on wire harnesses.

Troubleshooting: Blink Codes and Diagnostic Modes

ECU DIAGNOSTICS

The EC-60™ controller contains self-testing diagnostic circuitry that continuously checks for the normal operation of internal components and circuitry, as well as external ABS components and wiring.

Active Diagnostic Trouble Codes

When an erroneous system condition is detected, the EC-60™ controller:

1. Illuminates the appropriate indicator lamp(s) and disengages part or all of the ABS and ATC functions. (See page 9.)
2. Places the appropriate trouble code information in the ECU memory.
3. Communicates the appropriate trouble code information over the serial communications diagnostic link as required. Hand-held or PC-based diagnostic tools attach to the vehicle diagnostic connector, typically located on or under the dash (see Figure 9).

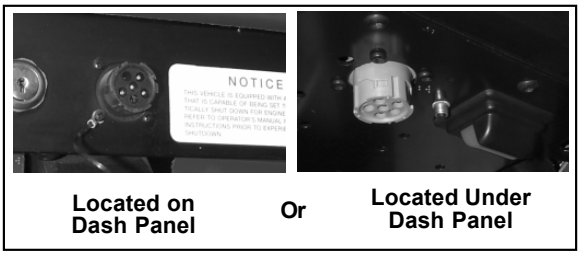


FIGURE 9 - TYPICAL VEHICLE DIAGNOSTIC CONNECTOR LOCATIONS (J1708/J1587, J1939)

BLINK CODES

Blink codes allow a technician to troubleshoot ABS problems without using a hand-held or PC-based diagnostic tool. Instead, information about the ABS system is communicated by the ECU using the ABS indicator lamp to display sequences of blinks.

Note: The ECU will not enter the diagnostic blink code mode if the wheel speed sensors show that the vehicle is in motion. If the ECU is in the diagnostic blink code mode and then detects vehicle motion, it will exit the blink code mode.

In addition, by operating the blink code switch as described below, one of several diagnostic modes can be entered. See Diagnostic Modes below.

Blink Code Switch Activation

When activating the blink code switch:

1. Wait at least two seconds after “ignition on.” (Except when entering Reconfiguration Mode - see Reconfiguration section on page 10)
2. For the ECU to recognize that the switch is activated “on,” the technician must press for at least 0.1 seconds, but less than 5 seconds. (If the switch is held for more than 5 seconds, the ECU will register a malfunctioning switch.)
3. Pauses between pressing the switch when a sequence is required, (e.g. when changing mode) must not be longer than 2 seconds.
4. After a pause of 3.5 seconds, the ECU will begin responding with output information blinks. See Figure 10 for an example.

Blink Code Timing

The ECU responds with a sequence of blink codes. The overall blink code response from the ECU is called a “message.” Each message includes, depending on the

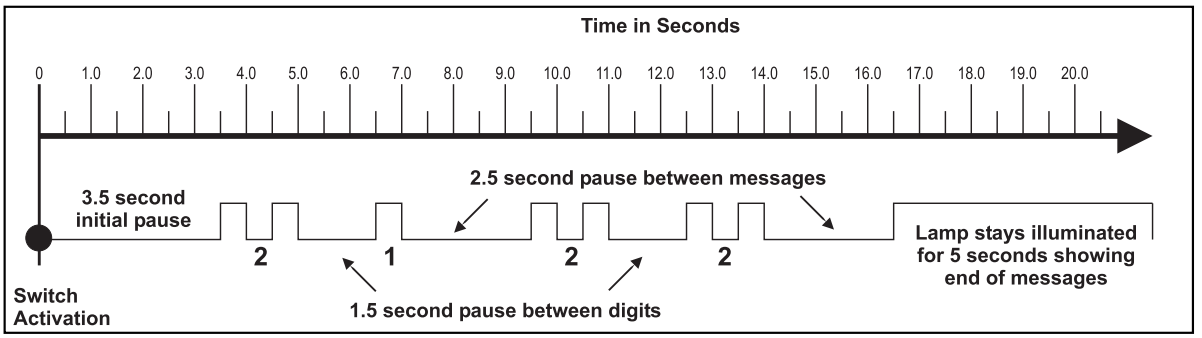


FIGURE 10 - EXAMPLE OF BLINK CODE MESSAGE

mode selected by the technician, a sequence of one or more groups of blinks. Simply record the number of blinks for each sequence and then use the troubleshooting index on page 17 for active or inactive trouble codes and you will be directed to the page that provides troubleshooting information.

NOTE:

1. Sequences of blinks illuminate the ABS indicator lamp for half a second, with half-second pauses between them.
2. Pauses between blink code digits are 1.5 seconds.
3. Pauses between blink code messages are 2.5 seconds.
4. The lamp remains on for 5 seconds at the end of messages.

Once the ABS indicator lamp begins displaying a sequence of codes, it continues until all blink code messages have been displayed and then returns to the normal operating mode. During this time, the ECU will ignore any additional blink code switch activation.

All trouble codes, with the exception of voltage and J1939 trouble codes, will remain in an active state for the remainder of the power cycle.

Voltage trouble codes will clear automatically when the voltage returns within the required limits. All ABS functions will be re-engaged.

J1939 trouble codes will clear automatically when communications are re-established.

DIAGNOSTIC MODES

In order to communicate with the ECU, the controller has several modes that the technician can select, allowing information to be retrieved, or other ECU functions to be accessed.

Diagnostic Modes

To enter the various diagnostic modes:

No. of Times to Press the Blink Code Switch	System Mode Entered
1	Active diagnostic trouble code retrieval
2	Inactive diagnostic trouble code retrieval
3	Clear active diagnostic trouble codes
4	System configuration check
5	Dynamometer Test Mode
7*	Reconfigure ECU

* To enter the Reconfiguration Mode, the switch must be held in before the application of ignition power. Once the power is supplied, the switch is released and then pressed seven times.

CHART 2 - DIAGNOSTIC MODES

Active Diagnostic Trouble Code Mode

For troubleshooting, typically the Active and Inactive Diagnostic Trouble Retrieval Modes are used. The technician presses the blink code switch once and the ABS indicator lamp flashes a first group of two codes, and if there are more trouble codes recorded, this is followed by a second set of codes, etc. (See page 17 for a directory of these codes.) All active trouble codes may also be retrieved using a hand-held or PC-based diagnostic tool, such as the Bendix® ACom™ Diagnostics software.

To clear active diagnostic trouble codes (as problems are fixed), simply clear (or “self-heal”) by removing and re-applying ignition power. The only exception is for wheel speed sensor trouble codes, which clear when power is removed, re-applied, and the ECU detects valid wheel speed from all wheel speed sensors. Alternately, codes may be cleared by pressing the diagnostic blink code switch 3 times (to enter the Clear Active Diagnostic Trouble Code Mode) or by using a hand-held or PC-based diagnostic tool. Hand-held or PC-based diagnostic tools are able to clear wheel speed sensor trouble codes without the vehicle being driven.

Inactive Diagnostic Trouble Code Mode

The ECU stores past trouble codes and comments (such as configuration changes) in its memory. This record is commonly referred to as “event history.” When an active trouble code is cleared, the ECU stores it in the event history memory as an inactive trouble code.

Using blink codes, the technician may review all inactive trouble codes stored on the ECU. The ABS indicator lamp will display inactive diagnostic blink codes when the diagnostic blink code switch is depressed and released two times. See page 17 for the index showing trouble codes and the troubleshooting guide page to read for help.

Inactive trouble codes, and event history, may be retrieved and cleared by using a hand-held or PC-based diagnostic tool, such as the Bendix® ACom™ Diagnostics software.

Clearing Active Diagnostic Trouble Codes

The ECU will clear active trouble codes when the diagnostic blink code switch is depressed and released three times.

System Configuration Check Mode

The ABS indicator lamp will display system configuration information when the diagnostic blink code switch is depressed and released four times. The lamp will blink out configuration information codes using the following patterns. (See Chart 3). In this mode the ECU tells the technician, by means of a series of six blink codes, the type of ABS system that the ECU has been set up to expect. For example, if the fourth blink code is a three, the technician knows that a 6S/5M sensor/modulator configuration has been set.

Dynamometer Test Mode

The Dynamometer Test Mode is used to disable ATC when needed (e.g. when performing any vehicle maintenance where the wheels are lifted off the ground and moving, including dyno testing). This mode is not reset by power off, power on, cycling. Instead a hand-held or PC-based diagnostic tool must be used to change the setting. Alternatively, depressing and releasing the blink code switch three times will cause the ECU to exit the blink code mode.

Reconfigure ECU Mode

Vehicle reconfiguration is carried out by using the Reconfigure ECU Mode. (See page 10.) Note: To enter the Reconfiguration Mode, the blink code switch must be held in before the application of ignition power. Once the power is supplied, the switch is released and then pressed seven times.

1st Number	System Power
1	12 Volts
2	24 Volts
2nd Number	**Wheel Speed Sensors**
4	4 Sensors
6	6 Sensors
3rd Number	**Pressure Modulator Valves**
4	4 Modulators
5	5 Modulators
6	6 Modulators
4th Number	**ABS Configuration**
1	4S/4M or 6S/6M
2	6S/4M
3	6S/5M
5th Number	**Traction Control Configuration**
2	No ATC
3	ATC Engine Control Only
4	ATC Brake Control Only
5	Full ATC (Engine Control & Brake Control)
6th Number	**Retarder Configuration**
1	No Retarder
2	J1939 Retarder
3	Retarder Relay
4	J1939 Retarder, Retarder Relay

CHART 3 - SYSTEM CONFIGURATION CHECK

Troubleshooting: Using Hand-Held or PC-Based Diagnostic Tools

USING HAND-HELD OR PC-BASED DIAGNOSTICS

Troubleshooting and diagnostic trouble code clearing (as well as reconfiguration) may also be carried out using hand-held or PC-based diagnostic tools such as the Bendix® Remote Diagnostic Unit (RDU™), Bendix® ACom™ Diagnostics software, or the ProLink tool.

LED lights illuminate Diagnostic Trouble Codes (10 locations in total)

FIGURE 11 - *THE BENDIX® REMOTE DIAGNOSTIC UNIT*

Bendix® RDU™ (Remote Diagnostic Unit)

The Bendix® RDU™ tool provides the technician with a visual indication of Antilock Braking System (ABS) component **Diagnostic Trouble Code (DTC)** information. The RDU™ tool is specifically designed for use with Bendix® ABS systems and Bendix makes no claims for its operation and/or usability with other brands of ABS systems.

Features of the Bendix® RDU™ Tool

The RDU™ tool attaches to the 9 pin diagnostic connector in the cab of the vehicle. An adapter cable (Bendix part number 5012793) is available to connect the RDU to vehicles with a 6-pin diagnostic connector. (See Figure 11.)

The RDU™ tool allows the technician to:

- Troubleshoot ABS system component problems using Diagnostic Trouble Code reporting via LEDs.
- Reset Diagnostic Trouble Codes on Bendix® ABS ECUs by holding a magnet over the reset in center of RDU™ tool for less than 6 seconds.
- Enter the Self-Configuration Mode used by Bendix® ABS ECUs by holding a magnet over the reset area for greater than 6 seconds but less than 30 seconds.

How the Bendix® RDU™ Operates

See Figure 9 for typical vehicle connector locations.

When the RDU™ tool is plugged into the diagnostic connector, all the LEDs will illuminate, and the green LED will flash 4 times to indicate communications have been established.

If the ABS ECU has no active Diagnostic Trouble Codes, only the green LED will remain illuminated.

If the ABS ECU has at least one active Diagnostic Trouble Code the RDU™ tool displays the first diagnostic trouble code by illuminating the red LEDs, indicating the malfunctioning ABS component and its location on the vehicle. (See Figure 11.) If there are multiple diagnostic trouble codes on the ABS system, the RDU™ tool will display one diagnostic trouble code first, then once that Diagnostic Trouble Code has been repaired and cleared, the next code will be displayed.

Typical Combination Diagnostic Trouble Codes are:

- Right steer sensor
- Left steer sensor
- Right drive sensor
- Left drive sensor
- Right additional sensor
- Left additional sensor
- Right steer modulator
- Left steer modulator
- Right drive modulator
- Left drive modulator
- Right additional modulator
- Left additional modulator
- Traction modulator
- ECU
- Engine serial communication
- MOD red LED illuminated, shows the "Common" connection of one or more modulators is shorted to battery or ground
- VLT (Flashing indicates either over- or under-voltage condition)

To pinpoint the root cause and to ensure the system diagnostic trouble code is properly corrected the first time, additional troubleshooting may be necessary.

Bendix® RDU™ Reset Function

The magnetic reset switch is located in the center top of the RDU™ tool. Activation requires a magnet with 30 gauss minimum.

The reset operations are:

1. If the magnet is held over the switch for less than 6 seconds the "clear diagnostic trouble codes" command is sent.
2. If the magnet is held over the switch for more than 6 seconds, but less than 30 seconds, the Bendix® ABS "self-configuration command" is sent.

Additionally, it is recommended at the end of any inspection that the user switches off and restores the power to the ABS ECU, then check the ABS Indicator Lamp operation and RDU™ tool to see if they indicate any remaining Diagnostic Trouble Codes.

LED Diagnostic Trouble Codes

LFT -	Left	ECU -	ABS Controller
RHT -	Right	SEN -	Wheel Speed Sensor
DRV -	Drive Axle		
ADD -	Additional	MOD -	Pressure Modulator Valve
STR -	Steer Axle		
VLT -	Power	TRC -	Traction Control

Example: If the Diagnostic Trouble Code is "Right Steer Axle Sensor", the RDU™ unit will display one green and three red LEDs

LEDs
Green
VLT
Red
SEN
STR
RHT

***FIGURE 12** - DIAGNOSTIC TROUBLE CODES*

Bendix® RDU™ Communication Problems

If the ABS ECU does not respond to the RDU™ tool's request for diagnostic trouble codes, the RDU™ tool will illuminate each red LED in a clockwise pattern. This pattern indicates the loss of communication and will continue until the ABS ECU responds and communication has been established.

Possible sources of communication problems are:

1. A problem with the J1587 link at the in-cab off-board diagnostic connector (9 or 6 Pin).
2. The ECU does not support PID194.
3. No power is being supplied to the ECU and/or the diagnostic connector.
4. The J1587 bus is overloaded with information and the RDU can not arbitrate access.
5. A malfunctioning RDU™ tool.

Nexiq Bendix Application Card

Nexiq provides a Bendix application card for use with the ProLink tool. It can also be used to diagnose the EC-30™, EC-17™, Gen 4™ and Gen 5™, and MC-30™ ABS Controllers. For more information on the Bendix application card visit www.bendix.com, Nexiq at www.nexiq.com, or your local authorized Bendix parts outlet.

Pro-Link

Heavy Duty Multi Protocol Cartridge

PC Card MPSI Part Number 805013

FIGURE 13 - NEXIQ (MPSI) PRO-LINK TOOL

FIGURE 14 - BENDIX® ACOM™ DIAGNOSTICS

Bendix® ACom™ Diagnostics 3.0 Software

Bendix® ACom™ Diagnostics is a PC-based software program and is designed to meet RP-1210 industry standards. This software provides the technician with access to all the available ECU diagnostic information and configuration capability, including:

- ECU information
- Diagnostic trouble codes and repair information
- Configuration (ABS, ATC, and more)
- Wheel speed information
- Perform component tests
- Save and print information

When using ACom™ Diagnostics software to diagnose the EC-60 ABS ECU, the computer's serial or parallel port needs to be connected to the vehicle's diagnostic connector.

For more information on ACom™ Diagnostics software or RP1210 compliant tools, go to www.bendix.com or visit your local authorized Bendix parts outlet.

See Page 42 for Appendix A: J1587 SID and FMI codes and their Bendix blink code equivalents

www.bendix.com

Visit Bendix online for the latest information, and ways to find the Bendix contacts you need. Contact technical support, service engineers, Bendix account managers, and more — www.bendix.com is your complete Bendix resource.

Bendix Technical Assistance Team

For direct telephone technical support, call the Bendix technical assistance team at:

1-800-AIR-BRAKE (1-800-247-2725),

Monday through Friday, 8:00 A.M. to 6:00 P.M. EST, and follow the instructions in the recorded message.

Or, you may e-mail the Bendix technical assistance team at: tbs.techteam@bendix.com.

Active or Inactive Diagnostic Trouble Codes:

INDEX

How to interpret the first digit of messages received when Active or Inactive Diagnostic Trouble Code Mode is entered.

1st Blink Code Number	Go Here for Troubleshooting Tests
1	No faults (1,1)
2	Wheel Speed Sensors - page 18
3	Wheel Speed Sensors - page 18
4	Wheel Speed Sensors - page 18
5	Wheel Speed Sensors - page 18
6	Power Supply - page 23
7	Pressure Modulator Valves - page 20
8	Pressure Modulator Valves - page 20
9	Pressure Modulator Valves - page 20
10	Pressure Modulator Valves - page 20
11	J1939 - page 24
12	Miscellaneous - page 26
13	ECU - page 25
14	Wheel Speed Sensors - page 18
15	Wheel Speed Sensors - page 18
16	Pressure Modulator Valves - page 20
17	Pressure Modulator Valves - page 20
18	Traction Control Valve - page 22

Example: For a message sequence of:

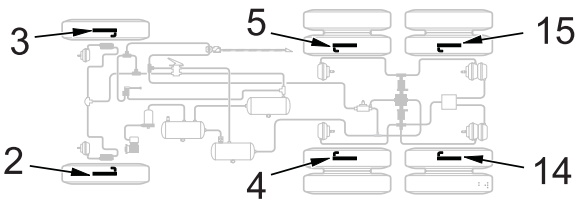
3, 2 12, 4

For the first sequence go to page 18 and for the second sequence go to page 26.

See Page 42 for Appendix A: J1587 SID and FMI Codes and Their Bendix Blink Code Equivalents

Troubleshooting Diagnostic Trouble Codes: Wheel Speed Sensors

1st. Blink Code	Location
2	Left Steer Axle Sensor
3	Right Steer Axle Sensor
4	Left Drive Axle Sensor
5	Right Drive Axle Sensor
14	Left Additional Axle Sensor
15	Right Additional Axle Sensor



2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	Excessive Air Gap	Adjust sensor to contact exciter ring. Rotate wheel and verify a minimum of 0.25 VAC sensor output at ~ 0.5 RPS. Verify condition of sensor head. Verify mounting of exciter ring and condition of teeth. Verify proper bearing endplay. Verify condition and retention of clamping sleeve. Verify sensor lead routing and clamping.
2	Output Low at Drive-off	Adjust sensor to contact exciter ring. Rotate wheel and verify a minimum of 0.25 VAC sensor output at ~ 0.5 RPS. Verify condition of sensor head. Verify mounting of exciter ring and condition of teeth. Verify proper bearing end-play. Verify condition and retention of clamping sleeve. Verify sensor lead routing and clamping.
3	Open or Shorted	Verify 1500 – 2500 ohms across sensor leads. Verify no continuity between sensor leads and ground or voltage. Verify no continuity between sensor leads and other sensors. Check for corroded/damaged wiring or connectors between the ECU and the wheel speed sensor.
4	Loss of Sensor Signal	Adjust sensor to contact exciter ring. Rotate wheel and verify a minimum of 0.25 VAC sensor output at ~ 0.5 RPS. Verify condition of sensor head. Verify mounting of exciter ring and condition of teeth. Verify proper bearing end-play. Verify condition and retention of clamping sleeve. Verify sensor lead routing and clamping. Check for corroded/damaged wiring or connectors between the ECU and the wheel speed sensor.
5	Wheel End	Verify mounting of exciter ring and condition of teeth. Verify proper bearing end-play. Verify condition and retention of clamping sleeve. Verify sensor lead routing and clamping. Check mechanical function of brake. Check for kinked or restricted air lines.
6	Erratic Sensor Signal	Adjust sensor to contact exciter ring. Rotate wheel and verify a minimum of 0.25 VAC sensor output at ~ 0.5 RPS. Verify condition of sensor head. Verify mounting of exciter ring and condition of teeth. Verify proper bearing end-play. Verify condition and retention of clamping sleeve. Verify sensor lead routing and clamping. Check for corroded/damaged wiring or connectors between the ECU and the wheel speed sensor.
7	Tire Size Calibration	Verify correct tire size as desired. Verify proper tire inflation. Verify correct number of exciter ring teeth.
8	Configuration Error	ECU is configured for four sensors, but has detected the presence of additional sensors. Verify sensor wiring and ECU configuration.

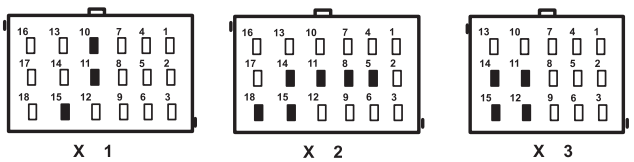
Speed Sensor Repair Tests:

1. Take all measurements at ECU harness connector pins in order to check wire harness and sensor. Probe the connector carefully so that the terminals are not damaged.
2. Wheel speed sensor measurements should read:

Location	Measurement
Sensor	1500 - 2500 Ohms
Sensor to voltage or ground	Open Circuit (no continuity)
Sensor output voltage	>0.25 of VAC sensor output at ~ 0.5 revs/sec.

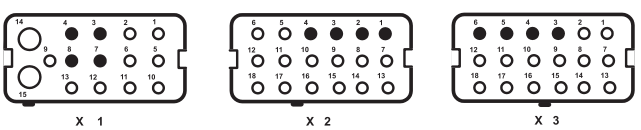
3. Clear DTC after issue is corrected. The sensor DTC will remain until the power is cycled to the ABS ECU and vehicle is driven above 15 MPH or DTC was cleared using either the diagnostic blink code switch or diagnostic tool.

Cab-mount ECU: Looking into wire harness connector



Connector	Pin	Wheel Speed Sensor Location
X1	10	Right Drive Axle (+)
18 Way	11	Right Drive Axle (-)
X2	5	Left Steer Axle (+)
18 Way	8	Left Steer Axle (-)
	11	Right Steer Axle (+)
	14	Right Steer Axle (-)
	15	Left Drive Axle (+)
	18	Left Drive Axle (-)
X3	11	Left Additional Axle (+)
15 Way (if Premium	14	Left Additional Axle (-)
ECU is configured	12	Right Additional Axle (+)
for 6 sensors)	15	Right Additional Axle (-)

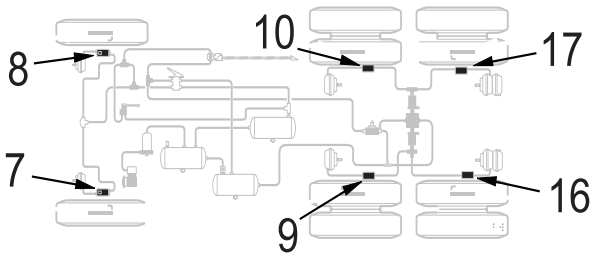
Frame-mount ECU: Looking into wire harness connector



Connector	Pin	Wheel Speed Sensor Location
X1	3	Left Steer Axle (+)
15 Way	7	Left Steer Axle (-)
	4	Right Steer Axle (+)
	8	Right Steer Axle (-)
X2	1	Left Drive Axle (+)
18 Way	2	Left Drive Axle (-)
	3	Right Drive Axle (+)
	4	Right Drive Axle (-)
X3	3	Left Additional Axle (+)
18 Way (if Premium	4	Left Additional Axle (-)
ECU is configured	5	Right Additional Axle (+)
for 6 sensors)	6	Right Additional Axle (-)

Troubleshooting Diagnostic Trouble Codes: Pressure Modulator Valves

1st. Blink Code	Location
7	Left Steer Axle
8	Right Steer Axle
9	Left Drive Axle
10	Right Drive Axle
16	Left Additional Axle
17	Right Additional Axle



2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	Release Solenoid Shorted to Ground	Verify no continuity between PMV leads and ground. Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between ECU and PMV.
2	Release Solenoid Shorted to Voltage	Verify no continuity between PMV leads and voltage. Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between ECU and PMV.
3	Release Solenoid Open Circuit	Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between ECU and PMV.
4	Hold Solenoid Shorted to Ground	Verify no continuity between PMV leads and ground. Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between ECU and PMV.
5	Hold Solenoid Shorted to Voltage	Verify no continuity between PMV leads and voltage. Verify 4.9 to 5.5 ohms from REL to CMN & HLD CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between ECU and PMV.
6	Hold Solenoid Open Circuit	Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between the ECU and PMV.
7	CMN Open Circuit	Verify 4.9 to 5.5 ohms from REL to CMN & HLD to CMN, and 9.8 to 11 ohms from REL to HLD. Check for corroded/damaged wiring or connectors between the ECU and PMV.
8	Configuration Error	A mis-match exists between the ECU configuration and the modulator installation and wiring. Verify PMV wiring and installation. Verify ECU configuration.

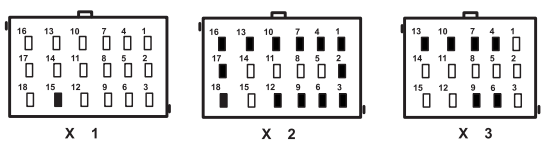
Pressure Modulator Valve Repair Tests:

1. Take all measurements at ECU harness connector pins in order to check wire harness and PMV. Probe the connector carefully so that the terminals are not damaged.
2. Pressure modulator resistance should read:

Location	Measurement
Release to Common	4.9 to 5.5 Ohms
Hold to Common	4.9 to 5.5 Ohms
Release to Hold	9.8 to 11.0 Ohms
Release, Hold, Common to Voltage or Ground	Open Circuit (no continuity)

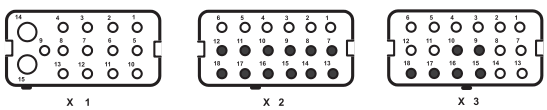
Caution: When troubleshooting modulator trouble codes, check inactive trouble codes and event history for over-voltage or excessive noise trouble codes. If one of these is found, troubleshoot these trouble codes first before the PMV.

Cab-mount ECU: Looking into wire harness connector



Connector	Pin	PMV Location
X2 18 Way	1	Left Steer Axle Hold
	2	Left Steer Axle Release
	3	Left Steer Axle Common
	4	Right Steer Axle Hold
	6	Right Steer Axle Common
	7	Right Steer Axle Release
	9	Right Drive Axle Common
	10	Right Drive Axle Hold
	13	Right Drive Axle Release
	12	Left Drive Axle Common
	16	Left Drive Axle Hold
	17	Left Drive Axle Release
X3 15 Way (if Premium ECU is configured for 6 sensors)	4	Left Additional Axle Hold
	6	Left Additional Axle Common
	7	Left Additional Axle Release
	9	Right Additional Axle Common
	10	Right Additional Axle Hold
	13	Right Additional Axle Release

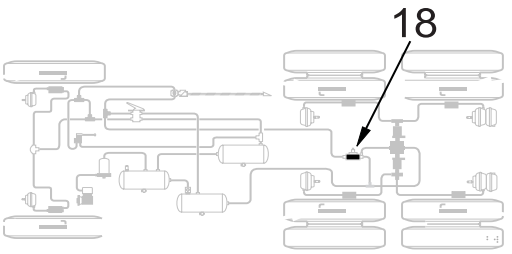
Frame-mount ECU: Looking into wire harness connector



Connector	Pin	PMV Location
X2 18 Way	7	Left Steer Axle Hold
	8	Left Steer Axle Release
	13	Left Steer Axle Common
	9	Right Steer Axle Hold
	10	Right Steer Axle Release
	14	Right Steer Axle Common
	11	Left Drive Axle Hold
	12	Left Drive Axle Release
	15	Left Drive Axle Common
	16	Right Drive Axle Common
	17	Right Drive Axle Hold
	18	Right Drive Axle Release
X3 15 Way (if Premium ECU is configured for 6 sensors)	9	Left Additional Axle Hold
	10	Left Additional Axle Release
	15	Left Additional Axle Common
	16	Right Additional Axle Common
	17	Right Additional Axle Hold
	18	Right Additional Axle Release

Troubleshooting Diagnostic Trouble Codes: Traction Control Valves

1st. Blink Code	Location
18	Traction Control Valve



2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	TCV Solenoid Shorted to Ground	Verify 7 to 19 ohms between TCV and TCV common. Verify no continuity between TCV leads and ground. Check for corroded/damaged wiring or connectors between ECU and TCV.
2	TCV Solenoid Shorted to Voltage	Verify 7 to 19 ohms between TCV and TCV common. Verify no continuity between TCV leads and voltage. Check for corroded/damaged wiring or connectors between ECU and TCV.
3	TCV Solenoid Open Circuit	Verify 7 to 19 ohms between TCV and TCV common. Check for corroded/ damaged wiring or connectors between ECU and TCV.
4	TCV Configuration Error	The ECU is not configured for ATC, but has detected the presence of a TCV. Verify TCV wiring. Inspect for the presence of a TCV. Verify ECU configuration.

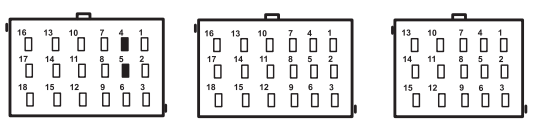
Traction Control Valve Repair Tests:

1. Take all measurements at ECU harness connector pins in order to check wire harness and traction control valve. Probe the connector carefully so that the terminals are not damaged.
2. Tractor Control Valve resistance measurements should read:

Location	Measurement
TCV to TCV Common	7 to 19 Ohms
Release, Hold, Common to Voltage or Ground	Open Circuit (no continuity)

Cab-mount ECU:

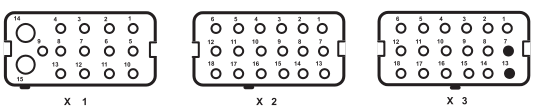
Looking into wire harness connector



Connector	Pin	Traction Control Test
X1	4	Traction Control Valve Common
18 Way	5	Traction Control Valve

Frame-mount ECU:

Looking into wire harness connector



Connector	Pin	Traction Control Test
X3	7	Traction Control Valve
18 Way	13	Traction Control Valve Common

Troubleshooting Diagnostic Trouble Codes: Power Supply

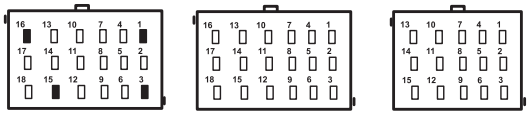
1st. Blink Code	Location
6	Power Supply

2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	Battery Voltage Too Low	Measure battery voltage under load. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
2	Battery Voltage Too High	Measure battery voltage under load. Insure that battery voltage is correct for the model of ECU. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
3	Battery Voltage Too Low During ABS	Measure battery voltage under load. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
4	Battery Voltage Open Circuit	Measure battery voltage under load. Check condition of fuse. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
5	Ignition Voltage Too Low	Measure ignition voltage under load. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections. Check condition of fuse.
6	Ignition Voltage Too High	Measure ignition voltage. Insure that ignition voltage is correct for the model of ECU. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
7	Ignition Voltage Too Low During ABS	Measure ignition voltage under load. Check vehicle battery and associated components. Check for damaged wiring. Check for damaged or corroded connectors and connections.
8	Input Voltage Has Excessive Noise (Temporary)	Check alternator output for excessive noise. Check for other devices causing excessive noise.
9	Input Voltage Has Excessive Noise	Check alternator output for excessive noise. Check for other devices causing excessive noise.

Power Supply Tests:

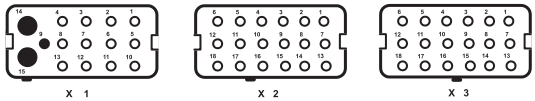
1. Take all measurements at ECU harness connector.
2. Place a load (e.g. an 1157 stop lamp) across battery or ignition and ground connection, measure ignition and battery voltage with the load. Ignition to Ground should measure between 9 to 17 VDC. Battery to Ground should also measure between 9 to 17 VDC.
3. Check for damaged wiring, damaged or corroded connectors and connections.
4. Check condition of vehicle battery and associated components, ground connection good and tight.
5. Check alternator output for excessive noise.

Cab-mount ECU:
Looking into wire harness connector



Connector	Pin	Power Supply Test
X1	1	Ground
18 Way	3	Ignition
	16	Battery

Frame-mount ECU:
Looking into wire harness connector



Connector	Pin	Power Supply Test
X1	9	Ignition
15 Way	14	Battery
	15	Ground

Troubleshooting Diagnostic Trouble Codes: J1939 Serial Communications

1st. Blink Code	Location
11	J1939

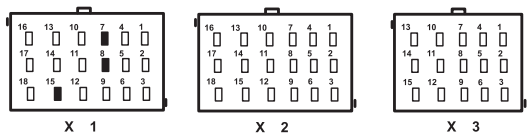
2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	J1939 Serial Link	Loss of communications between the EC-60™ controller and other devices connected to the J1939 link. Check for damaged or reversed J1939 wiring. Check for corroded or damaged connectors. Verify ECU Configuration. Check for other devices inhibiting J1939 communications.
2	J1939 Retarder	Loss of communications between the EC-60™ controller and other devices connected to the J1939 link. Check for damaged or reversed J1939 wiring. Check for corroded or damaged connectors. Verify presence of retarder on the J1939 link. Verify ECU Configuration. Check for other devices inhibiting J1939 communications.
3	J1939 Engine Communications	Loss of communications between the EC-60™ controller and the engine ECU over the J1939 link. Check for damaged or reversed J1939 wiring. Check for corroded or damaged connectors. Verify presence of engine ECU on the J1939 link. Verify ECU Configuration. Check for other devices inhibiting J1939 communications.

J1939 Troubleshooting Tests:

1. Take all measurements at ECU harness connector
2. Check for damaged or reversed J1939 wiring
3. Check for corroded or damaged wiring connector problems such as (opens or shorts to voltage or ground)
4. Check for other J1939 devices which may be loading down (inhibiting) J1939 communication

Cab-mount ECU:

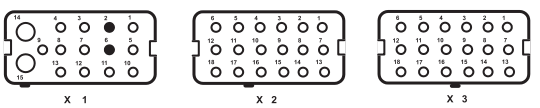
Looking into wire harness connector



Connector	Pin	J1939
X1	7	J1939 Low
18 Way	8	J1939 High

Frame-mount ECU:

Looking into wire harness connector



Connector	Pin	J1939
X1	2	J1939 Low
18 Way	6	J1939 High

Troubleshooting Diagnostic Trouble Codes: ECU

1st. Blink Code	Location
13	ECU

2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
2	ECU (10)	ALL: Check for damaged or corroded connectors. Check for damaged wiring. Clear trouble codes. If diagnostic trouble codes return, replace the ECU.
3	ECU (11)	
4	ECU (12)	
5	ECU (13)	
6	ECU (14)	
7	ECU (15)	
8	ECU (16)	
9	ECU (17)	
10	ECU (18)	
11	ECU (1A)	
12	ECU (1B)	
13	ECU (80)	

Troubleshooting Diagnostic Trouble Codes: Miscellaneous

1st. Blink Code	Location
12	Miscellaneous

2nd. Blink Code	Diagnostic Trouble Code Description	Repair Information
1	Stop Lamp Switch Not Detected	ECU has not detected the presence of the stop lamp switch since ignition power was applied (note that stop lamp switch input may be applied to the EC-60™ controller using either hardwire input or J1939). Apply and release service brake. Check for brake switch input into ECU (see system wiring schematic). With service brake released, check for presence of the stop lamp bulb. With service brake applied, verify system voltage is now present at the stop lamp switch input to the ECU. Check for damaged wiring between ECU, stop lamp switch and bulb. Check for corroded or damaged connectors. Check for damaged or reversed J1939 wiring. Check for corroded or damaged connectors on J1939 link. Verify presence of engine ECU on the J1939 link. Verify ECU configuration.
2	Stop Lamp Switch Defective	Apply and release service brake. Check for brake switch input into ECU (see system wiring schematic). With service brake released, check for presence of the stop lamp bulb. With service brake applied, verify system voltage is now present at the stop lamp switch input to the ECU. Check for damaged wiring between ECU, stop lamp switch and bulb. Check for corroded or damaged connectors. Check for damaged or reversed J1939 wiring. Check for corroded or damaged connectors on J1939 link. Verify presence of engine ECU on the J1939 link. Verify ECU configuration.
3	Dynamometer Test Mode	ECU has been placed in the Dynamometer Test Mode by either the diagnostic blink code switch or a hand-held or PC-based diagnostic tool. ATC is disabled.
4	Retarder Relay Open Circuit or Shorted to Ground	Verify vehicle contains a retarder relay. Verify ECU configuration. Check wiring between ECU and retarder relay. Verify no continuity between retarder disable output of EC-60™ controller and ground. Verify condition and wiring of the retarder relay.
5	Retarder Relay Circuit Shorted to Voltage	Check wiring between ECU and retarder relay. Verify no continuity between retarder disable output of EC-60™ controller and voltage. Verify condition and wiring of the retarder relay.
6	ABS Indicator Lamp Circuit Fault	Check operation of diagnostic blink code switch. Check wiring of diagnostic blink code switch, ABS WL, and ABS WL relay (frame ECUs only). Verify ABS WL ground input (cab ECUs only).
7	PMV Common Shorted to Ground	Verify no continuity between the CMN of all PMVs, TCV, and Diff Lock Solenoid and ground. Check for corroded/damaged wiring or connectors between the ECU and CMN of all PMVs, TCV, and Diff Lock Solenoid.
8	PMV Common Shorted to Voltage	Verify no continuity between the CMN of all PMVs, TCV, and Diff Lock Solenoid and voltage. Check for corroded/damaged wiring or connectors between the ECU and CMN of all PMVs, TCV, and Diff Lock Solenoid.
9	ATC Disabled to Prevent Brake Fade	ATC is temporarily disabled to prevent excessive heating of the foundation brakes.
10	Tire Size Out of Range (Front to Rear)	Verify correct tire size as desired. Verify proper tire inflation. Verify correct number of exciter ring teeth. Verify that the ECU has the proper tire size settings.
11	Wheel Speed Sensors Reversed on an Axle	Sensors are reversed (left to right) on one of the axles. Verify proper installation, connection, and wiring of the sensors.
12	Diff. Lock Solenoid Shorted to Ground or Open Circuit	Verify no continuity between the Diff Lock Solenoid and ground. Check for corroded/damaged wiring or connectors between the ECU and Diff Lock Solenoid.
13	Diff. Lock Solenoid Shorted to Voltage	Verify no continuity between the Diff Lock Solenoid and voltage. Check for corroded/damaged wiring or connectors between the ECU and Diff Lock Solenoid.

Miscellaneous Troubleshooting

For all tests below, take all measurements at ECU harness connector pins in order to check wire harness and sensor. Probe the connector carefully so that the terminals are not damaged.

Stop Lamp Switch Test

1. With the service brake applied, measure the system voltage (9 to 17 VDC) stop lamp switch input to ECU.

Test	Measurement
Stop Lamp Switch to Ground	9 to 17 VDC

2. Apply and release service brake, does lamp extinguish?
3. Verify brake lamp switch is connected to ECU via hard wire or J1939.
4. With service brake released, check for presence of stop lamp bulb.

Dynamometer Test Mode (ATC Indicator Lamp Continuously Illuminated)

1. Clear the dynamometer test mode by depressing and releasing the blink code switch three times (or use an off-board diagnostic tool).

ABS Indicator Lamp

1. Verify diagnostic blink code switch is open when not activated.

Retarder Relay

1. Measure resistance between retarder disable output of EC-60™ controller and voltage / ground.

Test	Measurement
Retarder disable to Voltage or Ground	Open Circuit (no continuity)

2. Verify vehicle has retarder relay.
3. Verify proper wiring from ECU to retarder relay.

PMV Commons

1. Measure resistance between any common (PMV, TCV, and Diff.) and voltage or ground.

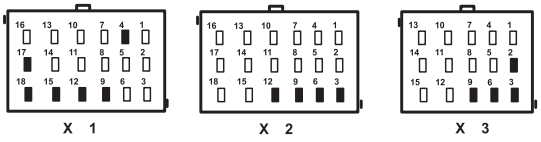
Test	Measurement
Any PMV, TCV, or Diff. Common to Voltage or Ground	Open Circuit (no continuity)

Differential Lock Solenoid

1. Measure resistance between Diff lock solenoid and voltage or ground.

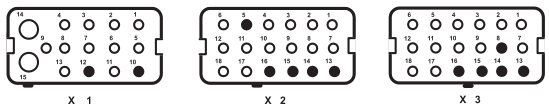
Test	Measurement
Diff. Lock Solenoid to Voltage or Ground	Open Circuit (no continuity)

Cab-mount ECU: Looking into wire harness connector



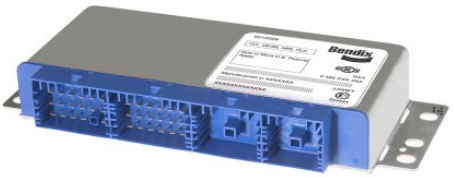
Connector	Pin	PMV Location
X1 18 Way	4	TCV Common
	9	Stop Lamp Switch
	12	ABS WL Ground
	15	ABS WL Interlock
	17	Retarder
	18	ABS WL
X2 18 Way	3	PMV Left Steer Axle Common
	6	PMV Right Steer Axle Common
	9	PMV Right Drive Axle Common
	12	PMV Left Drive Axle Common
X3 15 Way	2	Diff Lock Solenoid
	3	Diff Lock Solenoid Common
	6	PMV Left Additional Axle Common
	9	PMV Right Additional Axle Common

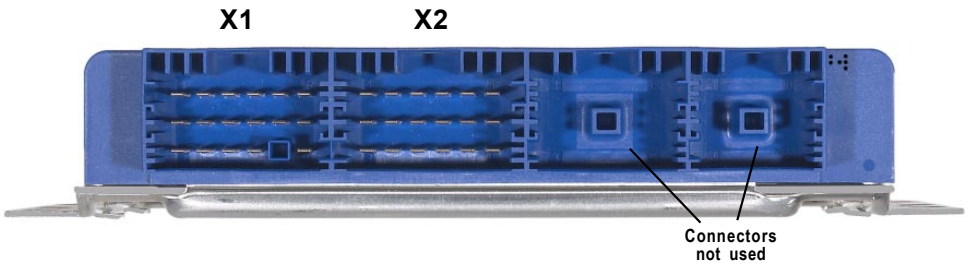
Frame-mount ECU: Looking into wire harness connector



Connector	Pin	PMV Location
X1 18 Way	10	Retarder
	12	ABS WL
X2 18 Way	5	Stop Lamp Switch
	13	PMV Left Steer Axle Common
	14	PMV Right Steer Axle Common
	15	PMV Left Drive Axle Common
	16	PMV Right Drive Axle Common
X3 15 Way	8	Diff. Lock Solenoid
	13	TCV Common
	14	Diff. Lock Solenoid Common
	15	PMV Left Additional Axle Common
	16	PMV Right Additional Axle Common

EC-60™ Controller Wire Harness Connector Part Numbers and Pin Assignments: STANDARD CAB





Standard Cab EC-60™ Controller

Standard cab models utilize two AMP connectors for wire harness connections.

Connector Designation	Number of Contacts	AMP Part Number
X1	17	1718091-1
X2	18	8-968974-1

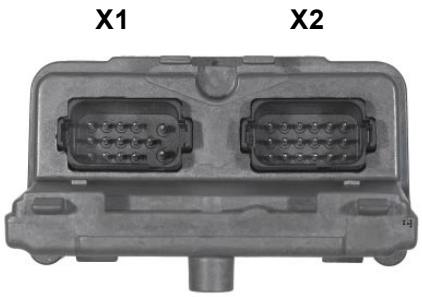
Standard Cab X1 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	Ground	7	J1939 Low	13	J1587 (B)
2	Trailer ABS WL	8	J1939 High	14	J1587 (A)
3	Ignition	**9**	**Not Used**	15	ABS WL Interlock
4	**Not Used**	10	WSS DA Right (+)	16	Battery
5	**Not Used**	11	WSS DA Right (-)	17	Retarder
6	**Not Used**	12	ABS WL Ground	18	ABS WL

Standard Cab X2 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	PMV SA Left HLD	7	PMV SA Right REL	13	PMV DA Right REL
2	PMV SA Left REL	8	WSS SA Left (-)	14	WSS SA Right (-)
3	PMV SA Left CMN	9	PMV DA Right CMN	15	WSS DA Left (+)
4	PMV SA Right HLD	10	PMV DA Right HLD	16	PMV DA Left HLD
5	WSS SA Left (+)	11	WSS SA Right (+)	17	PMV DA Left REL
6	PMV SA Right CMN	12	PMV DA Left CMN	18	WSS DA Left (-)

EC-60™ Controller Wire Harness Connector Part Numbers and Pin Assignments: STANDARD FRAME



Standard Frame EC-60™ Controller

Standard frame models utilize two Deutsch connectors for wire harness connections.

Connector Designation	Number of Contacts	Deutsch Part Number
X1	15	DT16-15SA-K003
X2	18	DT16-18SB-K004

Standard Frame X1 Connector Pin Assignments

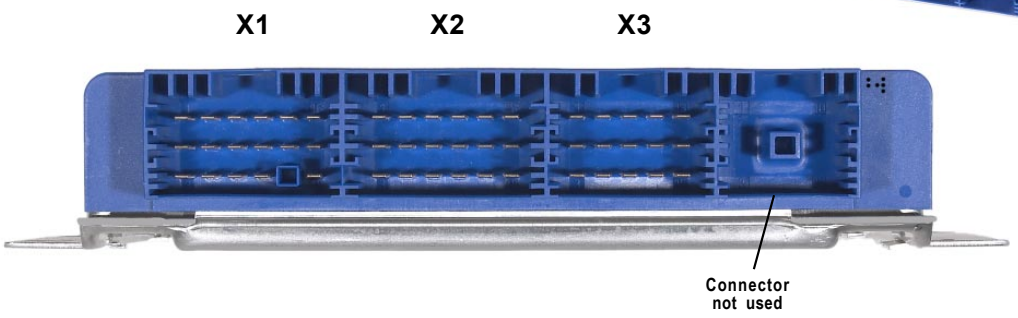
Pin	Designation	Pin	Designation	Pin	Designation
1	J1587 (B)	6	J1939 High	11	Trailer ABS WL
2	J1939 Low	7	WSS SA Left (-)	12	ABS WL
3	WSS SA Left (+)	8	WSS SA Right (-)	**13**	**Not Used**
4	WSS SA Right (+)	9	Ignition	14	Battery
5	J1587 (A)	10	Retarder	15	Ground

Standard Frame X2 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	WSS DA Left (+)	7	PMV SA Left HLD	13	PMV SA Left CMN
2	WSS DA Left (-)	8	PMV SA Left REL	14	PMV SA Right CMN
3	WSS DA Right (+)	9	PMV SA Right HLD	15	PMV DA Left CMN
4	WSS DA Right (-)	10	PMV SA Right REL	16	PMV DA Right CMN
5	**Not Used**	11	PMV DA Left HLD	17	PMV DA Right HLD
6	**Not Used**	12	PMV DA Left REL	18	PMV DA Right REL

EC-60™ Controller Wire Harness Connector Part Numbers and Pin Assignments:

PREMIUM CAB



Premium Cab Model EC-60™ Controller

Premium cab models utilize three AMP connectors for wire harness connections.

Connector Designation	Number of Contacts	AMP Part Number
X1	17	1718091-1
X2	18	8-968974-1
X3	15	8-968973-1

Premium Cab X1 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	Ground	7	J1939 Low	13	J1587 (B)
2	Trailer ABS WL	8	J1939 High	14	J1587 (A)
3	Ignition	9	SLS	15	ABS WL Interlock
4	TCV CMN	10	WSS DA Right (+)	16	Battery
5	TCV	11	WSS DA Right (-)	17	Retarder
6	ATC Lamp/ATC ORS	12	ABS WL Ground	18	ABS WL

Premium Cab X2 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	PMV SA Left HLD	7	PMV SA Right REL	13	PMV DA Right REL
2	PMV SA Left REL	8	WSS SA Left (-)	14	WSS SA Right (-)
3	PMV SA Left CMN	9	PMV DA Right CMN	15	WSS DA Left (+)
4	PMV SA Right HLD	10	PMV DA Right HLD	16	PMV DA Left HLD
5	WSS SA Left (+)	11	WSS SA Right (+)	17	PMV DA Left REL
6	PMV SA Right CMN	12	PMV DA Left CMN	18	WSS DA Left (-)

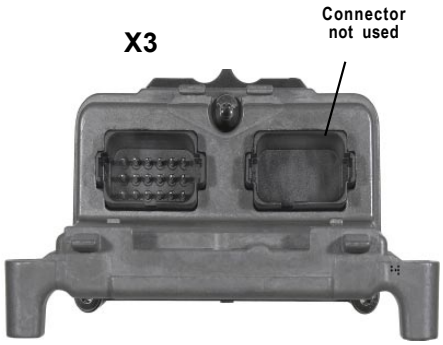
Premium Cab X3 Connector Pin Assignments

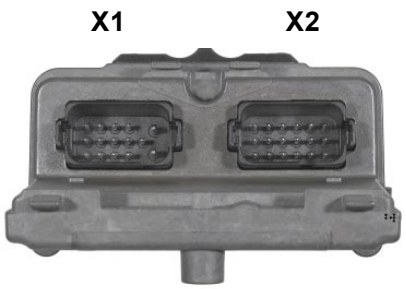
Pin	Designation	Pin	Designation	Pin	Designation
1	ABS ORS	6	PMV AA Left CMN	11	WSS AA Left (+)
2	Diff. Lock SOL[1]	7	PMV AA Left REL	12	WSS AA Right (+)
3	Diff. Lock SOL CMN[1]	8	Reserved	13	PMV AA Right REL
4	PMV AA Left HLD	9	PMV AA Right CMN	14	WSS AA Left (-)
5	Reserved	10	PMV AA Right HLD	15	WSS AA Right (-)

[1]AWD vehicles only. (AWD Transfer Case)

EC-60™ Controller Wire Harness Connector Part Numbers and Pin Assignments:

PREMIUM FRAME





Premium Frame Model EC-60™ Controller

Premium frame models utilize three Deutsch enactors for wire harness connections.

Connector Designation	Number of Contacts	Deutsch Part Number
X1	15	DT16-15SA-K003
X2	18	DT16-18SB-K004
X3	18	DT16-18SC-K004

Premium Frame X1 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	J1587 (B)	6	J1939 High	11	Trailer ABS WL
2	J1939 Low	7	WSS SA Left (-)	12	ABS WL
3	WSS SA Left (+)	8	WSS SA Right (-)	13	ATC Lamp/ATC ORS
4	WSS SA Right (+)	9	Ignition	14	Battery
5	J1587 (A)	10	Retarder	15	Ground

Premium Frame X2 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	WSS DA Left (+)	7	PMV SA Left HLD	13	PMV SA Left CMN
2	WSS DA Left (-)	8	PMV SA Left REL	14	PMV SA Right CMN
3	WSS DA Right (+)	9	PMV SA Right HLD	15	PMV DA Left CMN
4	WSS DA Right (-)	10	PMV SA Right REL	16	PMV DA Right CMN
5	SLS	11	PMV DA Left HLD	17	PMV DA Right HLD
6	ABS ORS	12	PMV DA Left REL	18	PMV DA Right REL

Premium Frame X3 Connector Pin Assignments

Pin	Designation	Pin	Designation	Pin	Designation
1	Reserved	7	TCV	13	TCV CMN
2	Not Used	8	Diff. Lock SOL[1]	14	Diff. Lock SOL CMN[1]
3	WSS AA Left (+)	9	PMV AA Left HLD	15	PMV AA Left CMN
4	WSS AA Left (-)	10	PMV AA Left REL	16	PMV AA Right CMN
5	WSS AA Right (+)	11	Reserved	17	PMV AA Right HLD
6	WSS AA Right (-)	12	Reserved	18	PMV AA Right REL

[1]AWD vehicles only. (AWD Transfer Case)

Troubleshooting: Wiring

ABS/ATC WIRING

CAB ECU Wiring Harness Connectors

The in-cab EC-60™ controllers are designed to interface with AMP MCP 2.8 connectors as referenced in Chart 4. Follow all AMP requirements for the repair of wire harnesses.

All wire harness connectors must be properly seated. The use of secondary locks is strongly advised.

CAUTION: All unused ECU connectors must be covered and receive proper environmental protection.

Frame ECU Wiring Harness Connectors

Frame-mount EC-60™ controllers are designed to interface with Deutsch connectors as referenced in Chart 4.

CAUTION: The frame wire harness connectors must be properly seated with the seals intact (undamaged). All unused connector terminals must be plugged with the appropriate sealing plugs. Failure to properly seat or seal the connectors could result in moisture or corrosion damage to the connector terminals. ECUs damaged by moisture and/or corrosion are not covered under the Bendix warranty. Secondary locks must be snapped securely in place.

Follow all Deutsch requirements for the repair of wire harnesses.

CAUTION: All unused connector terminals must be plugged with the appropriate sealing plugs.

Frame ECU Connector Covers

Frame ECUs are provided with covers that must be removed to permit connection of the vehicle wiring harness. The cover can be removed by sliding the slide lock mechanism to the unlock position.

The covers provide strain relief and connector protection of the vehicle wire harness and will accept round convoluted conduit with an I.D. of 19 mm.

ABS Wiring Requirements

As a matter of good practice and to insure maximum system robustness, always use the maximum size wire supported by the wire harness connectors for battery, ignition, ground, PMV, TCV, Interaxle Differential Lock and indicator lamp circuits.

All sensor and serial communications circuits (J1587 and J1939) must use twisted pair wiring (one to two twists per inch). See the appropriate SAE document for additional details.

WARNING: All wires must be carefully routed to avoid contact with rotating elements. Wiring must be properly secured approximately every 6 to 12 inches using UV stabilized, non-metallic hose clamps or bow-tie cable ties to prevent pinching, binding or fraying.

It is recommended that wires be routed straight out of a connector for a minimum of three inches before the wire is allowed to bend.

Battery and ground wires should be kept to a minimum length.

If convoluted tubing is used, its I.D. must match the size of the wire bundle as closely as possible.

CAUTION: Wire harness lengths must be carefully selected for the vehicle. Harnesses that are too long increase the possibility of electrical interference and wire damage. Excess lengths of wire are **not** to be wound to form coils, instead re-route, repair or replace wire harness. Do not attempt to stretch harnesses that are too short, since mechanical strain can result in wire breakage.

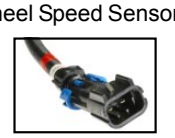
ABS Component	Connector	Wire Terminal	Wire Seal/ Plug	Terminal Lock	Terminal Crimp Tool
In-Cab Controller Harness 17-Way AMP MCP 2.8 (X1)	 1718091-1	 927768-9 1 - 2.5 mm² X1-12 & 18	N/A	 967634	 539723-2
In-Cab Controller Harness 18-Way AMP MCP 2.8 (X2)	 8-968974-1	 968874 2.5 - 4 mm²	N/A	N/A	
In-Cab Controller Harness 15-Way AMP MCP 2.8 (X3)	 8-968973-1	 968873 1.0 - 2.5 mm²	N/A	N/A	
Frame Controller Harness 15-Way Deutsch (X1)	 DT16-15SA-K003	 0462-203-12XX (Solid) (or alternatively use 1062-12-01) 12 AWG X1- 14 & 15	N/A	N/A	 HDT-48-00
Frame Controller Harness 18-Way Deutsch (X2)	 DT16-18SB-K004	 0462-201-16XX (Solid) (or alternatively use a stamped and formed version: 1062-16-06) 16-18 AWG	N/A	N/A	
Frame Controller Harness 18-Way Deutsch (X3)	 DT16-18SC-K004		N/A	N/A	
ABS Modulator Harness AMP Twist-Lock (Bayonet)	 1-967325-2	 929975-1	N/A	N/A	 539635-1
ATC Modulator Harness AMP Twist-Lock (Bayonet)	 1-967325-3	 929975-1	N/A	N/A	
ABS Modulator Harness 3-pin Packard Metri-Pack 280 Series	 12040977	 12077411	 12015323	 12034145	 12155975

WS-24™ Wheel Speed Sensor Connectors


Packard GT 150 series


Packard Metripack 150.2 series


Deutsch DTM06 series


Packard Metripack 280 series (female)


Packard Metripack 280 series (male)


Deutsch DT04 series


Standard round two pin

CHART 4 - EC-60™ CONTROLLER COMPONENT CONNECTORS

Troubleshooting: Wiring (Continued)

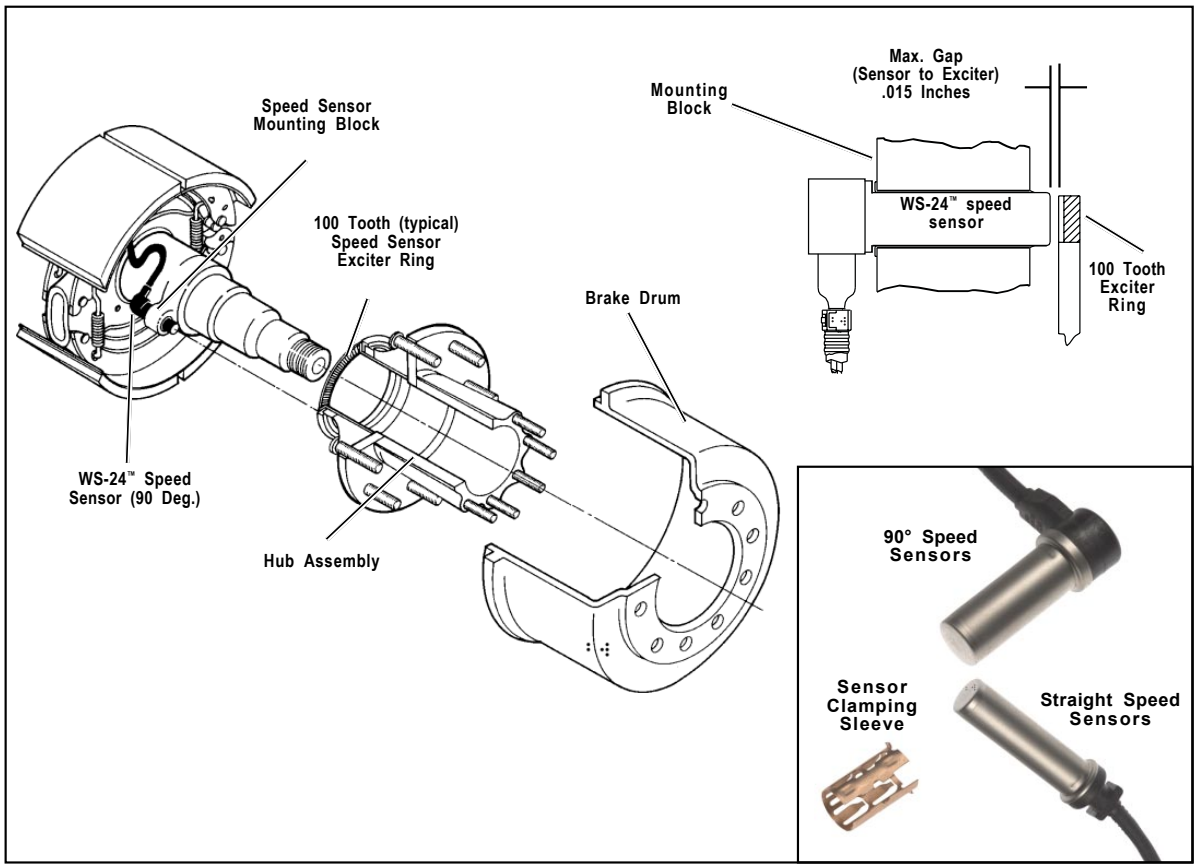


FIGURE 15 - ***WS-24™ WHEEL SPEED SENSOR INSTALLATION***

Wheel Speed Sensor Wiring

Route sensor wiring coming out of the wheel ends away from moving brake components. Sensor wiring needs to be secured to the axle to prevent excess cable length and wiring damage. It is required that cable ties be installed to the sensor wire within 3 inches (76.2 mm) of the sensor head to provide strain relief.

Following the axle, the sensor wires must be attached along the length of the service brake hoses using cable ties with ultraviolet protection and secured every 6 to 8 inches (152 to 203 mm). Sufficient – but not excessive – cable length must be provided to permit full suspension travel and steering axle movement. Install wires so that they cannot touch rotating elements such as wheels, brake discs or drive shafts. Radiation protection may be necessary in the area of brake discs.

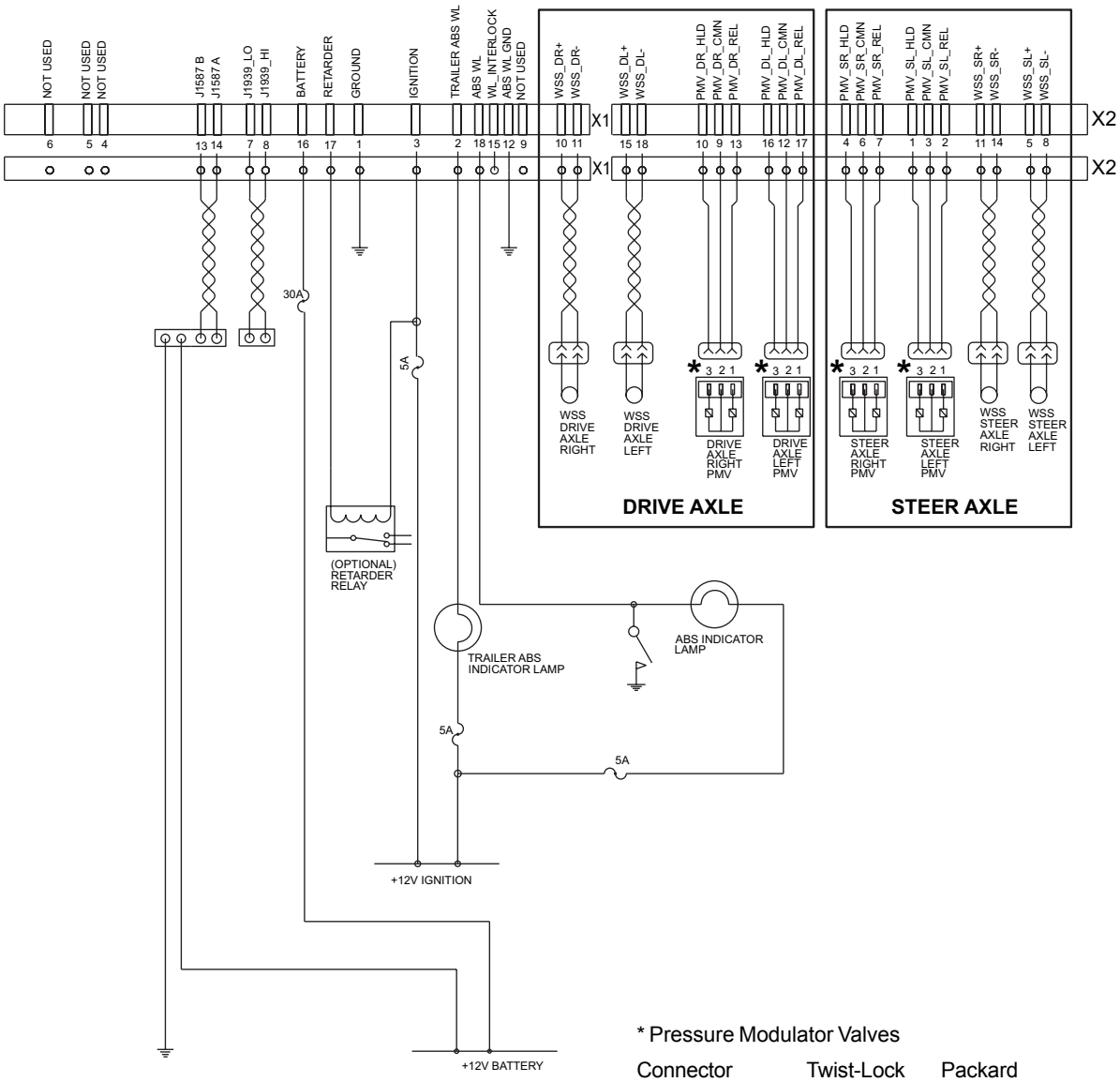
Bendix does not recommend using standard tie-wraps to secure wiring harnesses directly to rubber air lines. This may cause premature wiring failure from the pressure exerted on the wiring when air pressure is applied through the air line. Non-metallic hose clamps or bow-tie tie-wraps are preferred.

The use of grommets or other suitable protection is required whenever the cable must pass through metallic frame members.

All sensor wiring must utilize twisted pair wire, with approximately one to two twists per inch.

It is recommended that wires be routed straight out of a connector for a minimum of three inches before the wire is allowed to bend.

Troubleshooting: Standard Cab Wiring Schematic (4S/4M)



* Pressure Modulator Valves

Connector	Twist-Lock	Packard
Common (CMN)	Pin 2	Pin B
Hold (HLD)	Pin 3	Pin C
Release (REL)	Pin 1	Pin A

FIGURE 16 - STANDARD CAB WIRING SCHEMATIC (4S/4M)

Troubleshooting: Premium Cab Wiring Schematic (6S/6M)

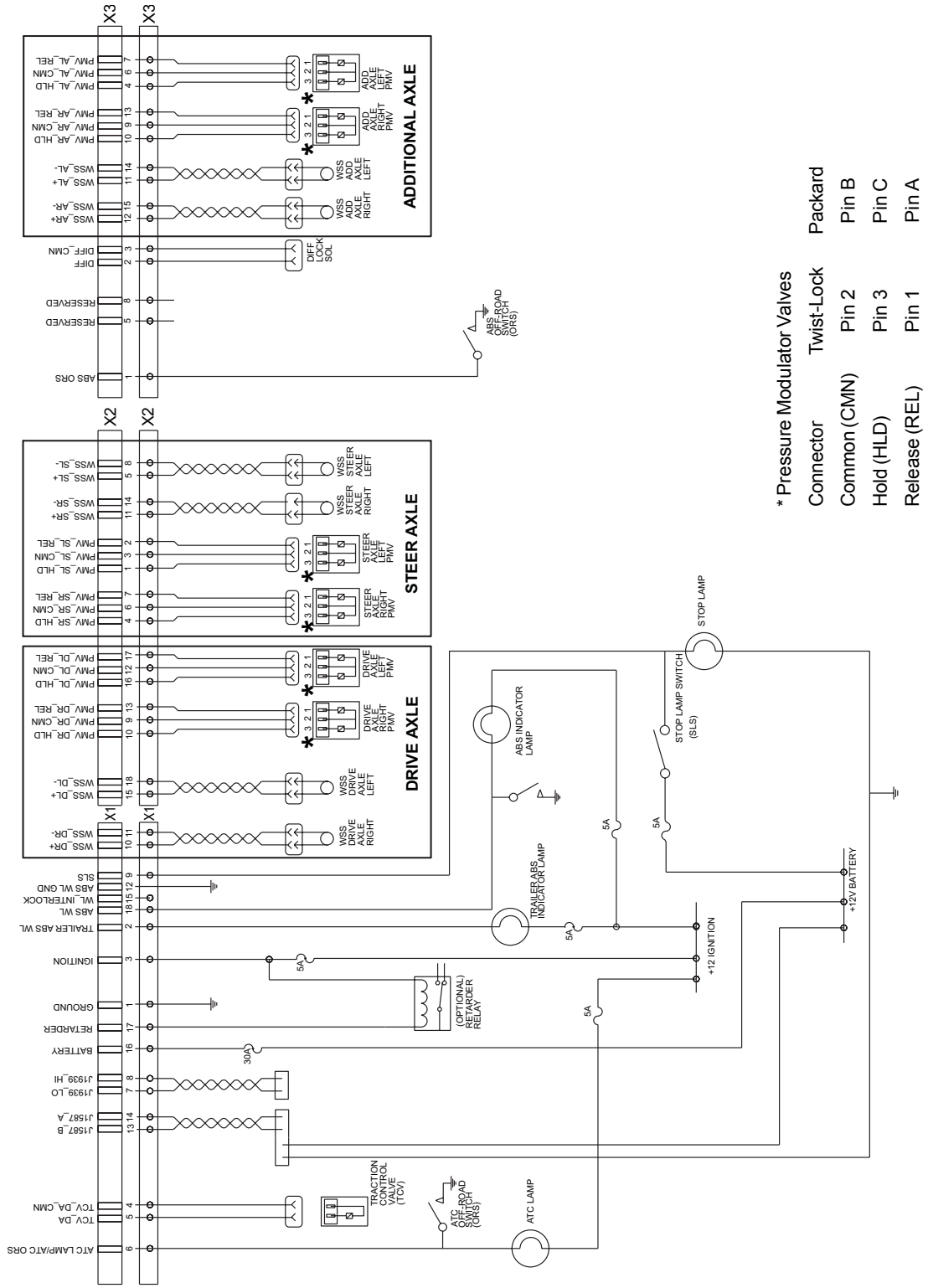


FIGURE 17 - PREMIUM CAB WIRING SCHEMATIC (6S/6M)

Troubleshooting: Premium Cab Wiring Schematic (6S/5M)

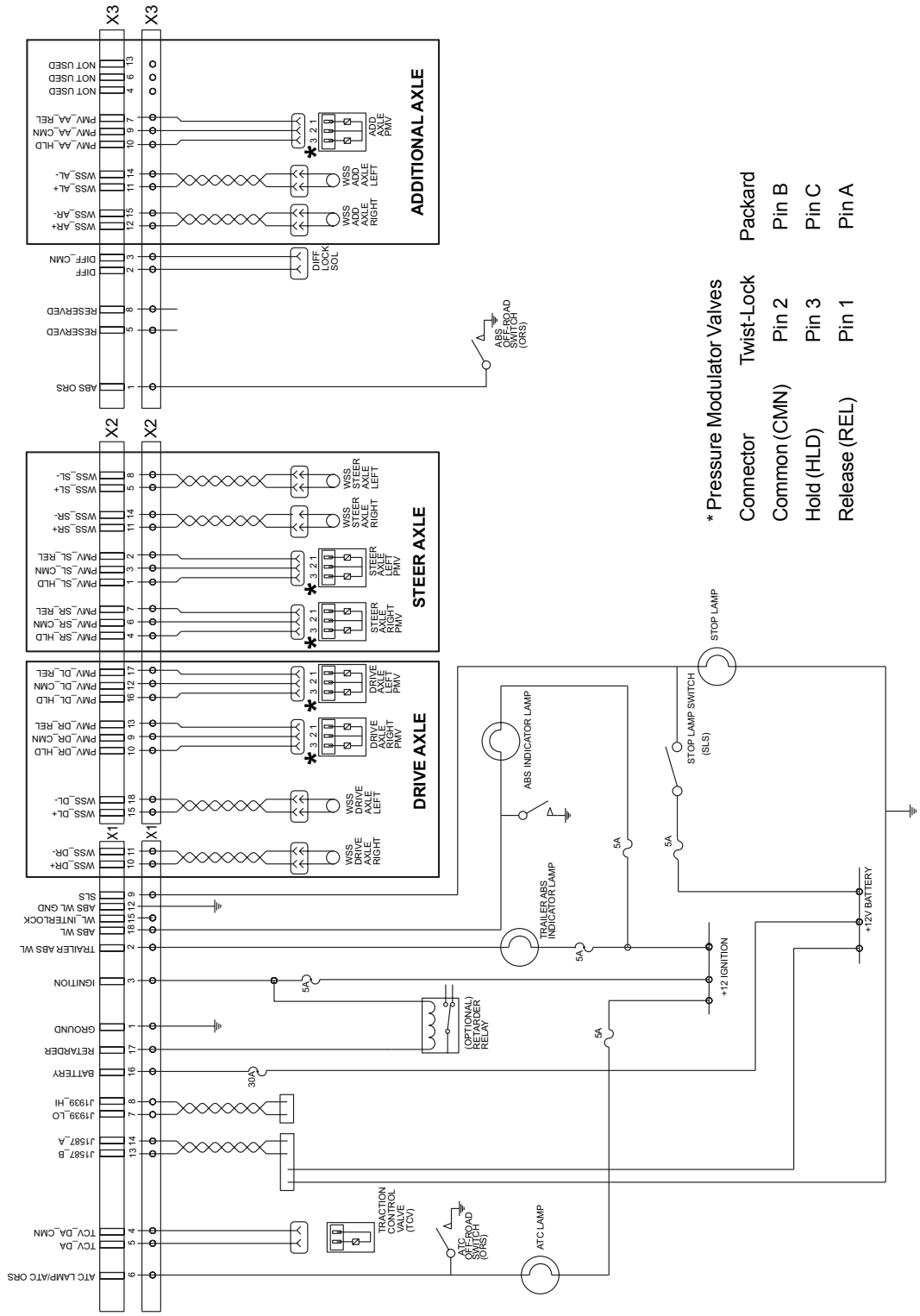
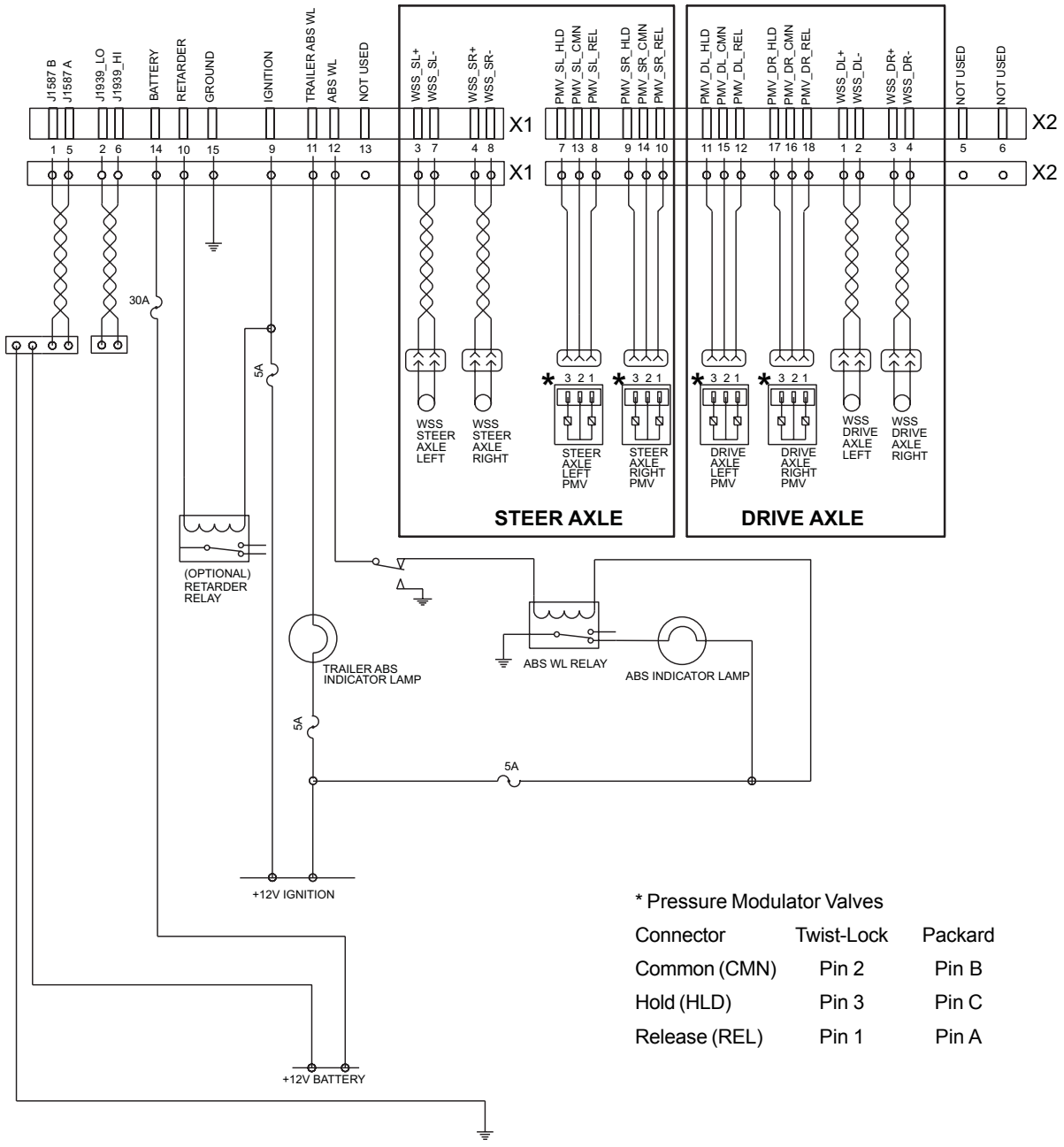


FIGURE 18 - PREMIUM CAB WIRING SCHEMATIC (6S/5M)

Troubleshooting: Standard Frame Wiring Schematic (4S/4M)



* Pressure Modulator Valves

Connector	Twist-Lock	Packard
Common (CMN)	Pin 2	Pin B
Hold (HLD)	Pin 3	Pin C
Release (REL)	Pin 1	Pin A

FIGURE 19 - STANDARD FRAME WIRING SCHEMATIC (4S/4M)

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Troubleshooting: Premium Frame Wiring Schematic (6S/6M)

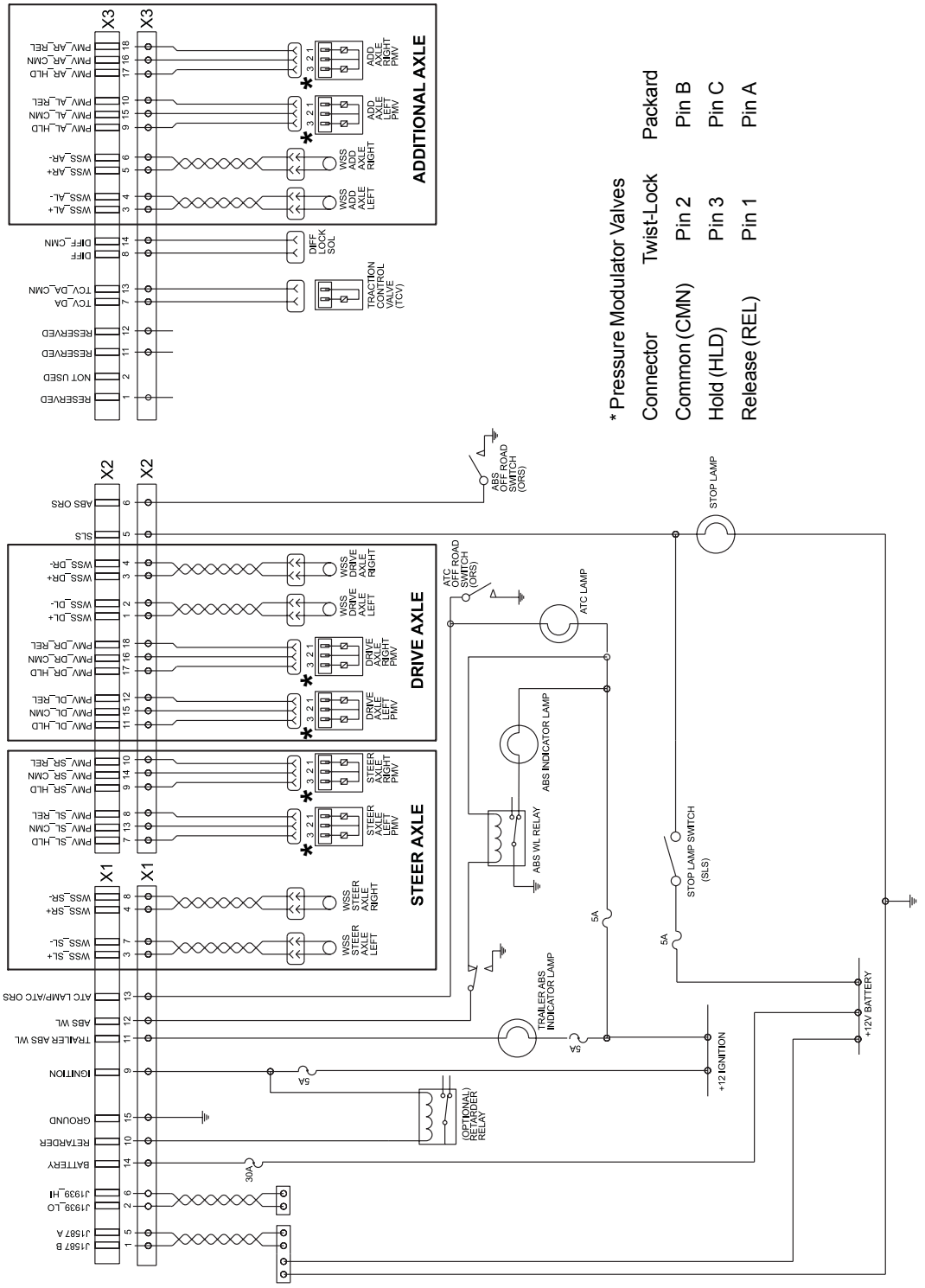

FIGURE 17 - PREMIUM FRAME WIRING SCHEMATIC (6S/6M)

Troubleshooting: Premium Frame Wiring Schematic (6S/5M)

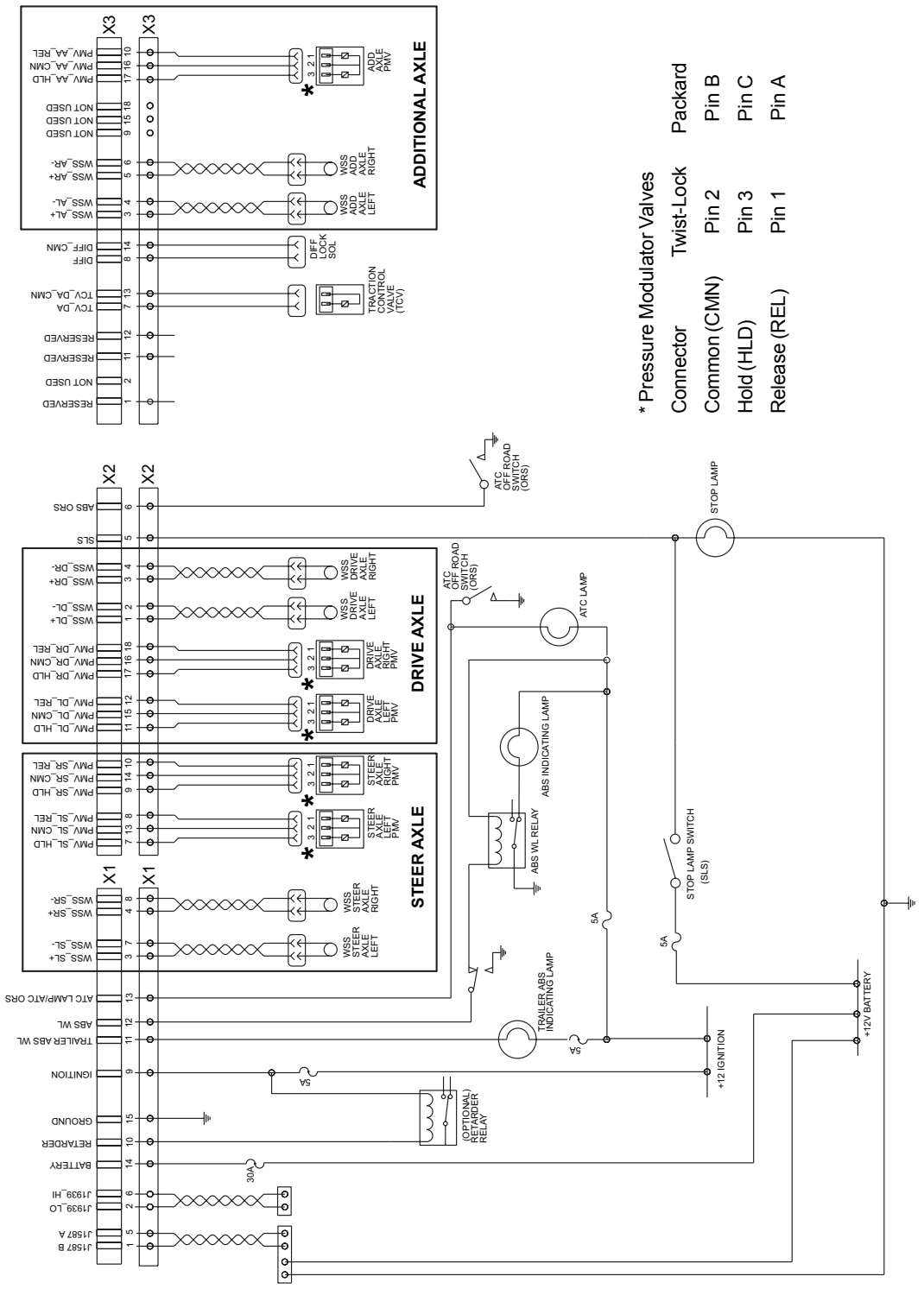

FIGURE 21 - PREMIUM FRAME WIRING SCHEMATIC (6S/5M)

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Glossary

ABS — Antilock Brake System.

ABS Event — Impending wheel lock situation that causes the ABS controller to activate the modulator valve(s).

ABS Indicator Light — An amber light which indicates the operating status of an antilock system. When the indicator lamp is on, ABS is disabled and the vehicle reverts to normal brake operation.

Air Gap — Distance between the Sensor and tone ring.

ASR — Automatic Slip Regulation. Another name for traction control.

ATC — Automatic Traction Control. An additional ABS function in which engine torque is controlled and brakes are applied differentially to enhance vehicle traction.

ATC Light — A light that indicates when traction control is operating.

Channel — A controlled wheel site.

CAN — Controller Area Network. J1939 is an SAE version of the CAN link.

Clear Codes — System to erase historical diagnostic trouble codes from the ECU, from either the Diagnostic Switch or from a hand-held diagnostic tool (only repaired diagnostic trouble codes may be cleared).

Configuration — The primary objective is to identify a "normal" set of sensors and modulators for the Electronic Control Unit, so that it will identify future missing sensors and modulators.

Diagnostic Connector — Diagnostic receptacle in vehicle cab for connection of J1587 hand-held or PC based test equipment. The tester can initiate test sequences, and can also read system parameters.

Diagnostic Switch — A switch used to activate blinks codes.

Differential Braking — Application of brake force to a spinning wheel so that torque can be applied to wheels which are not slipping.

ECU — Electronic Control Unit.

Diagnostic Trouble Code — A condition that interferes with the generation or transmission of response or control signals in the vehicle's ABS system that could lead to the functionality of the ABS system becoming inoperable in whole or in part.

FMVSS-121 — Federal Motor Vehicle Safety Standard which regulates air brake systems.

IR — Independent Regulation. A control method in which a wheel is controlled at optimum slip, a point where retardation and stability are maximized. The brake pressure that is best for the wheel in question is directed individually into each brake chamber.

J1587 — The SAE heavy duty standard diagnostic data link.

J1708 — An SAE standard which defines the hardware and software protocol for implementing 9600 baud heavy vehicle data links. J1587 version of a J1708 data link.

J1939 — A high speed 250,000 baud data link used for communications between the ABS ECU engine, transmission and retarders.

MIR — Modified Independent Regulation. A method of controlling the opposite sides of a steer axle during ABS operation so that torque steer and stopping distance are minimized.

PLC — Power Line Carrier. The serial communication protocol used to communicate with the trailer over the blue full time power wire.

PMV — Pressure Modulator Valve. An air valve which is used to vent or block air to the brake chambers to limit or reduce brake torque.

QR — Quick Release. Quick release valves allow faster release of air from the brake chamber after a brake application. To balance the system, quick release valves have hold off springs that produce higher crack pressures (when the valves open).

Relay Valve — Increases the application speed of the service brake. Installed near brakes with larger air chambers (type 24 or 30). The treadle valve activates the relay valve with an air signal. The relay valve then connects its supply port to its delivery ports. Equal length air hose must connect the delivery ports of the relay valve to the brake chambers.

Retarder Relay — A relay which is used to disable a retarder when ABS is triggered.

Sensor Clamping Sleeve — A beryllium copper sleeve which has fingers cut into it. It is pressed between an ABS sensor and mounting hole to hold the sensor in place.

Stored Diagnostic Trouble Codes — A diagnostic trouble code that occurred.

TCS — Traction Control System, another name for ATC or ASR.

Tone Ring — A ring that is usually pressed into a wheel hub that has a series of teeth (usually 100) and provides actuation for the speed sensor. Note maximum run out is .008.

Appendix A: J1587 SID and FMI Codes and Their Bendix Blink Code Equivalents

SID (J1587)	FMI (J1587)	General	Bendix Blink Code Equivalent(s) (1st Digit)	(2nd Digit)	Diagnostic Trouble Code Description
1	1	Wheel Speed Sensor	2	1	SA Left WSS Excessive Air Gap
1	2	Wheel Speed Sensor	2	3	SA Left WSS Open or Shorted
1	7	Wheel Speed Sensor	2	5	SA Left WSS Wheel End
1	8	Wheel Speed Sensor	2	6	SA Left WSS Erratic Sensor Signal
1	10	Wheel Speed Sensor	2	4	SA Left WSS Loss of Sensor Signal
1	13	Wheel Speed Sensor	2	7	SA Left WSS Tire Size Calibration
1	14	Wheel Speed Sensor	2	2	SA Left WSS Output Low @ Drive-Off
2	1	Wheel Speed Sensor	3	1	SA Right WSS Excessive Air Gap
2	2	Wheel Speed Sensor	3	3	SA Right WSS Open or Shorted
2	7	Wheel Speed Sensor	3	5	SA Right WSS Wheel End
2	8	Wheel Speed Sensor	3	6	SA Right WSS Erratic Sensor Signal
2	10	Wheel Speed Sensor	3	4	SA Right WSS Loss of Sensor Signal
2	13	Wheel Speed Sensor	3	7	SA Right WSS Tire Size Calibration
2	14	Wheel Speed Sensor	3	2	SA Right WSS Output Low @ Drive-Off
3	1	Wheel Speed Sensor	4	1	DA Left WSS Excessive Air Gap
3	2	Wheel Speed Sensor	4	3	DA Left WSS Open or Shorted
3	7	Wheel Speed Sensor	4	5	DA Left WSS Wheel End
3	8	Wheel Speed Sensor	4	6	DA Left WSS Erratic Sensor Signal
3	10	Wheel Speed Sensor	4	4	DA Left WSS Loss of Sensor Signal
3	13	Wheel Speed Sensor	4	7	DA Left WSS Tire Size Calibration
3	14	Wheel Speed Sensor	4	2	DA Left WSS Output Low @ Drive-Off
4	1	Wheel Speed Sensor	5	1	DA Right WSS Excessive Air Gap
4	2	Wheel Speed Sensor	5	3	DA Right WSS Open or Shorted
4	7	Wheel Speed Sensor	5	5	DA Right WSS Wheel End
4	8	Wheel Speed Sensor	5	6	DA Right WSS Erratic Sensor Signal
4	10	Wheel Speed Sensor	5	4	DA Right WSS Loss of Sensor Signal
4	13	Wheel Speed Sensor	5	7	DA Right WSS Tire Size Calibration
4	14	Wheel Speed Sensor	5	2	DA Right WSS Output Low @ Drive-Off
5	1	Wheel Speed Sensor	14	1	AA Left WSS Excessive Air Gap
5	2	Wheel Speed Sensor	14	3	AA Left WSS Open or Shorted
5	7	Wheel Speed Sensor	14	5	AA Left WSS Wheel End
5	8	Wheel Speed Sensor	14	6	AA Left WSS Erratic Sensor Signal
5	10	Wheel Speed Sensor	14	4	AA Left WSS Loss of Sensor Signal
5	13	Wheel Speed Sensor	14	7	AA Left WSS Tire Size Calibration
5	13	Wheel Speed Sensor	14	10	AA Left WSS Configuration Error
5	14	Wheel Speed Sensor	14	2	AA Left WSS Output Low @ Drive-Off
6	1	Wheel Speed Sensor	15	1	AA Right WSS Excessive Air Gap
6	2	Wheel Speed Sensor	15	3	AA Right WSS Open or Shorted
6	7	Wheel Speed Sensor	15	5	AA Right WSS Wheel End
6	8	Wheel Speed Sensor	15	6	AA Right WSS Erratic Sensor Signal
6	10	Wheel Speed Sensor	15	4	AA Right WSS Loss of Sensor Signal
6	13	Wheel Speed Sensor	15	7	AA Right WSS Tire Size Calibration
6	13	Wheel Speed Sensor	15	10	AA Right WSS Configuration Error
6	14	Wheel Speed Sensor	15	2	AA Right WSS Output Low @ Drive-Off
7	5	Pressure Modulator Valve	7	7	SA Left PMV CMN Open Circuit
7	13	Pressure Modulator Valve	7	8	SA Left PMV Configuration Error
8	5	Pressure Modulator Valve	8	7	SA Right PMV CMN Open Circuit
8	13	Pressure Modulator Valve	8	8	SA Right PMV Configuration Error
9	5	Pressure Modulator Valve	9	7	DA Left PMV CMN Open Circuit
9	13	Pressure Modulator Valve	9	8	DA Left PMV Configuration Error
10	5	Pressure Modulator Valve	10	7	DA Right PMV CMN Open Circuit
10	13	Pressure Modulator Valve	10	8	DA Right PMV Configuration Error
11	5	Pressure Modulator Valve	16	7	AA Left PMV CMN Open Circuit
11	13	Pressure Modulator Valve	16	8	AA Left PMV Configuration Error
12	5	Pressure Modulator Valve	17	7	AA Right PMV CMN Open Circuit
12	13	Pressure Modulator Valve	17	8	AA Right PMV Configuration Error
13	2	Miscellaneous	12	4	Retarder Relay Open Circuit or Shorted to Ground
13	3	Miscellaneous	12	5	Retarder Relay Circuit Shorted to Voltage
17	14	Miscellaneous	12	3	Dynamometer Test Mode
17	14	Miscellaneous	12	9	ATC Disabled to Prevent Brake Fade
18	13	TCV	18	4	TCV Configuration Error
18	3	TCV	18	2	TCV Solenoid Shorted to Voltage
18	4	TCV	18	1	TCV Solenoid Shorted to Ground
18	5	TCV	18	3	TCV Solenoid Open Circuit
22	7	Miscellaneous	12	11	Wheel Speed Sensors Reversed on an Axle
23	2	Miscellaneous	12	6	ABS Warning Lamp Circuit

SID (J1587)	FMI (J1587)	General	Bendix Blink Code Equivalent(s) (1st Digit)	(2nd Digit)	Diagnostic Trouble Code Description
42	3	Pressure Modulator Valve	7	5	SA Left PMV HLD Solenoid Shorted to Voltage
42	4	Pressure Modulator Valve	7	4	SA Left PMV HLD Solenoid Shorted to Ground
42	5	Pressure Modulator Valve	7	6	SA Left PMV HLD Solenoid Open Circuit
43	3	Pressure Modulator Valve	8	5	SA Right PMV HLD Solenoid Shorted to Voltage
43	4	Pressure Modulator Valve	8	4	SA Right PMV HLD Solenoid Shorted to Ground
43	5	Pressure Modulator Valve	8	6	SA Right PMV HLD Solenoid Open Circuit
44	3	Pressure Modulator Valve	9	5	DA Left PMV HLD Solenoid Shorted to Voltage
44	4	Pressure Modulator Valve	9	4	DA Left PMV HLD Solenoid Shorted to Ground
44	5	Pressure Modulator Valve	9	6	DA Left PMV HLD Solenoid Open Circuit
45	3	Pressure Modulator Valve	10	5	DA Right PMV HLD Solenoid Shorted to Voltage
45	4	Pressure Modulator Valve	10	4	DA Right PMV HLD Solenoid Shorted to Ground
45	5	Pressure Modulator Valve	10	6	DA Right PMV HLD Solenoid Open Circuit
46	3	Pressure Modulator Valve	16	5	AA Left PMV HLD Solenoid Shorted to Voltage
46	4	Pressure Modulator Valve	16	4	AA Left PMV HLD Solenoid Shorted to Ground
46	5	Pressure Modulator Valve	16	6	AA Left PMV HLD Solenoid Open Circuit
47	3	Pressure Modulator Valve	17	5	AA Right PMV HLD Solenoid Shorted to Voltage
47	4	Pressure Modulator Valve	17	4	AA Right PMV HLD Solenoid Shorted to Ground
47	5	Pressure Modulator Valve	17	6	AA Right PMV HLD Solenoid Open Circuit
48	3	Pressure Modulator Valve	7	2	SA Left PMV REL Solenoid Shorted to Voltage
48	4	Pressure Modulator Valve	7	1	SA Left PMV REL Solenoid Shorted to Ground
48	5	Pressure Modulator Valve	7	3	SA Left PMV REL Solenoid Open Circuit
49	3	Pressure Modulator Valve	8	2	SA Right PMV REL Solenoid Shorted to Voltage
49	4	Pressure Modulator Valve	8	1	SA Right PMV REL Solenoid Shorted to Ground
49	5	Pressure Modulator Valve	8	3	SA Right PMV REL Solenoid Open Circuit
50	3	Pressure Modulator Valve	9	2	DA Left PMV REL Solenoid Shorted to Voltage
50	4	Pressure Modulator Valve	9	1	DA Left PMV REL Solenoid Shorted to Ground
50	5	Pressure Modulator Valve	9	3	DA Left PMV REL Solenoid Open Circuit
51	3	Pressure Modulator Valve	10	2	DA Right PMV REL Solenoid Shorted to Voltage
51	4	Pressure Modulator Valve	10	1	DA Right PMV REL Solenoid Shorted to Ground
51	5	Pressure Modulator Valve	10	3	DA Right PMV REL Solenoid Open Circuit
52	3	Pressure Modulator Valve	16	2	AA Left PMV REL Solenoid Shorted to Voltage
52	4	Pressure Modulator Valve	16	1	AA Left PMV REL Solenoid Shorted to Ground
52	5	Pressure Modulator Valve	16	3	AA Left PMV REL Solenoid Open Circuit
53	3	Pressure Modulator Valve	17	2	AA Right PMV REL Solenoid Shorted to Voltage
53	4	Pressure Modulator Valve	17	1	AA Right PMV REL Solenoid Shorted to Ground
53	5	Pressure Modulator Valve	17	3	AA Right PMV REL Solenoid Open Circuit
55	2	Miscellaneous	12	2	Stop Lamp Switch Defective
55	7	Miscellaneous	12	1	Stop Lamp Switch Not Detected
79	13	Miscellaneous	12	10	Tire Size Out of Range (Front to Rear)
93	3	Miscellaneous	12	8	PMV/TCV/Diff Lock Common Shorted to Voltage
93	4	Miscellaneous	12	7	PMV/TCV/Diff Lock Common Shorted to Ground
102	3	Miscellaneous	12	13	Diff Lock Solenoid Shorted to Voltage
102	5	Miscellaneous	12	12	Diff Lock Solenoid Shorted to Ground or Open Circuit
231	2	J1939	11	3	J1939 Engine Communications
231	12	J1939	11	1	J1939 Serial Link
231	14	J1939	11	2	J1939 Retarder
251	2	Power Supply	6	8	Input Voltage Has Excessive Noise (Temp)
251	3	Power Supply	6	2	Battery Voltage Too High
251	3	Power Supply	6	6	Ignition Voltage Too High
251	4	Power Supply	6	1	Battery Voltage Too Low
251	4	Power Supply	6	3	Battery Voltage Too Low During ABS
251	4	Power Supply	6	5	Ignition Voltage Too Low
251	4	Power Supply	6	7	Ignition Voltage Too Low During ABS
251	5	Power Supply	6	4	Battery Voltage Input Open Circuit
251	14	Power Supply	6	9	Input Voltage Has Excessive Noise
254	2	ECU	13	4	ECU (12)
254	2	ECU	13	5	ECU (13)
254	12	ECU	13	2	ECU (10)
254	12	ECU	13	3	ECU (11)
254	12	ECU	13	6	ECU (14)
254	12	ECU	13	7	ECU (15)
254	12	ECU	13	10	ECU (18)
254	12	ECU	13	11	ECU (1A)
254	12	ECU	13	12	ECU (1B)
254	12	ECU	13	13	ECU (80)
254	13	ECU	13	8	ECU (16)
254	13	ECU	13	9	ECU (17)

Bendix®

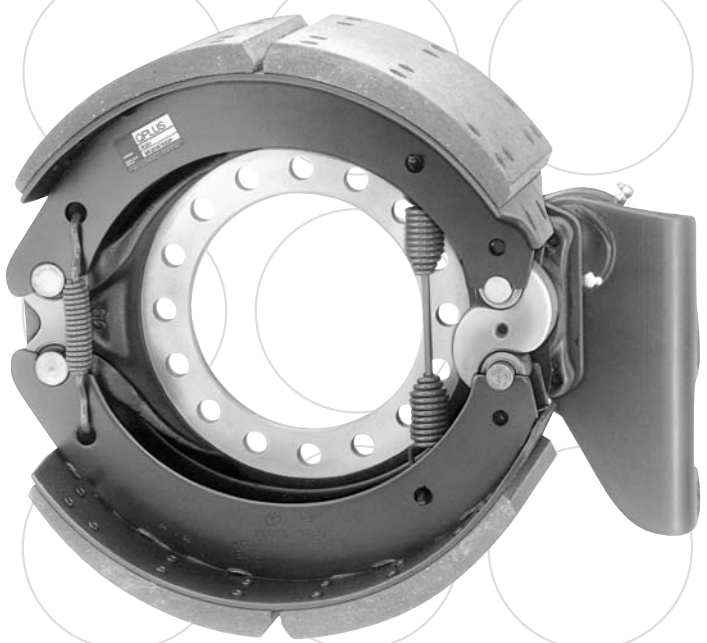
MERITOR®

Maintenance Manual 4

Cam Brakes and Automatic Slack Adjusters

Supersedes Maintenance Manual 4B, Automatic Slack Adjusters

Revised 07-06



Service Notes

About This Manual

This manual provides maintenance and service information for Meritor cam brakes and automatic slack adjuster.

Before You Begin

1. Read and understand all instructions and procedures before you begin to service components.
2. Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.
3. Follow your company's maintenance and service, installation, and diagnostics guidelines.
4. Use special tools when required to help avoid serious personal injury and damage to components.

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Hazard Alert Messages and Torque Symbols

⚠ WARNING

A Warning alerts you to an instruction or procedure that you must follow exactly to avoid serious personal injury and damage to components.

⚠ CAUTION

A Caution alerts you to an instruction or procedure that you must follow exactly to avoid damage to components.

This symbol alerts you to tighten fasteners to a specified torque value.

How to Obtain Product and Service Information

On the Web

Visit Literature on Demand at meritorhvs.com to access product, service, aftermarket, and warranty literature for ArvinMeritor's truck, trailer and specialty vehicle components.

ArvinMeritor's Customer Service Center

Call ArvinMeritor's Customer Service Center at 800-535-5560.

Technical Electronic Library DVD

The DriveTrain Plus™ by ArvinMeritor Technical Electronic Library DVD contains product and service information for most Meritor and Meritor WABCO products. Specify TP-9853.

How to Obtain Tools, Supplies and Brake Service Kits

Call ArvinMeritor's Commercial Vehicle Aftermarket at 888-725-9355 to obtain Meritor tools and supplies.

Contents

Contents

Asbestos and Non-Asbestos Fibers

⚠ ASBESTOS FIBERS WARNING

The following procedures for servicing brakes are recommended to reduce exposure to asbestos fiber dust, a cancer and lung disease hazard. Material Safety Data Sheets are available from ArvinMeritor.

Hazard Summary

Because some brake linings contain asbestos, workers who service brakes must understand the potential hazards of asbestos and precautions for reducing risks. Exposure to airborne asbestos dust can cause serious and possibly fatal diseases, including asbestosis (a chronic lung disease) and cancer, principally lung cancer and mesothelioma (a cancer of the lining of the chest or abdominal cavities). Some studies show that the risk of lung cancer among persons who smoke and who are exposed to asbestos is much greater than the risk for non-smokers. Symptoms of these diseases may not become apparent for 15, 20 or more years after the first exposure to asbestos.

Accordingly, workers must use caution to avoid creating and breathing dust when servicing brakes. Specific recommended work practices for reducing exposure to asbestos dust follow. Consult your employer for more details.

Recommended Work Practices

1. Separate Work Areas. Whenever feasible, service brakes in a separate area away from other operations to reduce risks to unprotected persons. OSHA has set a maximum allowable level of exposure for asbestos of 0.1 f/cc as an 8-hour time-weighted average and 1.0 f/cc averaged over a 30-minute period. Scientists disagree, however, to what extent adherence to the maximum allowable exposure levels will eliminate the risk of disease that can result from inhaling asbestos dust. OSHA requires that the following sign be posted at the entrance to areas where exposures exceed either of the maximum allowable levels:

DANGER: ASBESTOS
CANCER AND LUNG DISEASE HAZARD
AUTHORIZED PERSONNEL ONLY
RESPIRATORS AND PROTECTIVE CLOTHING
ARE REQUIRED IN THIS AREA.

2. Respiratory Protection. Wear a respirator equipped with a high-efficiency (HEPA) filter approved by NIOSH or MSHA for use with asbestos at all times when servicing brakes, beginning with the removal of the wheels.

3. Procedures for Servicing Brakes.

a. Enclose the brake assembly within a negative pressure enclosure. The enclosure should be equipped with a HEPA vacuum and worker arm sleeves. With the enclosure in place, use the HEPA vacuum to loosen and vacuum residue from the brake parts.

b. As an alternative procedure, use a catch basin with water and a biodegradable, non-phosphate, water-based detergent to wash the brake drum or rotor and other brake parts. The solution should be applied with low pressure to prevent dust from becoming airborne. Allow the solution to flow between the brake drum and the brake support or the brake rotor and caliper. The wheel hub and brake assembly components should be thoroughly wetted to suppress dust before the brake shoes or brake pads are removed. Wipe the brake parts clean with a cloth.

c. If an enclosed vacuum system or brake washing equipment is not available, employers may adopt their own written procedures for servicing brakes, provided that the exposure levels associated with the employer's procedures do not exceed the levels associated with the enclosed vacuum system or brake washing equipment. Consult OSHA regulations for more details.

d. Wear a respirator equipped with a HEPA filter approved by NIOSH or MSHA for use with asbestos when grinding or machining brake linings. In addition, do such work in an area with a local exhaust ventilation system equipped with a HEPA filter.

e. **NEVER** use compressed air by itself, dry brushing, or a vacuum not equipped with a HEPA filter when cleaning brake parts or assemblies. **NEVER** use carcinogenic solvents, flammable solvents, or solvents that can damage brake components as wetting agents.

4. Cleaning Work Areas. Clean work areas with a vacuum equipped with a HEPA filter or by wet wiping. **NEVER** use compressed air or dry sweeping to clean work areas. When you empty vacuum cleaners and handle used rags, wear a respirator equipped with a HEPA filter approved by NIOSH or MSHA for use with asbestos. When you replace a HEPA filter, wet the filter with a fine mist of water and dispose of the used filter with care.

5. Worker Clean-Up**.** After servicing brakes, wash your hands before you eat, drink or smoke. Shower after work. Do not wear work clothes home. Use a vacuum equipped with a HEPA filter to vacuum work clothes after they are worn. Launder them separately. Do not shake or use compressed air to remove dust from work clothes.

6. Waste Disposal. Dispose of discarded linings, used rags, cloths and HEPA filters with care, such as in sealed plastic bags. Consult applicable EPA, state and local regulations on waste disposal.

Regulatory Guidance

References to OSHA, NIOSH, MSHA, and EPA, which are regulatory agencies in the United States, are made to provide further guidance to employers and workers employed within the United States. Employers and workers employed outside of the United States should consult the regulations that apply to them for further guidance.

⚠ NON-ASBESTOS FIBERS WARNING

The following procedures for servicing brakes are recommended to reduce exposure to non-asbestos fiber dust, a cancer and lung disease hazard. Material Safety Data Sheets are available from ArvinMeritor.

Hazard Summary

Most recently manufactured brake linings do not contain asbestos fibers. These brake linings may contain one or more of a variety of ingredients, including glass fibers, mineral wool, aramid fibers, ceramic fibers and silica that can present health risks if inhaled. Scientists disagree on the extent of the risks from exposure to these substances. Nonetheless, exposure to silica dust can cause silicosis, a non-cancerous lung disease. Silicosis gradually reduces lung capacity and efficiency and can result in serious breathing difficulty. Some scientists believe other types of non-asbestos fibers, when inhaled, can cause similar diseases of the lung. In addition, silica dust and ceramic fiber dust are known to the State of California to cause lung cancer. U.S. and international agencies have also determined that dust from mineral wool, ceramic fibers and silica are potential causes of cancer.

Accordingly, workers must use caution to avoid creating and breathing dust when servicing brakes. Specific recommended work practices for reducing exposure to non-asbestos dust follow. Consult your employer for more details.

Recommended Work Practices

1. Separate Work Areas. Whenever feasible, service brakes in a separate area away from other operations to reduce risks to unprotected persons.

2. Respiratory Protection. OSHA has set a maximum allowable level of exposure for silica of 0.1 mg/m^3 as an 8-hour time-weighted average. Some manufacturers of non-asbestos brake linings recommend that exposures to other ingredients found in non-asbestos brake linings be kept below 1.0 f/cc as an 8-hour time-weighted average. Scientists disagree, however, to what extent adherence to these maximum allowable exposure levels will eliminate the risk of disease that can result from inhaling non-asbestos dust.

Therefore, wear respiratory protection at all times during brake servicing, beginning with the removal of the wheels. Wear a respirator equipped with a high-efficiency (HEPA) filter approved by NIOSH or MSHA, if the exposure levels may exceed OSHA or manufacturers' recommended maximum levels. Even when exposures are expected to be within the maximum allowable levels, wearing such a respirator at all times during brake servicing will help minimize exposure.

3. Procedures for Servicing Brakes.

a. Enclose the brake assembly within a negative pressure enclosure. The enclosure should be equipped with a HEPA vacuum and worker arm sleeves. With the enclosure in place, use the HEPA vacuum to loosen and vacuum residue from the brake parts.

b. As an alternative procedure, use a catch basin with water and a biodegradable, non-phosphate, water-based detergent to wash the brake drum or rotor and other brake parts. The solution should be applied with low pressure to prevent dust from becoming airborne. Allow the solution to flow between the brake drum and the brake support or the brake rotor and caliper. The wheel hub and brake assembly components should be thoroughly wetted to suppress dust before the brake shoes or brake pads are removed. Wipe the brake parts clean with a cloth.

c. If an enclosed vacuum system or brake washing equipment is not available, carefully clean the brake parts in the open air. Wet the parts with a solution applied with a pump-spray bottle that creates a fine mist. Use a solution containing water, and, if available, a biodegradable, non-phosphate, water-based detergent. The wheel hub and brake assembly components should be thoroughly wetted to suppress dust before the brake shoes or brake pads are removed. Wipe the brake parts clean with a cloth.

d. Wear a respirator equipped with a HEPA filter approved by NIOSH or MSHA when grinding or machining brake linings. In addition, do such work in an area with a local exhaust ventilation system equipped with a HEPA filter.

e. **NEVER** use compressed air by itself, dry brushing, or a vacuum not equipped with a HEPA filter when cleaning brake parts or assemblies. **NEVER** use carcinogenic solvents, flammable solvents, or solvents that can damage brake components as wetting agents.

4. Cleaning Work Areas. Clean work areas with a vacuum equipped with a HEPA filter or by wet wiping. **NEVER** use compressed air or dry sweeping to clean work areas. When you empty vacuum cleaners and handle used rags, wear a respirator equipped with a HEPA filter approved by NIOSH or MSHA, to minimize exposure. When you replace a HEPA filter, wet the filter with a fine mist of water and dispose of the used filter with care.

5. Worker Clean-Up. After servicing brakes, wash your hands before you eat, drink or smoke. Shower after work. Do not wear work clothes home. Use a vacuum equipped with a HEPA filter to vacuum work clothes after they are worn. Launder them separately. Do not shake or use compressed air to remove dust from work clothes.

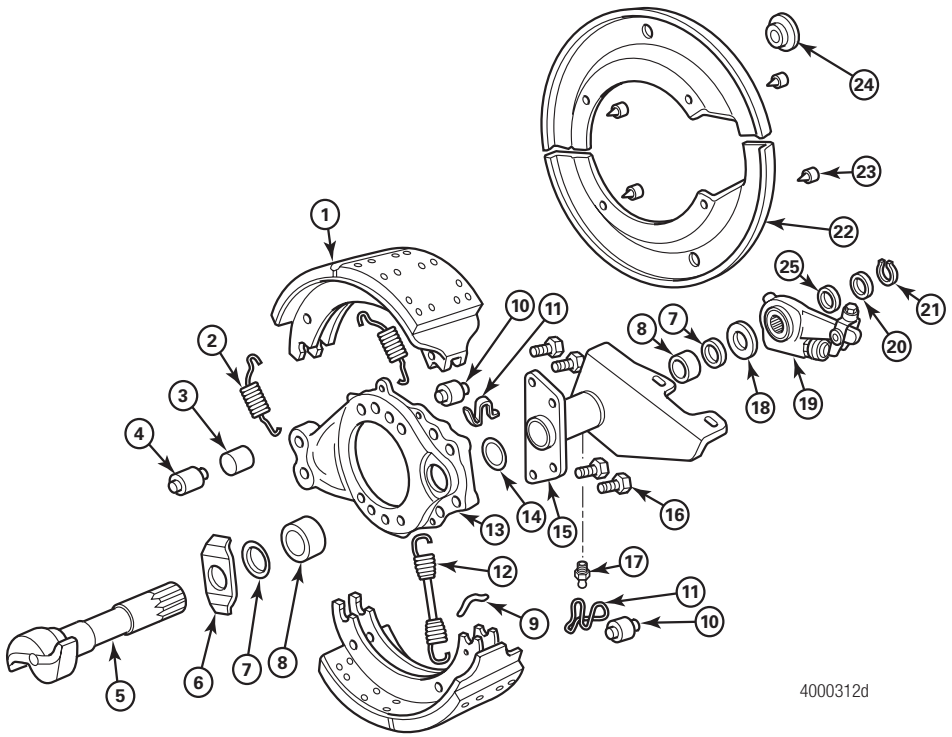
6. Waste Disposal**.** Dispose of discarded linings, used rags, cloths and HEPA filters with care, such as in sealed plastic bags. Consult applicable EPA, state and local regulations on waste disposal.

Regulatory Guidance

References to OSHA, NIOSH, MSHA, and EPA, which are regulatory agencies in the United States, are made to provide further guidance to employers and workers employed within the United States. Employers and workers employed outside of the United States should consult the regulations that apply to them for further guidance.

1 Exploded Views

15- and 16.5-Inch Q Plus™ and Q Series Cam Brakes with Cast Spiders

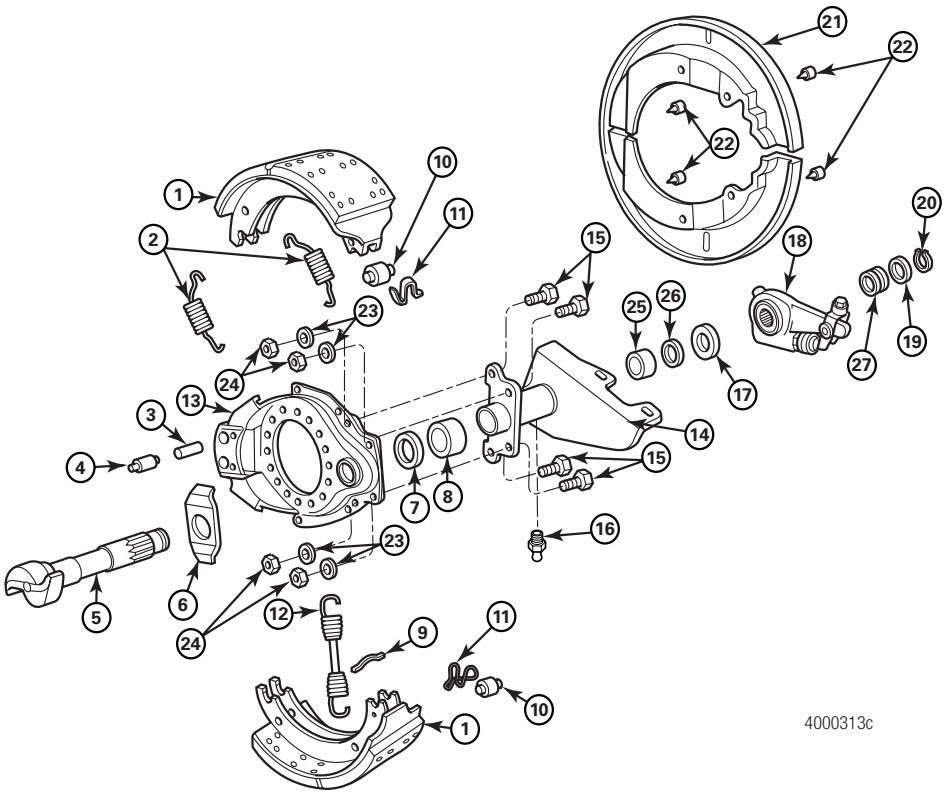


Item	Description
1	Shoe and Lining Assembly
2	Shoe Retaining Spring
3	Anchor Pin Bushing
4	Brake Shoe Anchor Pin
5	"S" Head Camshaft
6	Cam Head Washer
7	Camshaft Grease Seal
8	Camshaft Bushing
9	Return Spring Pin
10	Brake Shoe Roller
11	Shoe Roller Retainer
12	Brake Shoe Return Spring
13	Cast Brake Spider
14	Chamber Bracket Seal
15	Camshaft and Chamber Bracket

Item	Description
16	Chamber Bracket Capscrew
17	Grease Fitting
18	Thick Camshaft Thrust Washer
19	Automatic Slack Adjuster
20	Thick Camshaft Spacing Washer
21	Camshaft Snap Ring
22	Dust Shield
23	Dust Shield Capscrew
24	Plug
25	Thin Camshaft Spacing Washer

1 Exploded Views

16.5-Inch Q Plus™ Cam Brake with Stamped Spiders

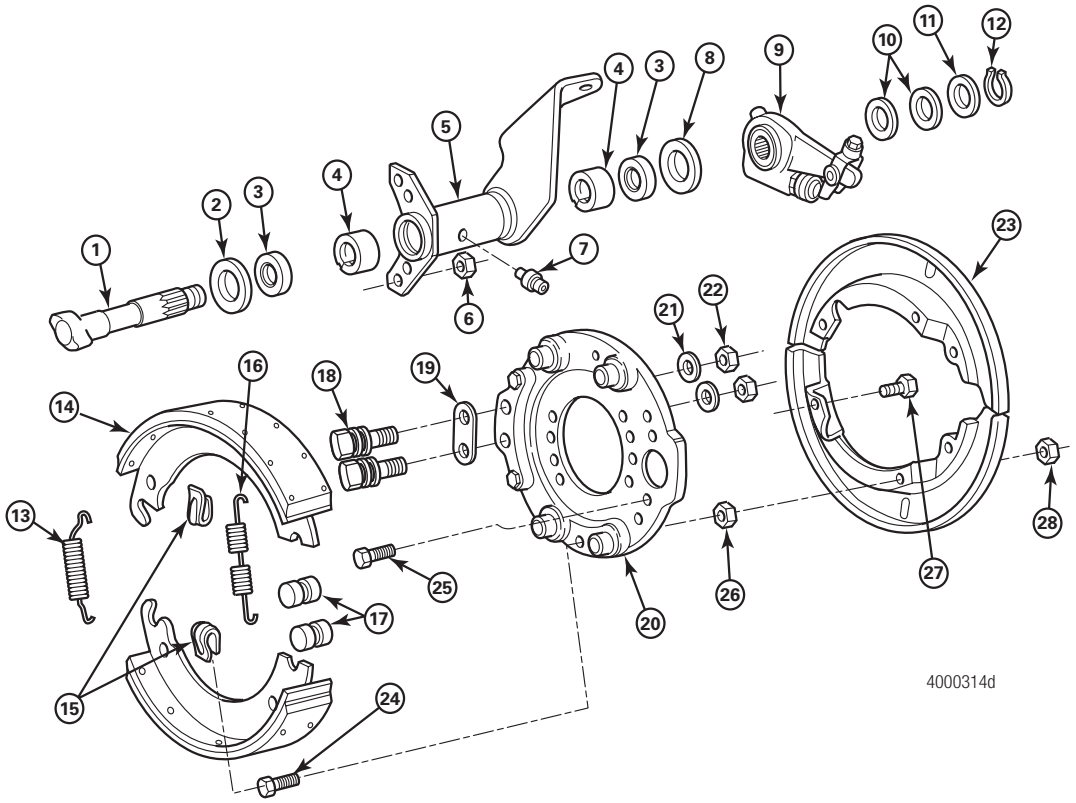


Item	Description
1	Shoe and Lining Assembly
2	Shoe Retaining Spring
3	Anchor Pin Bushing
4	Brake Shoe Anchor Pin
5	"S" Head Camshaft
6	Cam Head Washer
7	Camshaft Seal
8	Camshaft Bushing
9	Return Spring Pin
10	Brake Shoe Roller
11	Shoe Roller Retainer
12	Brake Shoe Return Spring
13	Stamped Brake Spider
14	Camshaft and Chamber Bracket

Item	Description
15	Grade 8 Capscrew
16	Grease Fitting
17	Thick Camshaft Thrust Washer
18	Automatic Slack Adjuster
19	Thick Camshaft Spacing Washer
20	Camshaft Snap Ring
21	Dust Shield
22	Dust Shield Capscrew
23	Hard Washer (4)
24	Grade 8 Nut (4)
25	Camshaft Bushing
26	Camshaft Seal
27	Thin Camshaft Spacing Washer

1 Exploded Views

15-Inch Q Series Cam Brakes

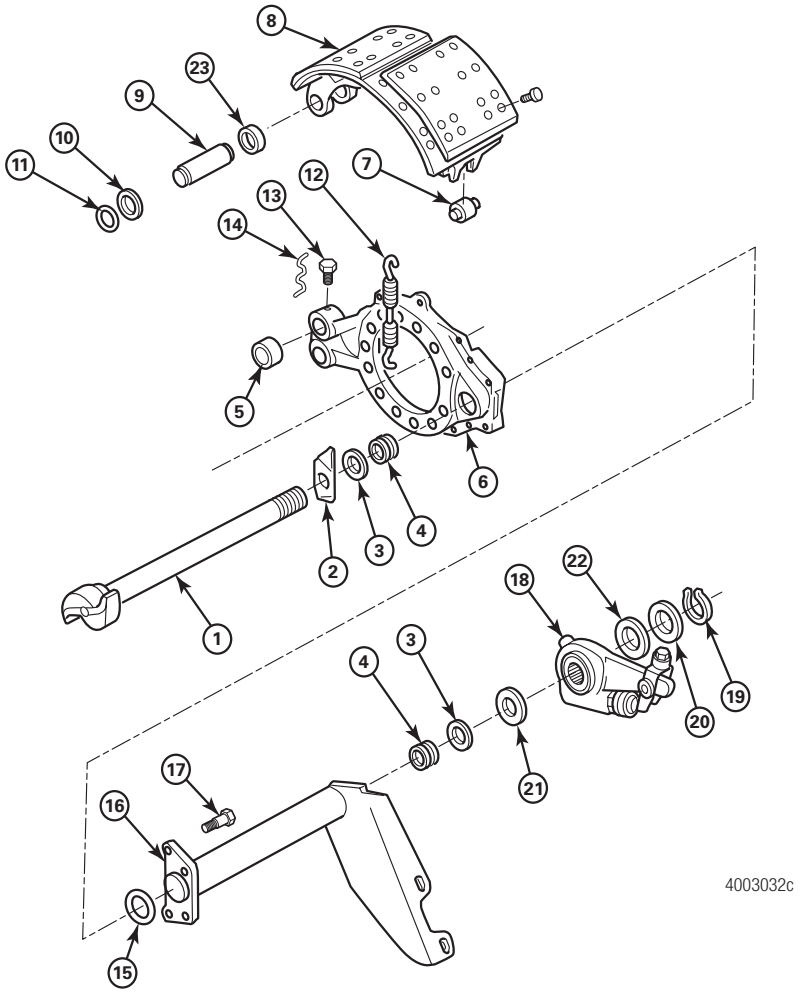


1 Exploded Views

Item	Description
1	Camshaft
2	Cam Head Washer
3	Camshaft Grease Seal
4	Camshaft Bushing
5	Camshaft and Chamber Bracket
6	Camshaft Bracket Nut
7	Grease Fitting
8	Thick Camshaft Thrust Washer
9	Automatic Slack Adjuster
10	Thin Camshaft Spacers
11	Thick Hardened Washer
12	Camshaft Snap Ring
13	Shoe Retaining Spring
14	Shoe and Lining Assembly
15	Anti-Rattle Clips
16	Shoe Return Spring
17	Brake Shoe Rollers
18	Brake Shoe Anchor Pins
19	Support Plate
20	Backing Plate
21	Anchor Pin Washer
22	Anchor Pin Nut
23	Dust Shield
24	Shoe Clip Bolt
25	Camshaft Bracket Bolt
26	Clip-to-Backing Plate Nut
27	Dust Shield Capscrew
28	Dust Shield Nut

1 Exploded Views

Cast Plus™ Cam Brake

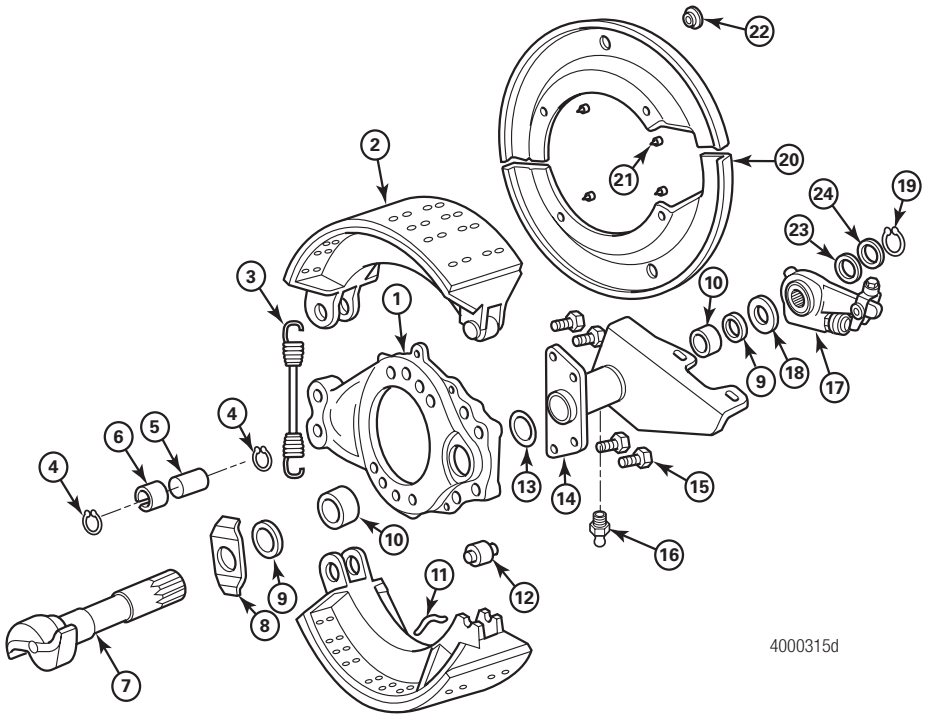


1 Exploded Views

Item	Description
1	Camshaft
2	Cam Head Washer
3	Camshaft Seal
4	Camshaft Bushing
5	Anchor Pin Bushing
6	Brake Spider
7	Brake Shoe Roller
8	Brake Shoe and Lining Assembly
9	Anchor Pin
10	Anchor Pin Washer
11	Anchor Pin Snap Ring
12	Brake Shoe Return Spring
13	Anchor Pin Set Screw
14	Anchor Pin Set Screw Lock Wire
15	Chamber Bracket Seal
16	Chamber Bracket
17	Chamber Bracket Capscrew
18	Slack Adjuster
19	Snap Ring
20	Thick Camshaft Spacing Washer
21	Thick Camshaft Thrust Washer
22	Thin Camshaft Spacing Washer
23	Shoe Bushing

1 Exploded Views

16.5-Inch P Series Cam Brakes

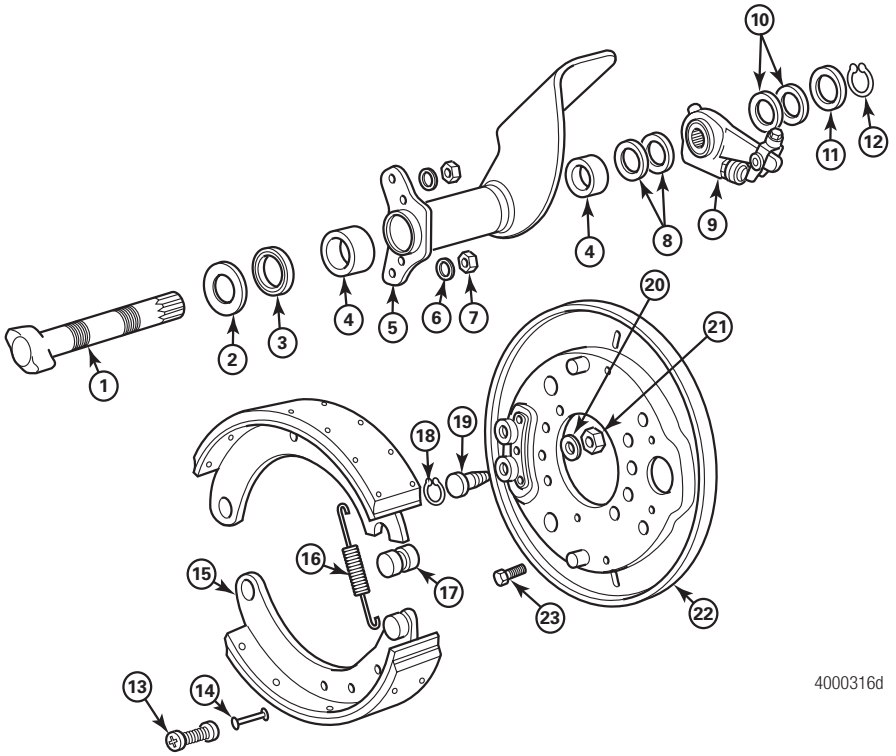


Item	Description
1	Brake Spider
2	Shoe and Lining Assembly
3	Brake Shoe Return Spring
4	Anchor Pin Snap Ring
5	Brake Shoe Anchor Pin
6	Anchor Pin Bushing
7	"S" Head Camshaft
8	Cam Head Washer
9	Camshaft Grease Seal
10	Camshaft Bushing
11	Return Spring Pin
12	Cam Roller
13	Camshaft Bracket Seal
14	Camshaft and Chamber Bracket

Item	Description
15	Camshaft Bracket Capscrew
16	Grease Fitting
17	Automatic Slack Adjuster
18	Thick Camshaft Thrust Washer
19	Camshaft Snap Ring
20	Dust Shield
21	Dust Shield Capscrew
22	Plug
23	Thin Camshaft Spacing Washer
24	Thick Camshaft Spacing Washer

1 Exploded Views

15-Inch T Series Cam Brakes



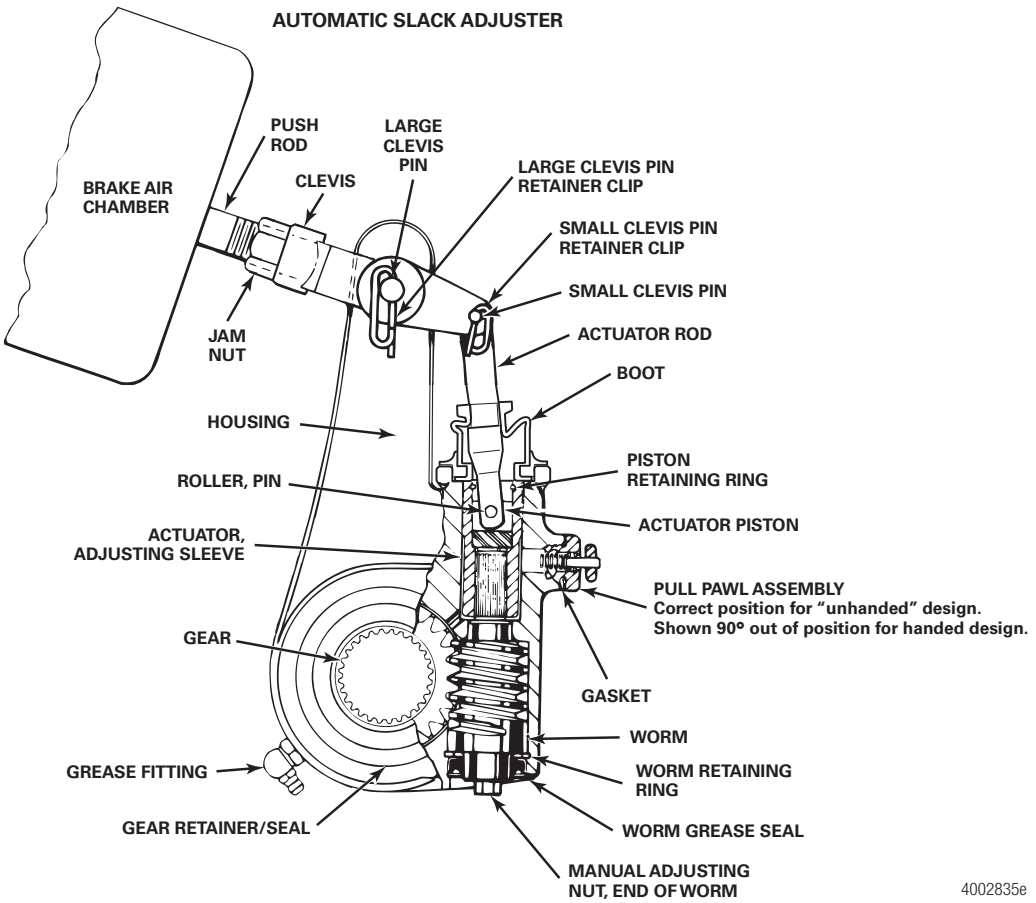
Item	Description
1	Camshaft
2	Cam Head Washer
3	Camshaft Grease Seal
4	Bushing
5	Camshaft and Chamber Bracket
6	Bracket Lock Washer
7	Bracket Nut
8	Thick Camshaft Thrust Washers
9	Automatic Slack Adjuster
10	Thin Camshaft Spacer Washer
11	Thick Camshaft Hardened Washer
12	Camshaft Snap Ring
13	Anti-Rattle Spring Retainer Assembly

Item	Description
14	Anti-Rattle Rod
15	Shoe and Lining Assembly
16	Shoe Return Spring
17	Brake Shoe Roller
18	Anchor Pin Snap Ring
19	Brake Shoe Anchor Pin
20	Anchor Pin Washer
21	Anchor Pin Nut
22	Backing Plate
23	Camshaft Bracket Capscrew

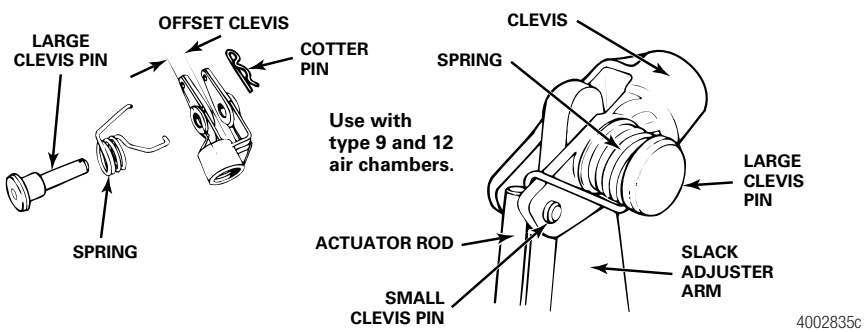
1 Exploded Views

Automatic Slack Adjusters

Cutaway View



Offset Clevis with Helper Spring



Components and Operation

Cam Brakes

Cam brakes are air-operated brakes — and the type of brake that is most commonly used in the commercial vehicle market. A cam brake consists of an air brake chamber and bracket, automatic slack adjuster, S-camshaft, brake hardware, shoes and linings, spider and brake drum.

At brake actuation, the S-cam rotates and pushes rollers located on the brake shoes against the brake drum. When a brake shoe is forced into the drum, friction slows the movement of the drum to stop the vehicle.

Air Brake Chambers

The vehicle supplies air to the brake system. When you push the brake pedal, a valve activates that uses compressed air to apply the brakes through the air brake chamber at each wheel end. Air brake chambers are specified by size for a particular brake and axle load. For example, a lightly-loaded steering axle might use a small chamber, while a heavily-loaded drive axle would use a larger chamber.

An air chamber also has a limited stroke movement, which is why maintaining cam brake adjustment is critical. The commercial vehicle industry uses two types of air brake chambers: the standard-stroke chamber and the long-stroke chamber.

Automatic Slack Adjusters

To adjust the brake as it wears, and help ensure the air brake chamber can produce enough actuation force, an automatic slack adjuster adjusts the amount of slack, or free play, in the brake. This adjustment is critical in air brakes, because with too little slack, the brake may drag and overheat. If there is too much slack, the brake may not generate enough braking effort to safely stop the vehicle.

Spring Brake Chambers

An air brake system requires parking brakes and emergency braking if the air system malfunctions; for example, if an air line ruptures. When the spring brake activates, air pressure is released from the spring brake chamber, which uses mechanical spring pressure as a braking force. The spring brake can be actuated automatically by low pressure, or it can be controlled mechanically to use as a parking brake.

Cam Brake Models

Q Plus™ Cam Brakes

Q Plus™ cam brakes are designed with an S-camshaft, heavy-duty return springs and thicker linings. Q Plus™ brakes are compatible with Meritor Q Series brakes on tractors and trailers. Figure 2.1.

Figure 2.1

Q Plus™ LX500 and MX500 Cam Brakes

Q Plus™ LX500 cam brakes include an Extended Lube Feature to help reduce wear and maintenance. Q Plus™ MX500 cam brakes include a Long Life package that requires no lubrication or lining maintenance. Both brakes include factory-installed automatic slack adjusters. Figure 2.2.

For complete maintenance and service information for Q Plus™ LX500 and MX500 cam brakes, refer to Maintenance Manual MM-96173, Q Plus™ LX500 and MX500 Cam Brakes. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

Figure 2.2

2 Introduction

Cast Plus™ Cam Brakes

Cast Plus™ cam brakes use single-piece cast shoes and thicker linings, which provide resistance to heat-related wear in heavy-duty coach and off-road applications. Figure 2.3.

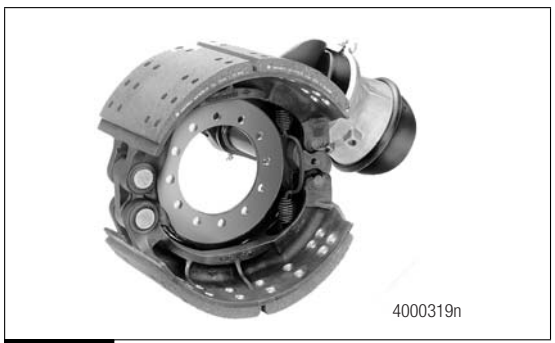


Figure 2.3

Q Series Cam Brakes

Q Series cam brakes are equipped with open anchor pins for quick change service. Q Series brakes are compatible with Meritor Q Plus™ brakes on tractors and trailers. Figure 2.4.

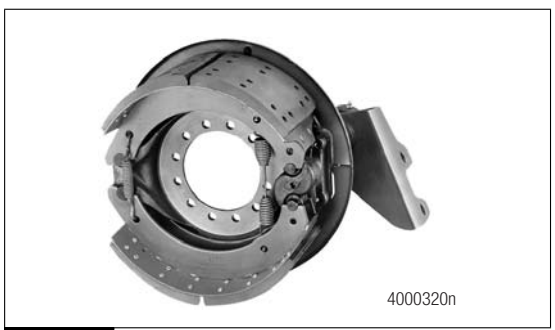


Figure 2.4

P Series

P Series cam brakes are available in 16.5- and 18-inch diameters, with 7-inch wide cast shoes and 0.75-inch tapered brake linings. Figure 2.5.

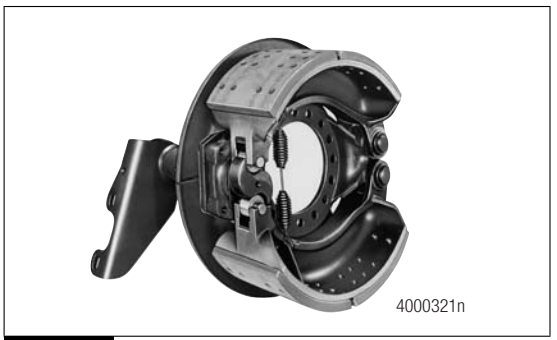


Figure 2.5

Converting 16.5-Inch Q Series Brakes to the Q Plus™ Brake Design

Meritor replaced the Q camshaft with the Q Plus™ camshaft in all 16.5-inch Q Series brakes manufactured since 1994. You can convert 16.5-inch Q Series brakes manufactured before 1994 to the Q Plus™ brake design by changing the shoe and lining assembly, the shoe return spring and the camshaft. Meritor recommends you install a new camshaft bushing whenever you replace a camshaft.

However, major design differences — brake offset, single-web versus double-web shoes, a backing plate versus a brake spider, differences in camshaft diameters and splines — will not allow you to convert 15-inch Q Series brakes to the Q Plus™ design by replacing individual parts. Also refer to Figure 2.6.

In addition, replacing an entire 15-inch Q Series brake assembly with a 15-inch Q Plus™ brake assembly also could require a different drum, depending on the original equipment manufacturer (OEM) and the brand of drum installed with the Q Series brakes.

How to Identify Q Plus™ and Q Series Cam Brakes

Differences Between the Brakes

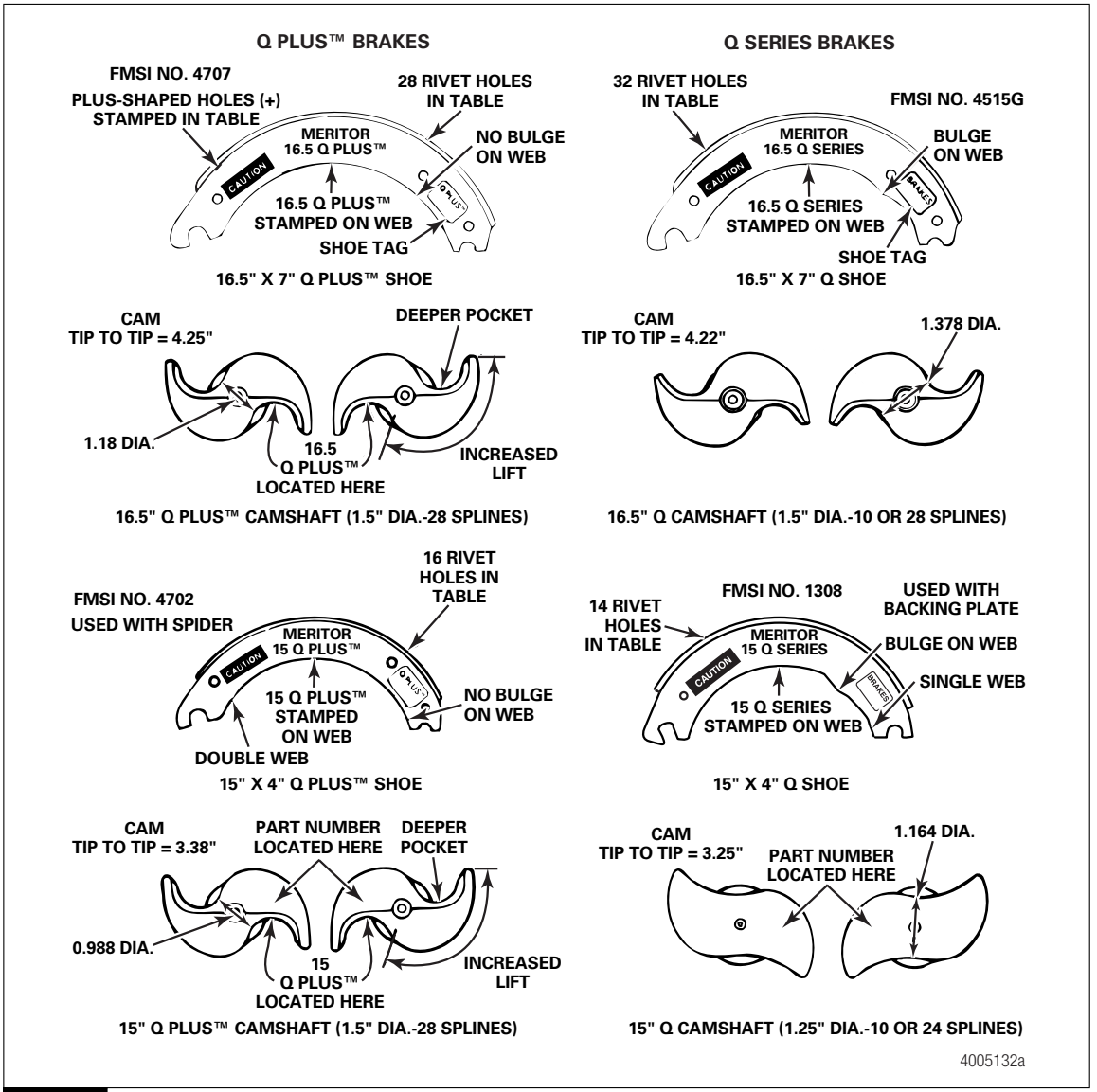


Figure 2.6

2 Introduction

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Automatic Slack Adjusters

Since January 1993, some parts of Meritor automatic slack adjusters are not serviceable or interchangeable with parts from earlier models. Refer to Section 1 for more information.

Never mix automatic slack adjusters on the same axle. Always use replacement parts that were originally designed for the brake system to help ensure maximum brake performance.

How an Automatic Slack Adjuster Works

When you install an automatic slack adjuster, you set the brake chamber stroke measurement, which is the correct shoe-to-drum clearance. Figure 2.7. When linings wear, this clearance increases, and the air chamber push rod must travel farther to apply the brakes.

When this happens, the slack adjuster will automatically adjust during the return stroke to maintain the correct shoe-to-drum clearance. If the air brake chamber push rod stroke is within limits during operation, no adjustment occurs.

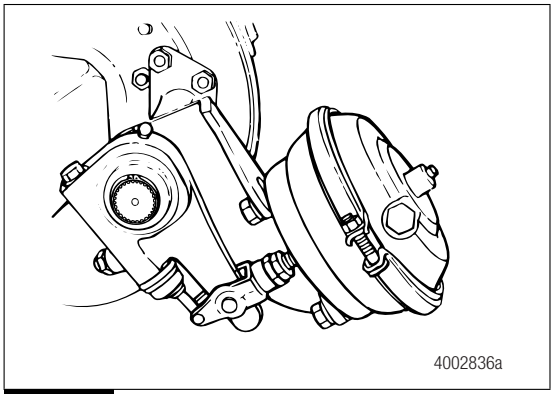


Figure 2.7

Factory-Installed Automatic Slack Adjusters on Q Plus™ LX500 and MX500 Cam Brake Packages

Q Plus™ LX500 and MX500 brake packages include factory-installed automatic slack adjusters that do not have grease fittings, and lubrication intervals differ from conventional slack adjusters. Refer to Maintenance Manual MM-96173, Q Plus™ LX500 and MX500 Cam Brakes, for complete information. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

Handed and Unhanded Slack Adjusters

There are two automatic slack adjuster designs: handed and unhanded. Handing refers only to the location of the pawl, which is used for clearance issues on the vehicle. For most applications, install a handed automatic slack adjuster so that the pawl faces INBOARD on the vehicle.

The pawl can be on either side or on the front of the slack adjuster housing. Figure 2.8.

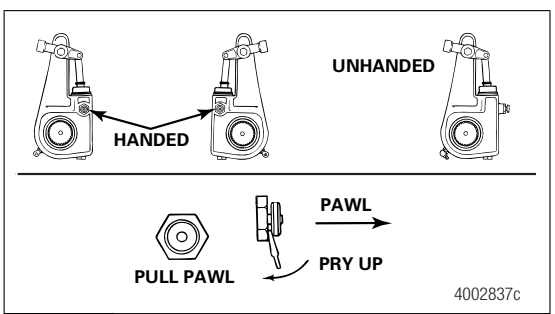


Figure 2.8

Pull Pawls

Pull pawls are spring loaded. Pry the pull pawl at least 1/32-inch to disengage the teeth. Figure 2.8. When you remove the pry bar, the pull pawl will re-engage automatically.

Clevis Types and Thread Sizes

A one-piece, threaded clevis is standard equipment on most Meritor automatic slack adjusters, including factory-installed slack adjusters on Q Plus™ LX500 and MX500 cam brakes, and all service replacement parts.

Meritor automatic slack adjusters and clevises are designed to be used as a system. Always use genuine Meritor replacement parts. Although parts from other manufacturers can look the same, differences can exist that will affect brake system performance.

The threaded-type clevis is available in two different pin spacings, 1.30-inches (33 mm) and 1.38-inches (35 mm). Figure 2.9.

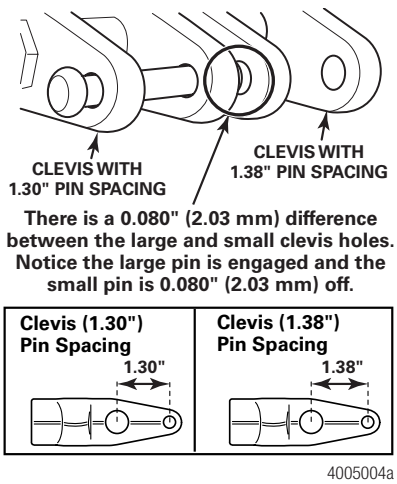


Figure 2.9

The initial slack adjuster set-up is unique for each pin spacing. Refer to Table E for correct installation.

Threaded Clevis for Straight or Offset Applications

A threaded clevis can be either straight or offset. If service replacement is required, replace a straight clevis with a straight clevis and an offset clevis with an offset clevis to maintain the correct brake design and set up. Figure 2.10.

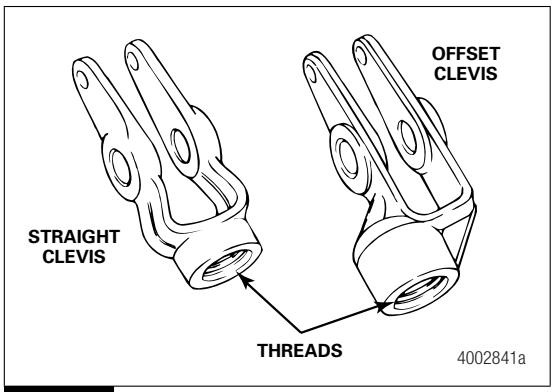


Figure 2.10

Thread Sizes

Straight and offset clevis designs are available in two common thread sizes to match push rod threads.

Table A: Thread Sizes

Chambers	Thread Sizes
9, 12, 16	1/2"-20 UNF
20, 24, 30, 36	5/8"-18 UNF

Meritor Automatic Slack Adjusters are Color-Coded to Brake Type and Air Chamber Size

Meritor uses either black, red, yellow, green or blue to color-code an automatic slack adjuster's internal actuator piston according to brake type and air chamber size.

Meritor uses a mylar tag on the body of the current-design slack adjuster to identify the color of the internal actuator piston.

Mylar Tag — Current Design

A mylar tag is attached to the current-design slack adjuster with a press-in boot. The color of the actuator piston is printed on the mylar tag. Figure 2.11.

2 Introduction

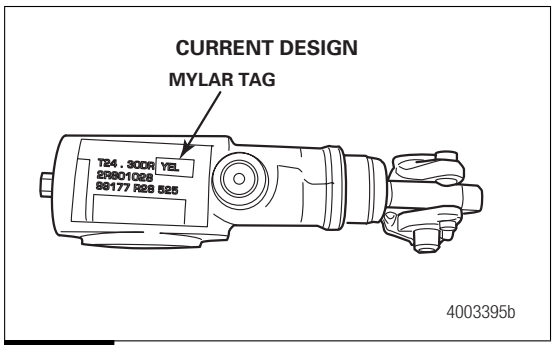


Figure 2.11

Color-Coded Tie Wrap — Previous Design

On previous-design slack adjusters, a color-coded tie wrap attaches the boot to the slack adjuster body. The tie wrap color matches the color of the actuator piston. Figure 2.11.

Important Note

While in service, it is possible that the boot's tie wrap might have been replaced with a tie wrap of a different color than originally installed at manufacture. If this happens, the tie wrap will not correctly identify the brake type and air chamber size.

Meritor recommends that you remove the boot from the slack adjuster to determine the color of the actuator piston, which identifies the brake type and air chamber size.

For a complete color-coding list, refer to Parts Catalog PB-8857, Brake, Trailer Axle and Wheel Attaching Parts. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

When You Replace an Automatic Slack Adjuster

The original equipment manufacturer paints the chassis and slack adjusters, which includes the mylar tag or tie wrap, depending on the slack adjuster model.

When you replace an automatic slack adjuster, the color of the actuator piston on the new slack adjuster must match the color of the actuator piston on the in-service slack adjuster you'll replace.

Check the mylar tag or color-coded tie wrap, or remove the boot as described below, to identify the color of the actuator piston. To ensure a correct installation, this color must match the color of the actuator piston on the in-service slack adjuster you'll replace.

- **If you are unsure of the color of the actuator piston on the in-service slack adjuster:** Remove the piston boot to see the color of the actuator piston to ensure a correct installation. The color must be the same as the new slack adjuster you'll install.

For a complete color-coding list, refer to Parts Catalog PB-8857, Brake, Trailer Axle and Wheel Attaching Parts. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

3 Removal and Disassembly

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance and service.

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

Removal

Wheel Components

⚠ WARNING

Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands. Do not work under a vehicle supported only by jacks. Jacks can slip or fall over. Serious personal injury and damage to components can result.

1. Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving.
2. Use a jack to raise the vehicle so that the wheels to be serviced are off the ground. Support the vehicle with safety stands.

⚠ WARNING

Before you service a spring chamber, carefully follow the manufacturer's instructions to compress and lock the spring to completely release the brake. Verify that no air pressure remains in the service chamber before you proceed. Sudden release of compressed air can cause serious personal injury and damage to components.

3. If the brake has spring chambers, carefully cage and lock the spring, so that it can't actuate during assembly. Follow the chamber manufacturer's instructions to completely release the brake.
4. Verify that no air pressure remains in the service chamber. Sudden release of pressurized air can cause serious personal injury and damage to components.

Automatic Slack Adjuster

The Slack Adjuster Was Not Manufactured by Meritor

Refer to the slack adjuster manufacturer's service procedures.

The Slack Adjuster Was Manufactured by Meritor

⚠ CAUTION

You must disengage a pull pawl before rotating the manual adjusting nut, or you will damage the pawl teeth. A damaged pawl will not allow the slack adjuster to automatically adjust brake clearance. Replace damaged pawls before putting the vehicle in service.

1. Disengage the pull pawl. Use a screwdriver or equivalent tool to pry the pull pawl at least 1/32-inch (0.8 mm) to disengage the teeth from the actuator. Figure 3.1.

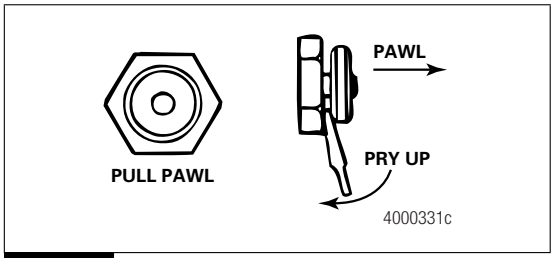


Figure 3.1

2. Use a wrench to turn the manual adjusting nut CLOCKWISE until the brake shoes are fully retracted, and the lining clears the drum. Figure 3.2.

3 Removal and Disassembly

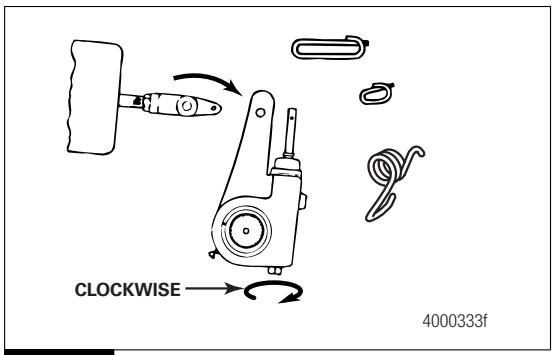


Figure 3.2

⚠ WARNING

When you remove a clevis pin that has a spring, hold the spring with pliers. The spring can disengage from the clevis with enough force to cause serious personal injury.

⚠ CAUTION

Always replace used clevis pin retainer clips with new ones when you service an automatic slack adjuster or air chamber. Do not reuse retainer clips. When you remove a retainer clip, it can bend out of shape and lose retention. Damage to components can result.

3. Remove both clevis pins, and retainer clips or cotter pins. Move the slack adjuster away from the clevis. Discard the retainer clips and cotter pins and replace them with new ones.
4. Follow the manufacturer's instructions to remove the wheel and drum from the axle.

Brake Shoes

All Q Plus™ and Q Series 15-Inch and 16.5-Inch Brakes

1. Push DOWN on the bottom brake shoe. Pull on the brake shoe roller retainer clip to remove the bottom roller. Figure 3.3.

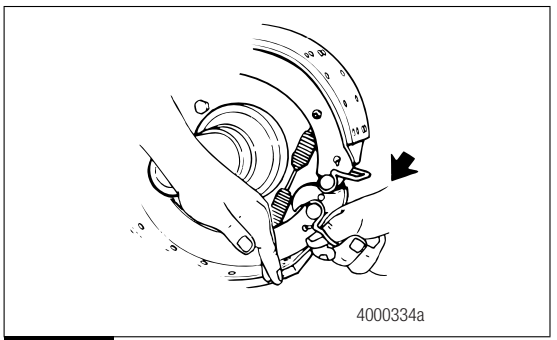


Figure 3.3

2. Lift the top brake shoe and pull on the brake shoe roller retainer clip to remove the top roller.
3. Lift the bottom shoe to release the tension on the brake shoe return spring. Figure 3.4.

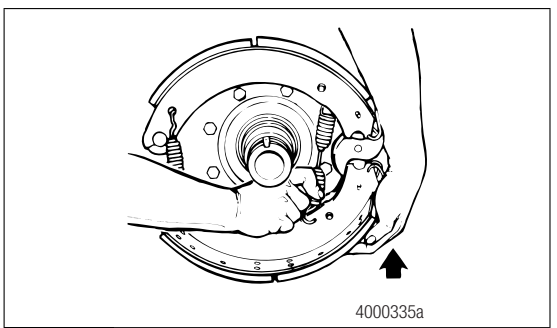


Figure 3.4

4. Rotate the bottom shoe to release the tension on the brake shoe retainer springs. Figure 3.5.

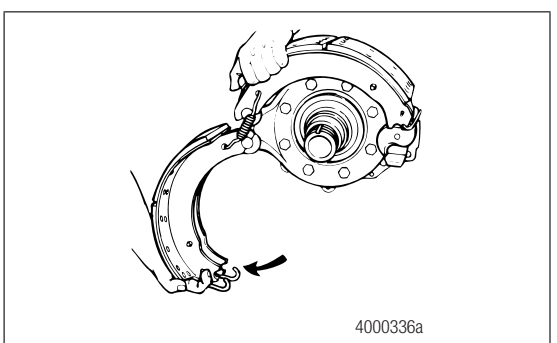


Figure 3.5

3 Removal and Disassembly

5. Remove the shoe retainer springs and the brake shoes.
6. Use the correct bushing driver tool to remove the anchor pin bushings from the spider.

P Series and Cast Plus™ Brakes

Some trailer axle P Series brakes have anchor pins that are secured with lock pins. Use a steel rod to make a tool to drive out the lock pins. Figure 3.6. The current anchor pin arrangement is shown in Figure 3.7. Earlier P Series brakes can include additional parts.

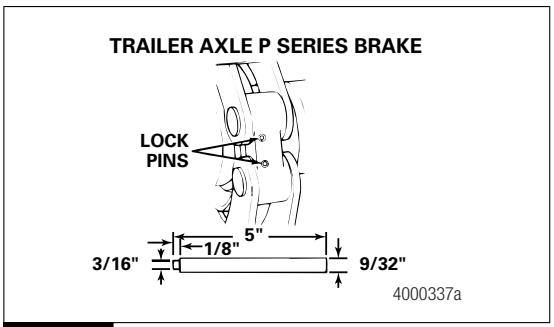


Figure 3.6

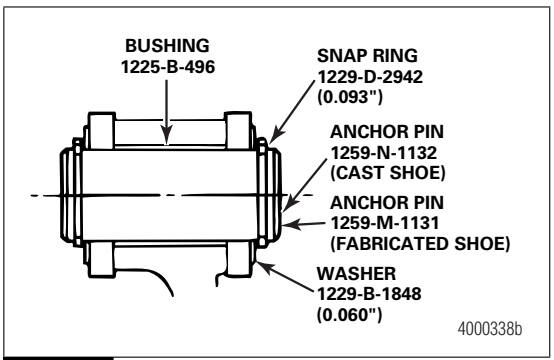


Figure 3.7

1. Remove the anchor pin snap ring, washer, retainer, felts, seals or capscrews as required.

⚠ WARNING

Use a brass or synthetic mallet for assembly and disassembly procedures. Do not hit steel parts with a steel hammer. Pieces of a part can break off. Serious personal injury and damage to components can result.

2. Use a brass drift to remove the top anchor pin. Figure 3.8.

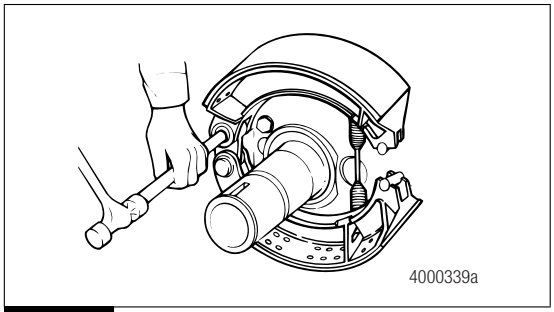


Figure 3.8

3. Rotate the top shoe to release the tension on the brake shoe return spring. Remove the shoe. Figure 3.9.

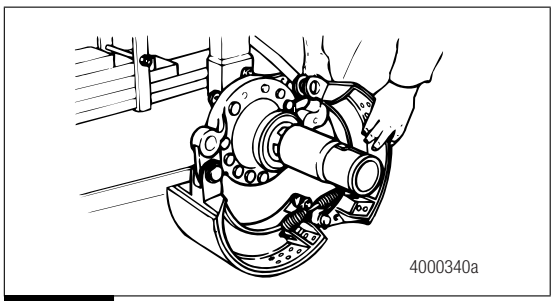


Figure 3.9

4. Use a brass drift to remove the bottom anchor pin. Remove the bottom shoe. If necessary, remove the rollers. Figure 3.10.

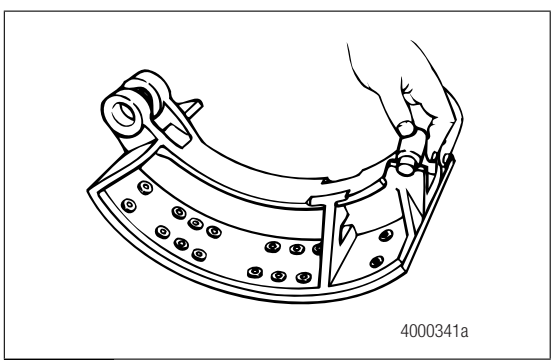


Figure 3.10

3 Removal and Disassembly

T Series Cam Brakes

1. Remove the anti-rattle spring retainer and spring from the anti-rattle rod.
2. Push DOWN on the bottom brake shoe to provide enough clearance to remove the bottom brake shoe roller. Remove the roller.
3. Lift the top brake shoe. Remove the top brake shoe roller. Remove the anchor pin snap ring and the anchor pin.
4. Rotate the bottom shoe to release the tension on the brake shoe retainer springs. Remove the shoe retainer springs and the brake shoes.

Check the Camshaft Bushing for Wear

Verify That Cam-to-Bushing Free Play is Within Specification

1. Before you remove the automatic slack adjuster and camshaft, verify that cam-to-bushing radial free play is within specification. Figure 3.11. Because the bushing wears in one direction, it is important to rotate the camshaft in all directions when you check for radial free play.

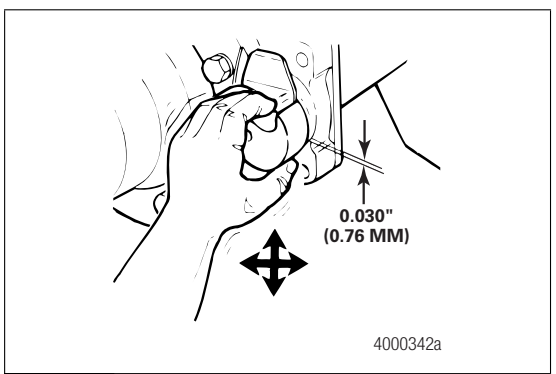


Figure 3.11

2. Use a dial indicator to verify that cam-to-bushing free play is 0.030-inch (0.76 mm) or less.
   - **If radial free play is less than 0.030-inch (0.76 mm):** Do not replace the bushings and seals.
   - **If radial free play is more than 0.030-inch (0.76 mm):** Replace the bushings and seals.

Removal

Automatic Slack Adjuster from the Camshaft

1. Remove the snap ring, washers and spacers from the camshaft.
2. Remove the slack adjuster from the camshaft.
3. Remove the camshaft from the spider.
   - **If the camshaft bushings and seals are replaced:** Use the following procedure.
   A. Use a seal removal tool to remove the inner and outer camshaft seals.
   B. Use the correct bushing puller tool to remove the inner and outer camshaft bushings.

⚠ CAUTION

You must turn the adjusting nut COUNTERCLOCKWISE when you check gear torque on an automatic slack adjuster. If you turn the adjusting nut incorrectly, you will damage the pawl teeth. A damaged pawl will prevent the slack adjuster from automatically adjusting the clearance between the linings and drum. Damage to components can result.

4. Check the slack adjuster gear torque. Use a lb-in torque wrench and turn the adjusting nut COUNTERCLOCKWISE (Figure 3.12) to rotate the gear 360 degrees, or 22 turns of the wrench, as you read the torque scale on the wrench. The value should be less than 45 lb-in (5 N•m) as you rotate the gear.
   - **If the torque value is less than 45 lb-in (5 N•m) as you rotate the gear:** The slack adjuster is operating correctly.
   - **If the torque value exceeds 45 lb-in (5 N•m) as you rotate the gear:** Replace the slack adjuster.

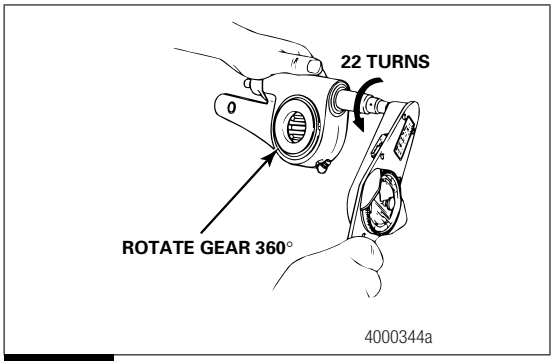


Figure 3.12

Disassembly

Automatic Slack Adjuster

1. Use a punch and hammer to tap the metal boot retaining ring from the slack adjuster housing.
2. Remove the boot from the housing. Pull the actuator assembly from the housing. Figure 3.13. Discard the boot, and install a new boot when you assemble the slack adjuster.

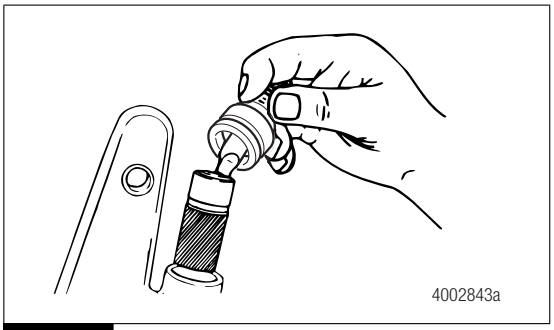


Figure 3.13

3. Use a small screwdriver to push down on one side of the piston retaining ring to force the ring out of the groove. Figure 3.14.

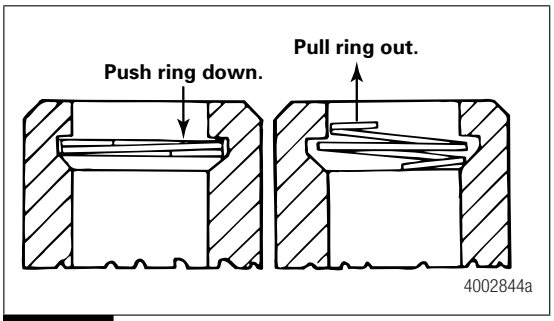


Figure 3.14

4. Extend the coils of the ring. Use pliers to unwind the ring and pull it out of the groove. Use a new ring when you assemble the slack adjuster. Figure 3.14.
5. Pull the actuator rod, piston and pin from the actuator.
6. Remove the pin from the rod and piston, if necessary. Figure 3.15.

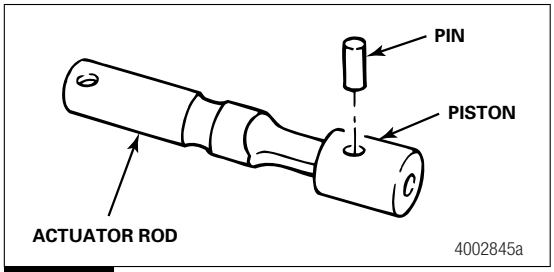


Figure 3.15

7. Inspect the clevis bushing in the slack adjuster arm for wear or damage. Replace a worn or damaged bushing. Check the bushing's diameter to ensure it does not exceed 0.531-inch (13.5 mm). Figure 3.16.
   - **If the bushing's diameter exceeds 0.531-inch (13.5 mm):** Replace the bushing.

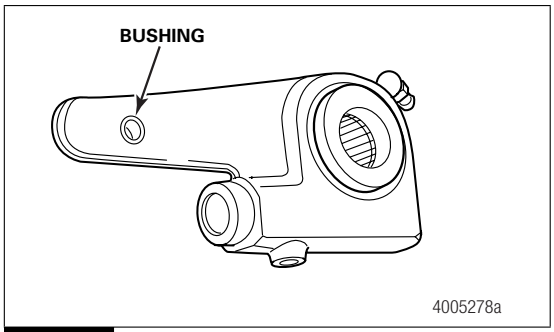


Figure 3.16

8. Use a small screwdriver to remove the grease seal from around the worm bore. Figure 3.17. Discard the seal. Install a new seal when you assemble the slack adjuster.

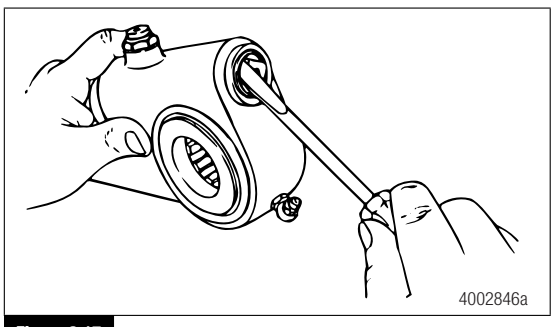


Figure 3.17

4 Prepare Parts for Assembly

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

Clean, Dry and Inspect Parts

⚠ WARNING

Solvent cleaners can be flammable, poisonous and cause burns. Examples of solvent cleaners are carbon tetrachloride, and emulsion-type and petroleum-base cleaners. Read the manufacturer's instructions before using a solvent cleaner, then carefully follow the instructions. Also follow the procedures below.

- **Wear safe eye protection.**
- **Wear clothing that protects your skin.**
- **Work in a well-ventilated area.**
- **Do not use gasoline, or solvents that contain gasoline. Gasoline can explode.**
- **You must use hot solution tanks or alkaline solutions correctly. Read the manufacturer's instructions before using hot solution tanks and alkaline solutions. Then carefully follow the instructions.**

⚠ CAUTION

Do not use hot solution tanks or water and alkaline solutions to clean ground or polished parts. Damage to parts can result.

Use soap and water to clean non-metal parts.

Dry parts immediately after cleaning with soft, clean paper or cloth, or compressed air.

Corrosion Protection

If you assemble the parts immediately after you clean them, lubricate the parts with grease to prevent corrosion. Parts must be clean and dry before you lubricate them.

If you store the parts after you clean them, apply a corrosion-preventive material. Store the parts in a special paper or other material that prevents corrosion.

Inspect Parts

Brakes

Check the spider for expanded anchor pin holes and for cracks. Replace damaged spiders and anchor pin bushings.

Check the camshaft bracket for broken welds, cracks and correct alignment. Replace damaged brackets.

Check the anchor pins for corrosion and wear. Replace worn or damaged anchor pins.

Check the brake shoes for rust, expanded rivet holes, broken welds and correct alignment. Replace a shoe with any of the above conditions.

1. For 16.5-inch brake shoes only, anchor pin holes must not exceed 1.009-inches (25.63 mm) in diameter. The distance from the center of the anchor pin hole to the center of the roller hole must not exceed 12.779-inches (32.46 cm). Replace brake shoes with measurements that do not meet specifications. Figure 4.1.
2. For 15-inch brake shoes only, anchor pin holes must not exceed 1.009-inches (25.63 mm) in diameter. The distance from the center of the anchor pin hole to the center of the roller hole must not exceed 11.685-inches (29.68 cm). Replace brake shoes with measurements that do not meet specifications. Figure 4.1.

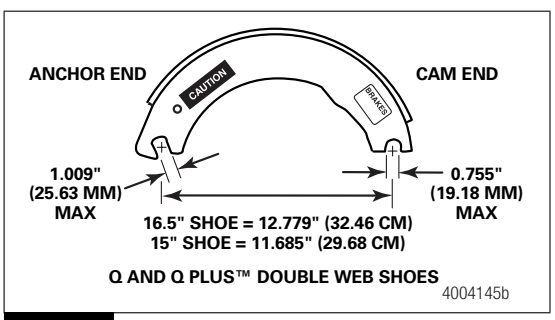


Figure 4.1

4 Prepare Parts for Assembly

Brake Drums

⚠ WARNING

Do not operate the vehicle with the brake drum worn or machined beyond the discard dimension indicated on the drum. The brake system may not operate correctly. Damage to components and serious personal injury can result.

⚠ CAUTION

Replace the brake drum if it is out-of-round. Do not turn or rebore a brake drum, which decreases the strength and capacity of the drum. Damage to components can result.

Check the brake drums for cracks, severe heat checking, heat spotting, scoring, pitting and distortion. Replace drums as required. Do not turn or rebore brake drums, which decreases the strength and heat capacity of the drum. Refer to Maintenance Manual MM-99100, Wheel Equipment, Disc Wheel Hubs, Brake Drum Failure Analysis. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

Measure the inside diameter of the drum in several locations with a drum caliper or internal micrometer. Figure 4.2.

- **If the diameter exceeds the specifications supplied by the drum manufacturer:** Replace the drum.

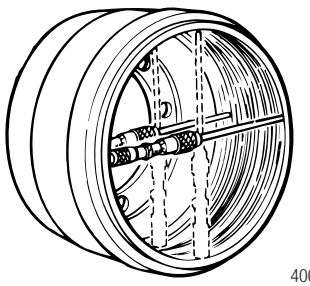


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Figure 4.2

Check the dust shields for wear and damage. Repair or replace worn or damaged parts as necessary.

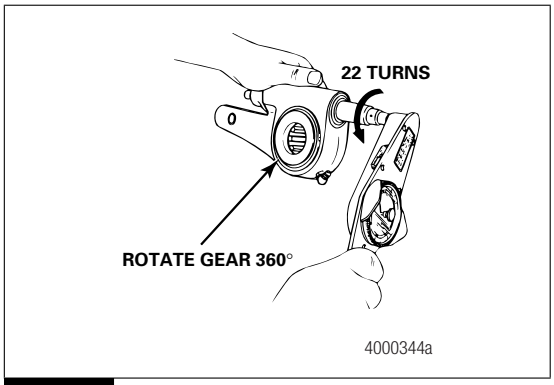
Automatic Slack Adjuster

Inspect the large and small clevis pins and retainer clips for wear and damage. Replace worn or damaged parts.

⚠ CAUTION

You must turn the adjusting nut COUNTERCLOCKWISE when you check gear torque on an automatic slack adjuster. If you turn the adjusting nut incorrectly, you will damage the pawl teeth. A damaged pawl will prevent the slack adjuster from automatically adjusting the clearance between the linings and drum. Damage to components can result.

1. Use a lb-in torque wrench and turn the adjusting nut COUNTERCLOCKWISE (Figure 4.3) to rotate the gear 360 degrees, or 22 turns of the wrench, as you read the torque scale on the wrench. The value should be less than 45 lb-in (5 N•m) as you rotate the gear.
   - **If the torque value is less than 45 lb-in (5 N•m) as you rotate the gear:** The slack adjuster is operating correctly.
   - **If the torque value exceeds 45 lb-in (5 N•m) as you rotate the gear:** Replace the slack adjuster.



4000344a

Figure 4.3

⚠ CAUTION

Always replace used clevis pin retainer clips with new ones when you service an automatic slack adjuster or chamber. Do not reuse retainer clips. Discard used clips. When you remove a retainer clip, it can bend or "gap apart" and lose retention. Damage to components can result.

2. Inspect the clevis pin retainer clips for wear and damage. Replace worn or damaged parts. Do not reuse clevis pin retainer clips.
3. Inspect the clevis pins and slack adjuster arm bushing. Replace clevis pins if they are worn or bent. Replace the bushing if its diameter exceeds 0.531-inch (13.5 mm).

4 Prepare Parts for Assembly

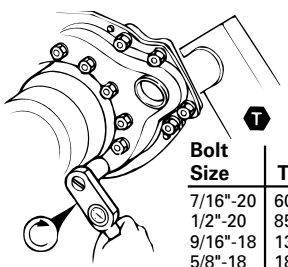
4. Inspect the boot assembly. If it is cracked, cut or torn, remove the pull pawl and inspect the areas around the actuator. If you find dirt, solid lubricant or corrosion, replace the slack adjuster. Otherwise, only replace the boot assembly.
5. Use a grease gun to apply Meritor specification O-692 or O-645 lubricant to the slack adjuster grease fitting, until grease flows from around the camshaft splines and pawl assembly. If necessary, install a camshaft into the slack adjuster gear to minimize grease flow through the gear holes.

Camshaft

Check the camshaft for cracks, wear and corrosion. Check the cam head, bearing journals and splines. Replace worn or damaged camshafts.

Install new camshaft bushings and seals whenever you install a new camshaft.

1. Tighten all spider bolts to the correct torque. Figure 4.4. T



Bolt Size	Torque	
7/16"-20	60-75 lb-ft	81-102 N•m
1/2"-20	85-115 lb-ft	115-156 N•m
9/16"-18	130-165 lb-ft	176-224 N•m
5/8"-18	180-230 lb-ft	244-312 N•m
7/8"-9	440-580 lb-ft	598-789 N•m

4000345a

Figure 4.4

2. Use a seal driver to install new camshaft seals and new bushings into the cast spider and camshaft bracket. Figure 4.5.
   - **If the brake has a stamped spider:** Install both bushings into the bracket. Install the seals with the seal lips toward the slack adjuster to ensure grease purges at the slack end. Figure 4.6.

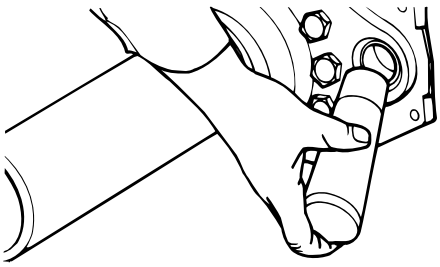


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Figure 4.5

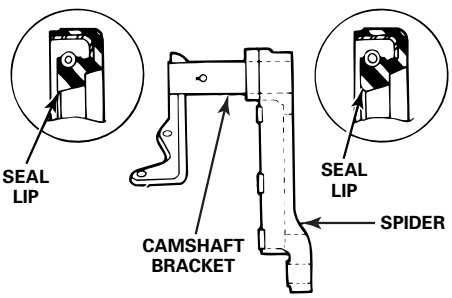

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Figure 4.6

3. If the camshaft bracket has been removed, install the chamber bracket seal and bracket onto the spider. Tighten the capscrews to the correct torque. Figure 4.4. T

5 Assembly and Installation

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Use the correct shoe return spring with the Q Plus™ camshaft. An incorrect shoe spring can interfere with the camshaft and affect braking performance. Serious personal injury and damage to components can result.

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

⚠ CAUTION

Only install a Q Plus™ camshaft in a Q Plus™ brake. A Q Series hammerclaw camshaft will not provide enough clearance between the brake shoe and the brake drum. Brake drag and damage to components can result.

To install a new brake drum so that it fits correctly over a Q Plus™ brake shoe, you must install a Q Plus™ camshaft to prevent damage to components.

Assembly

Automatic Slack Adjuster

Since January 1993, some parts of Meritor automatic slack adjusters are not serviceable or interchangeable with parts from earlier models. Refer to Section 1 for more information.

Never mix automatic slack adjusters on the same axle. Always use replacement parts that were originally designed for the brake system to help ensure maximum brake performance.

1. Remove any corrosion-preventive material that may have been applied to the parts you will assemble.
2. Use grease to lubricate the gear bore in the housing.
3. Lubricate the worm gear seal with grease that meets Meritor specifications. Press the seal into its groove. Push the gear into the housing.

⚠ CAUTION

Install the seal with the lips outside of the bore and the metal retainer inside of the bore to prevent contaminants from entering the slack adjuster housing. Damage to components can result.

4. Place the seal directly over the worm bore with the seal lips outside of the bore and the metal retainer inside of the bore. Figure 5.1. Use a hammer and 1-3/16-inch (30.2 mm) diameter seal driver to install the seal straight into the bore. Figure 5.2. Do not hit the seal after it reaches the bottom of the bore. Damage to the seal will result.

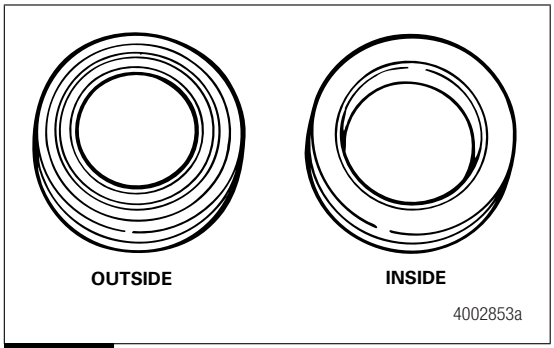


Figure 5.1

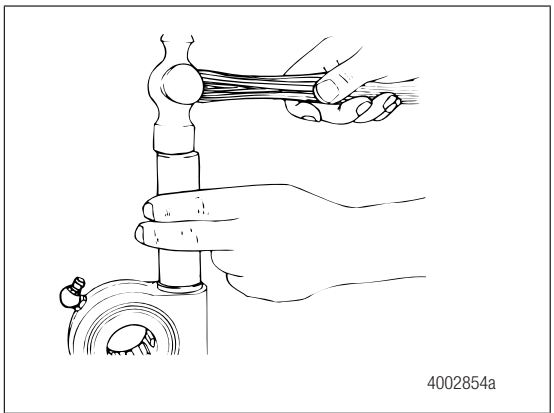


Figure 5.2

5 Assembly and Installation

5. If you removed the pin, install it into the rod and piston. Figure 5.3.

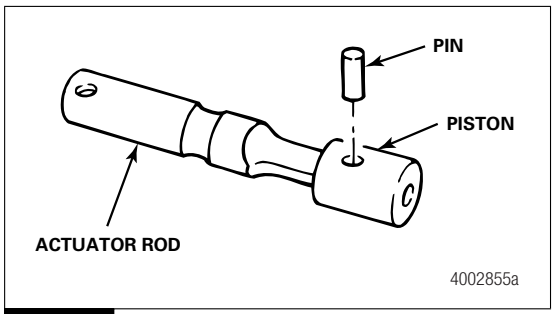


Figure 5.3

6. Apply a small amount of grease to the actuator piston and install the actuator rod and piston assembly into the actuator adjusting sleeve.
7. Slide the piston retaining ring over the rod.
8. Extend the coils of the ring.
9. Use a small screwdriver to press one end of the ring into the groove. Figure 5.4.

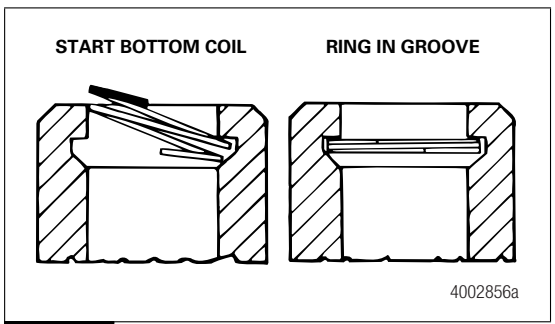


Figure 5.4

10. Keep the coil extended. Press on the ring and work around the groove until the ring is in the groove completely.
11. Check to ensure that the ring is installed correctly in the groove. You cannot pull the piston out of the actuator if the retaining ring is installed correctly.
12. Disengage the pull pawl. Use a screwdriver or equivalent tool to pry the pull pawl at least 1/32-inch (0.8 mm) to disengage the teeth from the actuator.
13. Make certain the pull pawl is disengaged, and install the actuator assembly into the housing so that the actuator slides along the worm splines.
14. Fill the boot with grease and slip it over the actuator rod. Do not seal the boot to the tapered part of the actuator rod. The top of the boot must fit into the groove.
15. Press the boot metal ring into the slack adjuster housing.
16. Remove the screwdriver or equivalent tool from the pull pawl. The pull pawl will re-engage automatically.
17. Use a grease gun to lubricate the slack adjuster through the grease fitting. If necessary, install a camshaft into the slack adjuster gear to minimize the grease flow through the gear holes.
18. Apply lubrication that meets Meritor specifications until new grease purges from around the camshaft splines and from the pawl assembly. Refer to Section 7.

Installation

Camshaft

1. Install the cam head thrust washer onto the camshaft. Apply Meritor specification 0-617-A or 0-617-B grease to the camshaft bushings and journals, and seal lips.
2. Install the camshaft through the spider and bracket so that the camshaft turns freely by hand. Figure 5.5.

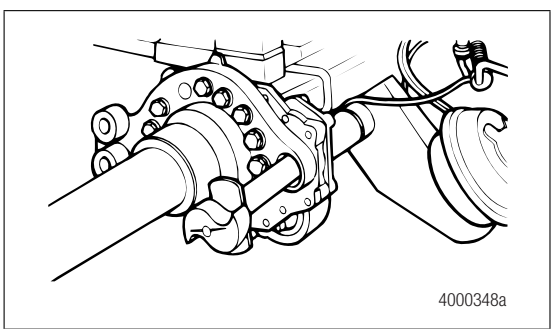


Figure 5.5

5 Assembly and Installation

Replace a Q Series or P Series Camshaft with a Q Plus™ Camshaft

For all front and drive axle 16.5-Inch Q Series, 16.5-Inch and 18-Inch P Series brakes, when you replace a Q Series or P Series camshaft with a Q Plus™ camshaft, continue to follow maintenance and service procedures for a Q Series or P Series brake and a Q Plus™ camshaft.

The Q Plus™ S-cam replaced the Q Series and P Series S-cam. Because of the larger lift requirements and deeper pockets on the Q Plus™ S-cam, the P Series cast shoe roller does not fully seat in the pocket. Figure 5.6. This cam profile does not affect the performance of the cast shoe brake.

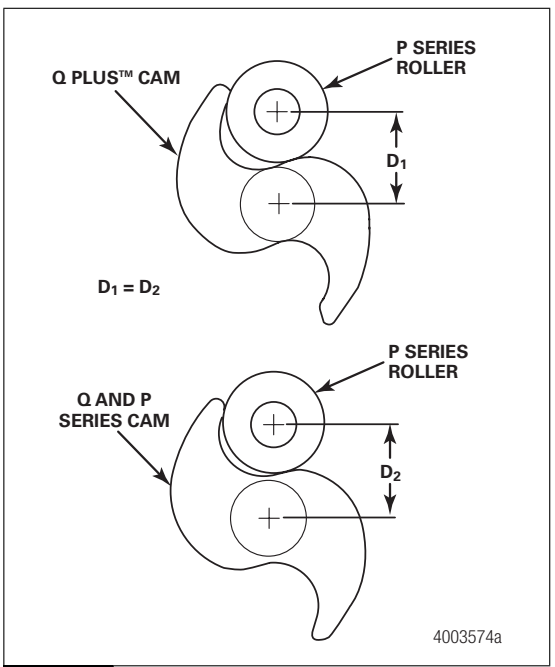


Figure 5.6

Replace a Hammerclaw Camshaft with a Standard Q Plus™ Camshaft

Follow Steps 1-2 under Q Plus™ and Q Series 16.5-Inch Brakes in this section to replace a Q Series hammerclaw camshaft with a standard Q Plus™ camshaft. Continue to follow service and maintenance procedures for a Q Plus™ camshaft and Q Series brake.

For front axles only, a standard Q Plus™ camshaft and a shoe return spring with an offset center bar replaces the hammerclaw Q Series camshaft and shoe return spring with a straight center bar on the 16.5 x 5-inch and 6-inch Q Series cam brake. Figure 5.7 and Figure 5.8.

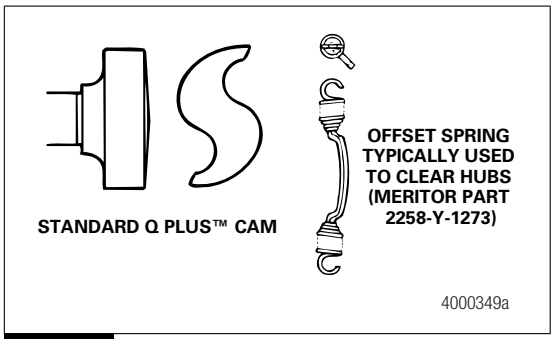


Figure 5.7

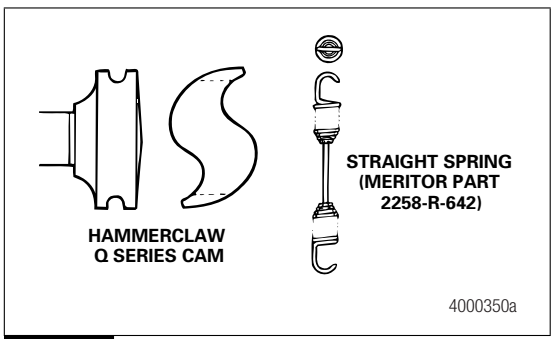


Figure 5.8

A Q Plus™ camshaft has deeper roller pockets than a Q Series camshaft and has “Q Plus” forged into one of the pockets. You may notice a larger gap between the brake lining and the drum after you assemble the brake shoe and shoe return spring with an offset center bar. Figure 5.9. The excess gap will be eliminated when you correctly adjust the brake.

5 Assembly and Installation

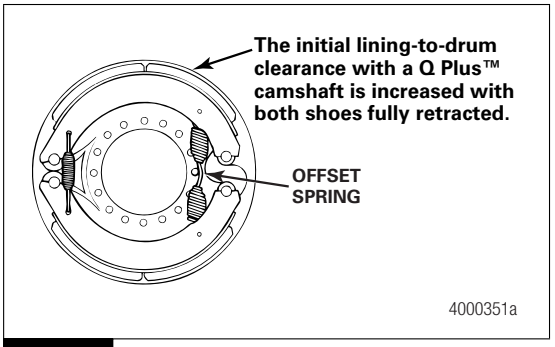


Figure 5.9

Shoe Return Spring

Install the new offset shoe return spring with the open end of the spring hooks toward the camshaft. Figure 5.10.

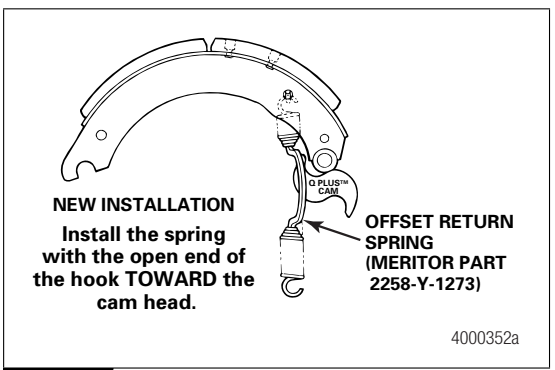


Figure 5.10

Automatic Slack Adjuster onto the Camshaft

NOTE: If the slack adjuster is not a Meritor automatic slack adjuster, refer to the manufacturer's literature for the correct service procedures.

While in service, it is possible that the boot's tie wrap might have been replaced with a tie wrap of a different color than originally installed at manufacture. If this happens, the tie wrap will not correctly identify the brake type and air chamber size.

Meritor recommends that you remove the boot from the slack adjuster to determine the color of the actuator piston, which identifies the brake type and air chamber size.

When You Replace an Automatic Slack Adjuster

The original equipment manufacturer paints the chassis and slack adjusters, which includes the mylar tag or tie wrap, depending on the slack adjuster model.

When you replace an automatic slack adjuster, the color of the actuator piston on the new slack adjuster must match the color of the actuator piston on the in-service slack adjuster you'll replace.

Check the mylar tag or color-coded tie wrap, or remove the boot as described below to identify the color of the actuator piston. To ensure a correct installation, this color must match the color of the actuator piston on the in-service slack adjuster you'll replace.

- **If you are unsure of the color of the actuator piston on the in-service slack adjuster:** Remove the piston boot to see the color of the actuator piston to ensure a correct installation. The color must be the same as the new slack adjuster you'll install.

For a complete color-coding list, refer to Parts Catalog PB-8857, Brake, Trailer Axle and Wheel Attaching Parts. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

1. Check the camshaft and bushings and seals for wear and corrosion. Turn the camshaft by hand to check for smooth operation. Repair or replace parts as required.
2. Apply the service brake and spring brake several times. Check that the chamber return spring retracts the push rod quickly and completely. If necessary, replace the return spring or the air chamber.
3. Verify that the new automatic slack adjuster is the same length as the one you are replacing. Refer to Table B.

Table B: Chamber and Automatic Slack Adjuster Sizes

Length of Slack Adjuster (Inches)	Size of Chamber (Square Inches)
5	9, 12, 16, 20, 24, 30*
5-1/2	9, 12, 16, 20, 24, 30, 36*
6	24, 30, 36
6-1/2	30, 36

* Use an auxiliary spring on slack adjusters used with size 9 and 12 chambers. A size 9 or 12 chamber return spring cannot supply enough spring tension to completely retract the slack adjuster.

5 Assembly and Installation

⚠ WARNING

Before you service a spring chamber, carefully follow the manufacturer's instructions to compress and lock the spring to completely release the brake. Verify that no air pressure remains in the service chamber before you proceed. Sudden release of compressed air can cause serious personal injury and damage to components.

4. If the vehicle has spring brakes, follow the chamber manufacturer's instructions to compress and lock the springs to completely release the brakes. Verify that no air pressure remains in the service chambers.

⚠ CAUTION

Most Meritor automatic slack adjusters manufactured after January 1990 have lubrication holes in the gear splines. Do not operate the actuator rod before you install the slack adjuster. Lubricant can pump through the holes and onto the splines. Damage to components can result.

5. If the automatic slack adjuster gear has a 10-tooth spline, apply Meritor specification 0-637, part number 2297-U-4571, anti-seize compound, or equivalent. This anti-seize compound is a corrosion-control grease. Do not mix this grease with other greases.

NOTE: Install the slack adjuster so that you can remove a conventional pawl or disengage a pull pawl when you adjust the brake.

6. Add the thick camshaft thrust washer. Install the slack adjuster onto the camshaft. Position the slack adjuster so that you can access the pawl when you adjust the brake.
7. Add thin camshaft spacing washers, followed by a thick camshaft spacing washer (thick spacing washer must be next to the snap ring). Install the snap ring.
8. Verify that camshaft axial end play on trucks and tractors is 0.005-0.060-inch (0.127-1.52 mm). On trailers, no end play adjustment is required. End play is controlled by the snap ring near the cam head end of the camshaft.
   - **If axial end play is not 0.005-0.060-inch (0.127-1.52 mm):** Remove the snap ring. Add or remove the appropriate number of spacing washers to achieve the correct specification.
9. If the assembly has a "bolt-on" type camshaft, refer to Assembly of the Slack Adjuster for a Bolted Camshaft in this section.
10. Install the clevis onto the push rod.

⚠ CAUTION

You must disengage a pull pawl or remove a conventional pawl before rotating the manual adjusting nut, or you will damage the pawl teeth. A damaged pawl will not allow the slack adjuster to automatically adjust brake clearance. Replace damaged pawls before putting the vehicle in service.

11. Disengage the pull pawl. Turn the manual adjusting nut to align the holes in the slack adjuster arm and clevis. Figure 5.11.

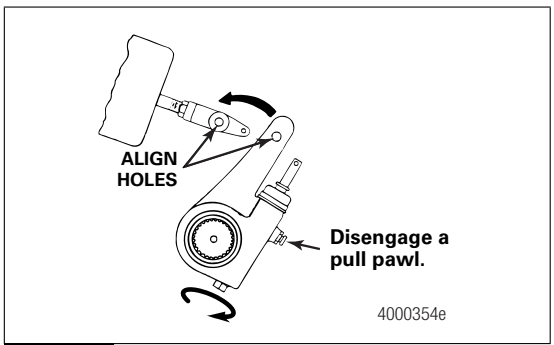


Figure 5.11

Assembly of the Slack Adjuster for a Bolted Camshaft

Refer to Figure 5.12 for measurement location and component description.

Place bracket washer (1229H4090) between slack and bracket. Place the slack on the camshaft and check in this order.

1. Alignment of slack arm to chamber centerline, maximum 0.100″ mismatch.
2. Slack body to wing bracket clearance during slack actuation.
   - **If slack interferes with bracket:** Shim between slack and bracket washer with the following washers and repeat Step 1.

Part Number	Nominal Thickness
1229-H-4090	0.104″
1229-W-2935	0.030″
1229-X-2936	0.054″

5 Assembly and Installation

3. Use hardened camshaft step washer and spacer washers to set up end play and slack between 0.005″ and 0.060″. Add spacer washers between the slack body and the hardened camshaft step washer.

Hardened Camshaft Step Washer Part Number	Nominal Step Thickness
1229-L-5030	0.260″
1229-M-5031	0.405″

Spacer Washer Part Number	Nominal Thickness
1229-W-1505	0.090″
1229-D-5022	0.054″

Table C: Typical End Play Washer Requirements

Measured Distance from End of Camshaft to Edge of Slack	Hardened Camshaft Step Washer Thickness	Spacer Washer Thickness
0.200″ to 0.255″	0.260″	None
0.256″ to 0.309″	0.260″	0.504″
0.310″ to 0.345″	0.260″	0.090″
0.346″ to 0.400″	0.405″	None
0.401″ to 0.454″	0.405″	0.054″
0.455″ to 0.490″	0.405″	0.090″
0.491″ to 0.539″	0.405″	0.054″ and 0.090″

4. Install lock washer (WA-18) and bolt (S-2812–2, 0.50″-13 thread x 1.50″ long), then torque bolt to 85-115 lb-ft (115-155 N•m).
5. Verify end play between 0.005″ and 0.060″.
6. Brake assembly check: Actuate brake by pulling on slack to assure cam and roller move freely and that shoes retract when slack is released.

5 Assembly and Installation

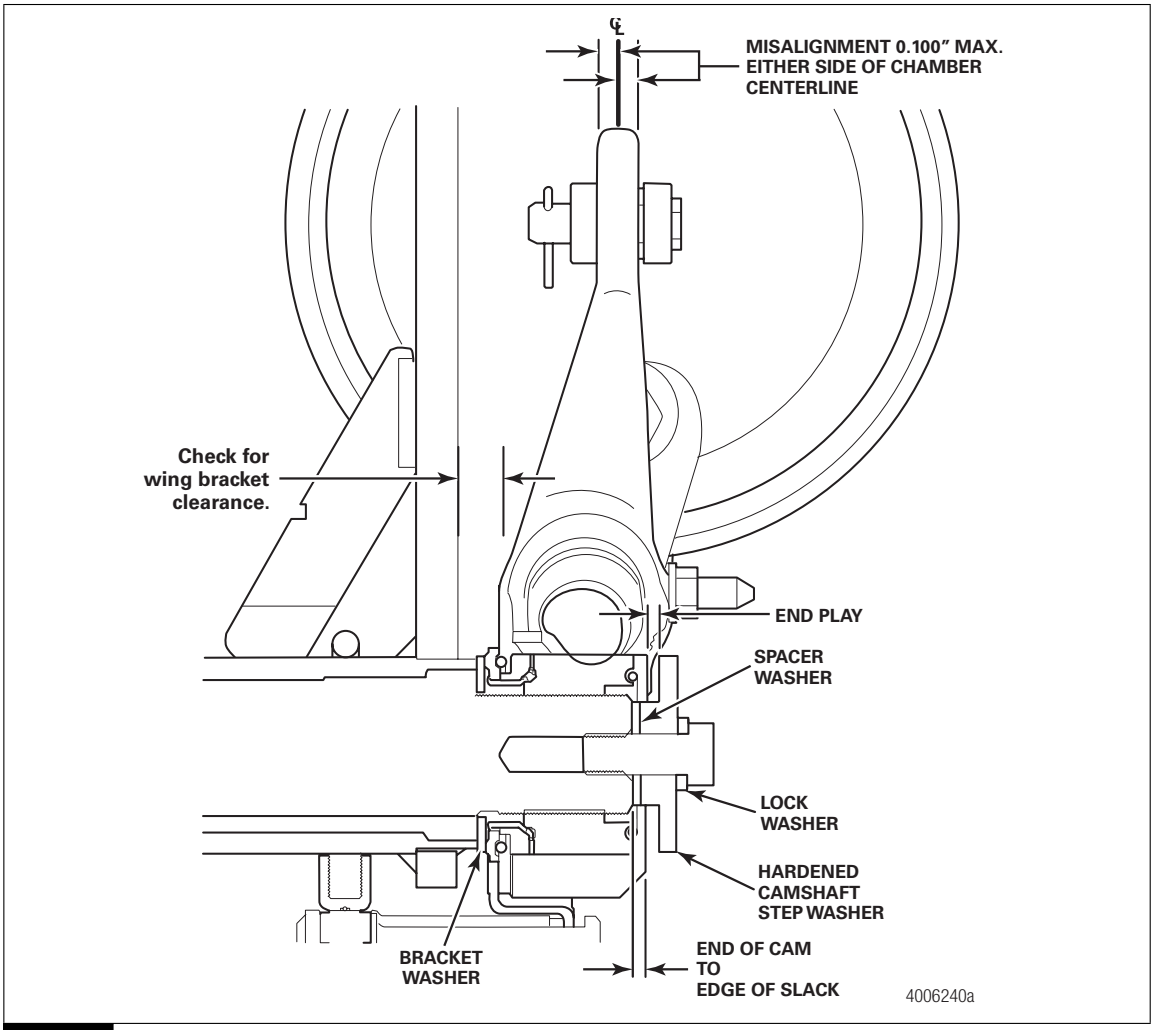


Figure 5.12

5 Assembly and Installation

Welded Clevis

1. Check the clevis position using the brake slack adjuster position (BSAP) method. Refer to Table E. Apply Meritor specification O-637, part number 2297-U-4571, anti-seize compound or equivalent to the large and small clevis pins. This anti-seize compound is a corrosion-control grease. Do not mix this grease with other greases.

⚠ CAUTION

Always replace used clevis pin retainer clips with new ones when you service an automatic slack adjuster or chamber. Do not reuse retainer clips. Discard used clips. When you remove a retainer clip, it can bend or "gap apart" and lose retention. Damage to components can result.

2. Install new clevis pin retainer clips or cotter pins to secure the clevis pins. Retainer clips must be fully installed and positioned around the side of the clevis pin. Figure 5.13.

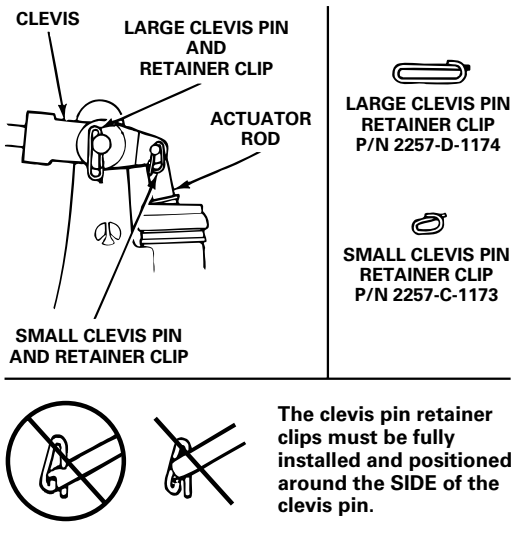


Figure 5.13

Threaded Clevis

The threaded-type clevis is available in two different pin spacings, 1.30-inches (33 mm) and 1.38-inches (35 mm). Figure 5.14.

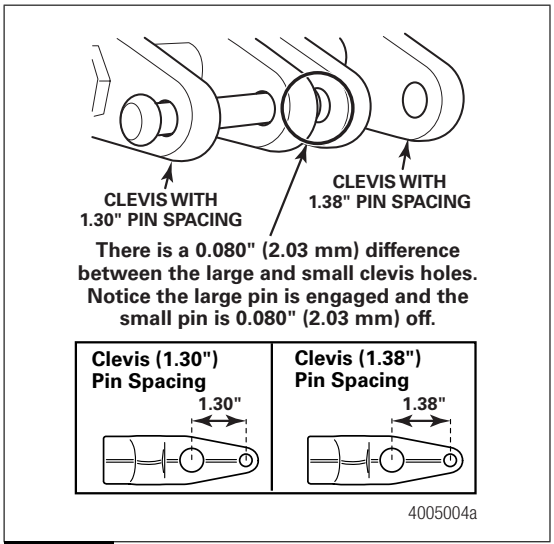


Figure 5.14

Based on your pin spacing, install the threaded clevis to the correct position using the template or brake slack adjuster position (BSAP) method. Refer to Table E.

Verify That the Slack Adjuster Angle is Correct

There are two methods for determining the correct geometry for the slack adjuster.

A. Brake Slack Adjuster Position (BSAP)

B. Template

Trucks and Tractors Equipped with Long-Stroke Chambers

Because of concerns regarding slack adjuster-to-axle clearances at the end of longer strokes, Meritor has revised instructions to use the BSAP method *only*. Trailers are not affected by this change. Refer to Brake Slack Adjuster Position (BSAP) Method and Table E in this section.

5 Assembly and Installation

Trucks and Tractors Equipped with Standard-Stroke Chambers; Trailers Equipped with Standard- or Long-Stroke Chambers

You can use either the Brake Slack Adjuster Position (BSAP) method or the template method to verify that slack adjuster angles are correct on trucks and tractors with standard-stroke brake chambers and trailers with standard- and long-stroke brake chambers. Refer to Table E.

To obtain the correct slack adjuster template, refer to the Service Notes page on the front inside cover of this manual.

Template Method

⚠ CAUTION

There are three different installation templates for Meritor automatic slack adjusters. The templates are not interchangeable. You must use the correct template and clevis pin spacing and you must adjust the clevis position as described below. If you use the wrong combination and install the clevis in the wrong position, the slack adjuster will not adjust the brake correctly. If the slack adjuster underadjusts, then stopping distances are increased. If the slack adjuster overadjusts, then the linings may drag and damage the brake.

1. Use the correct Meritor automatic slack adjuster template to measure the length of the slack adjuster. The marks by the holes in the small end of the template indicate the length of the slack adjuster. Refer to Table E.
2. Install the large clevis pin through the large holes in the template and the clevis.
3. Select the hole in the template that matches the length of the slack adjuster. Hold that hole on the center of the camshaft.
4. Look through the slot in the template to see if the small clevis hole completely aligns within the slot.
   - **If the small clevis hole doesn't align within the slot:** Adjust the clevis until you can see the small clevis pin hole within the slot. Figure 5.15.

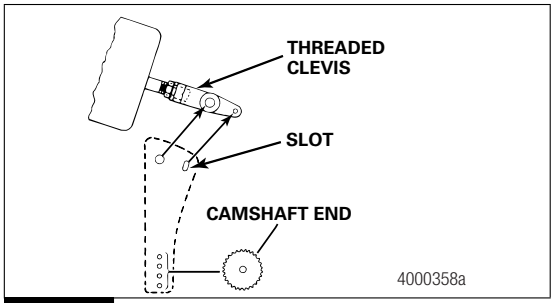


Figure 5.15

5. Verify that the thread engagement between the clevis and push rod is 0.5-0.625-inch (12.7-15.9 mm). Figure 5.16.

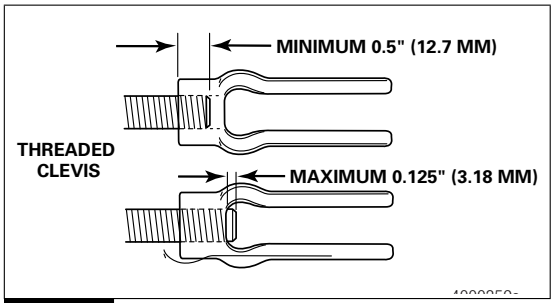


Figure 5.16

6. Verify that the push rod does not extend through the clevis more than 0.125-inch (12.7 mm).
   - **If the push rod extends through the clevis more than 0.125-inch (12.7 mm):** Cut the push rod or install a new air chamber and push rod.
7. Tighten the jam nut against the clevis to the torque specification in Table D. ◐

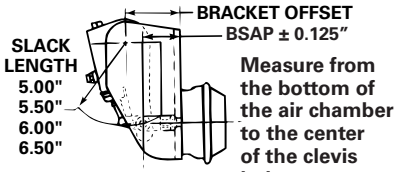
Table D: Jam Nut Torque Specifications

Threads	Torque
1/2-20	20-30 lb-ft (27-41 N•m)
5/8-18	35-50 lb-ft (48-68 N•m)

8. Use the following steps to install the automatic slack adjuster.
   A. Determine the clevis pin spacing.
   B. Determine the brake offset.
   C. Refer to Table E for the recommended installation.

5 Assembly and Installation

Table E: Meritor Automatic Slack Adjuster Installation Instructions



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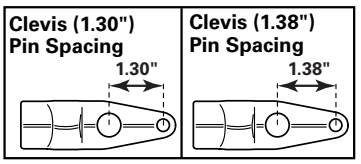

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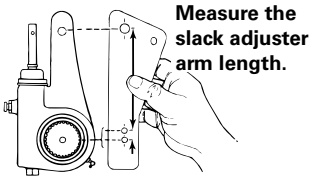

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1.30″ Clevis Pin Spacing

Slack Length	Bracket Offset Refer to View A.	Clevis Pin Spacing Refer to View B.	± 0.125″ BSAP Installation	Clevis Type	Chamber Type	Optional Template Method Refer to View C. Template Color	Template Part Number	Vehicle Application
5.00″ 5.50″ 6.00″ 6.50″	3.75″ and 3.81″	1.30″	2.25″	Threaded or Welded	Standard Stroke or Long Stroke	Not Available		Truck or Tractor Drum Brake

1.38″ Clevis Pin Spacing								
Slack Length	Bracket Offset Refer to View A.	Clevis Pin Spacing Refer to View B.	± 0.125″ BSAP Installation	Clevis Type	Chamber Type	Optional Template Method Refer to View C. Template Color	Template Part Number	Vehicle Application
5.00″ 5.50″ 6.00″	3.75″ and 3.81″	1.38″	2.75″	Threaded	Standard Stroke	Dark Brown	TP-4786	Truck or Tractor Drum Brake/ Straight or Offset Clevis
						White	TP-4781	Coach Drum Brake
6.50″			2.62″			Dark Brown	TP-4786	Truck or Tractor Drum Brake/ Straight or Offset Clevis
						White	TP-4781	Coach Drum Brake
1.38″ Clevis Pin Spacing Must Be Used with Other Bracket Offsets								
Slack Length	Bracket Offset	Clevis Pin Spacing	± 0.125″ BSAP Installation	Clevis Type	Chamber Type	Optional Template Method Refer to View C. Template Color	Template Part Number	Vehicle Application
5.00″ 5.50″ 6.00″ 6.50″	Other	1.38″	Not Applicable. Use Template Method.	Threaded	Standard Stroke or Long Stroke	Dark Brown	TP-4786	Truck or Tractor Drum Brake/ Straight or Offset Clevis
						Tan	TP-4787	Trailer Drum Brake
						White	TP-4781	Coach Drum Brake

If your combination is not shown, please call ArvinMeritor's Customer Service Center at 800-535-5560.

Brake Slack Adjuster Position (BSAP) Method

Use this method to ensure the correct position of welded or threaded clevises on standard- or long-stroke brake chambers.

When you install the slack adjuster, verify that the BSAP chamber dimension matches the dimension shown in Table E.

Brake Shoes

When the brake is disassembled, or when necessary, lubricate the anchor pins and rollers where these parts touch the brake shoes. Do not allow grease to contact the area of the camshaft roller that touches the camshaft head. Meritor recommends that you replace the springs, rollers, anchor pins and cam bushings at each reline.

Q Plus™ 15- and 16.5-Inch Brakes and Q Series 16.5-Inch Brakes

1. Use Meritor specification O-617-A or O-617-B grease to lubricate the brake shoe roller pin and anchor pin. Figure 5.17.

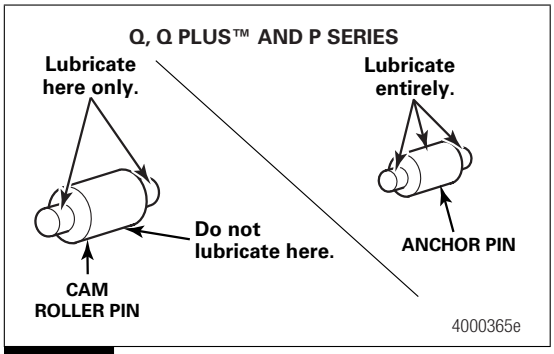

Figure 5.17

5 Assembly and Installation

2. Place the upper brake shoe into position on the top anchor pin. Hold the lower brake shoe on the bottom anchor pin. Install two new brake shoe retaining springs. Figure 5.18.

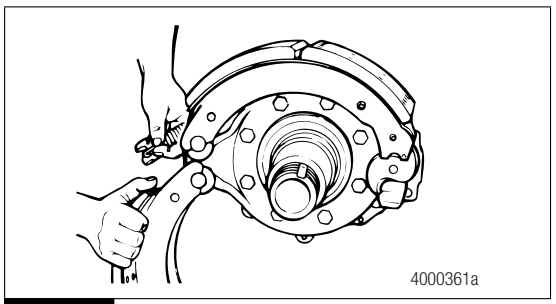

Figure 5.18

3. Rotate the lower brake shoe forward. Install a new brake shoe return spring with the open end of the spring hooks toward the camshaft. Figure 5.19.

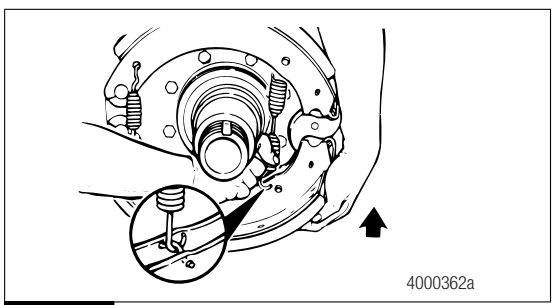

Figure 5.19

4. Pull each brake shoe away from the camshaft to enable you to install the brake shoe roller and roller retainer. Press the retainer ears to fit into the retainer between the brake shoe webs. Figure 5.20.

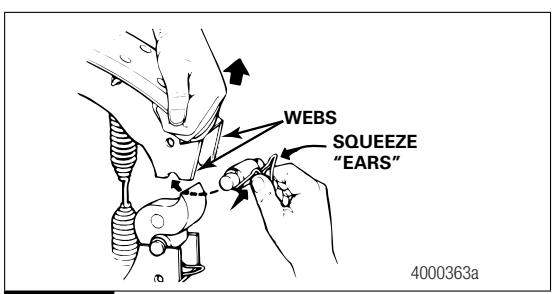

Figure 5.20

5. Push the brake shoe roller retainer into the brake shoe until the ears lock into the shoe web holes. Figure 5.21.

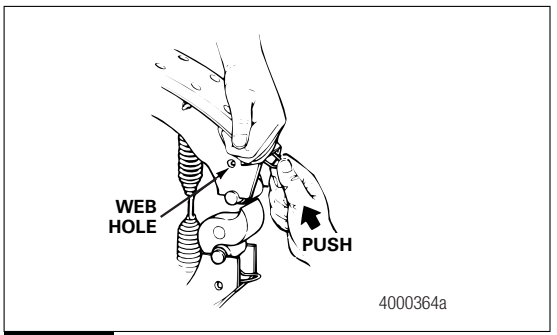

Figure 5.21

Q Series 15-Inch Cam Brake

1. Use Meritor specification 0-617-A or 0-617-B grease to lubricate the roller pin and anchor pin. Figure 5.22.

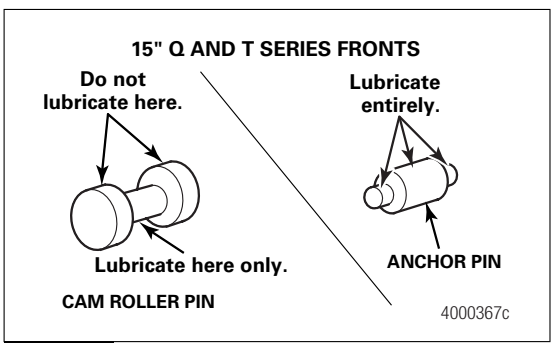

Figure 5.22

2. Install the anchor pins, washers and nuts to the spider if you removed these parts previously. Tighten the anchor pin nuts to 325-375 lb-ft (441-509 N•m).

3. Install a new brake shoe return spring with the open end of the spring hooks toward the camshaft. Install the brake shoes onto the anchor pins. Figure 5.23.

5 Assembly and Installation

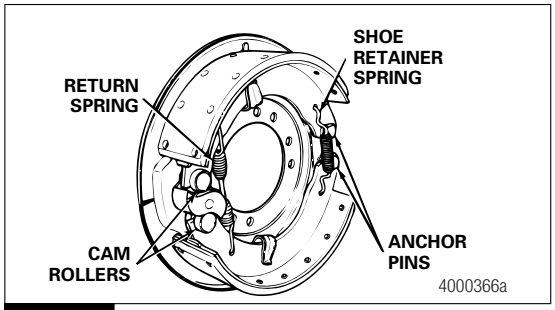

Figure 5.23

4. Hold the bottom brake shoe in position. Install the shoe return spring. Pull the brake shoe away from the camshaft to enable you to install the roller and roller retainer.

P Series and Cast Plus™ Cam Brakes

1. Lubricate the camshaft roller pin and anchor pin with Meritor specification O-617-A or O-617-B grease. Figure 5.17.
2. Install the anchor pin bushings. If necessary, align the holes in the bushings with the holes in the spider.
3. Install a new cam roller and cam roller retainers.
4. Install the lower brake shoe in position on the spider.
5. Use a hammer and brass drift to install the anchor pin. If necessary, align the groove on the anchor pin with the holes in the spider and bushing.
6. Install the anchor pin washers, felts, seals, retainers and snap rings, if required. Install lock pins or lock screws, if required. Tighten the screws to 10-15 lb-ft (13.6-20.3 N•m).
7. Install a new shoe return spring onto the brake shoe. Figure 5.24. Place the upper brake shoe into position over the spider. Repeat Steps 4-5.

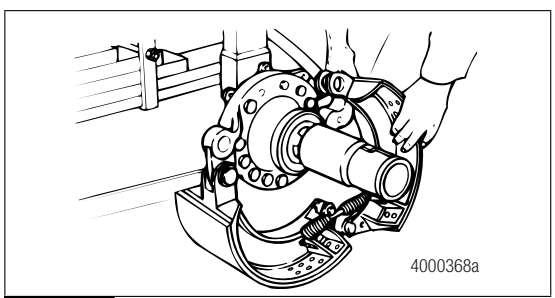

Figure 5.24

T Series Cam Brake

1. Lubricate the roller pin and anchor pin with Meritor specification O-617-A or O-617-B grease. Figure 5.22.
2. Install the anchor pins, washers and nuts onto the backing plate if you removed these parts previously. Tighten the anchor pin nuts to 185-350 lb-ft (251-475 N•m).
3. Install the anti-rattle rod. Install the brake shoe onto the anchor pins and anti-rattle rod.
4. Install the anchor pin snap rings, anti-rattle spring and anti-rattle retainer spring onto the anti-rattle rod.
5. Pull the brake shoe away from the camshaft to enable you to install the brake shoe roller. Install a new brake shoe return spring onto the brake shoe.

Drum and Wheel

Follow the manufacturer's instructions to install the drum and wheel onto the axle.

6 Adjustment

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Adjust the Brakes

Measure Free Stroke

When you perform preventive maintenance procedures on an in-service brake, check both the free stroke and adjusted chamber stroke. Refer to the procedures in this section.

Free stroke sets the clearance between the linings and drum. The in-service free stroke may be slightly longer than 0.5-0.625-inch (12.7-15.9 mm) specified in this procedure. This is acceptable if the adjusted chamber stroke is within the limits shown in Table F and Table G.

⚠ CAUTION

You must disengage a pull pawl before rotating the manual adjusting nut, or you will damage the pawl teeth. A damaged pawl will not allow the slack adjuster to automatically adjust brake clearance. Replace damaged pawls before putting the vehicle in service.

1. Disengage a pull pawl. Use a screwdriver or equivalent tool to pry the pull pawl at least 1/32-inch (0.8 mm) to disengage the teeth.
2. Use a wrench to turn the adjusting nut COUNTERCLOCKWISE until the brake shoes contact the drum. Figure 6.1. Then back off the adjusting nut in the opposite direction 1/2 turn for drum brakes or 3/4 turn for disc brakes.

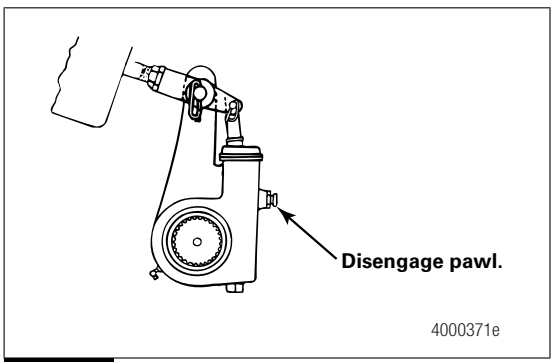

Figure 6.1

3. Measure the distance from the center of the large clevis pin to the bottom of the air chamber while the brake is released. The measurement you obtain is X in Figure 6.2.

6 Adjustment

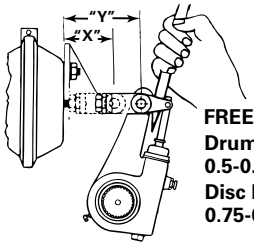

Figure 6.2

4. Use a pry bar to move the slack adjuster and position the linings against the drum, brakes applied. Measure the same distance again while the brakes are applied. The measurement you obtain is Y in Figure 6.2.

⚠ CAUTION

Do not set free stroke shorter than 0.5-0.625-inch (12.7-15.9 mm) for drum brakes. If the measurement is too short, linings can drag. Damage to components can result.

5. Subtract X from Y to obtain the in-service free stroke. The measurement must be 0.5-0.625-inch (12.7-15.9 mm) for drum brakes. Figure 6.2.
   - **If the free stroke measurement is not within specification:** Turn the adjusting nut 1/8 turn in the direction shown in Figure 6.3 and check the free stroke again. Continue to measure and adjust the stroke until the measurement is within specification.

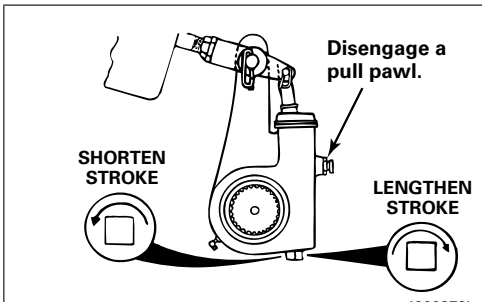

Figure 6.3

6. Re-engage the pull pawl by removing the screwdriver or equivalent tool. The pull pawl will re-engage automatically.
7. If the brakes have spring chambers, carefully release the springs. Test the vehicle before you return it to service.

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Commercial Vehicle Safety Alliance (CVSA) Guidelines

Measure Push Rod Travel or Adjusted Chamber Stroke

Use the following procedure to check in-service push rod travel or adjusted chamber stroke on truck and tractor brakes.

⚠ WARNING

Before you service a spring chamber, carefully follow the manufacturer's instructions to compress and lock the spring to completely release the brake. Verify that no air pressure remains in the service chamber before you proceed. Sudden release of compressed air can cause serious personal injury and damage to components.

1. The engine must be OFF. If the brake has a spring chamber, follow the manufacturer's instructions to release the spring. Verify that no air pressure remains in the service section of the chamber.

6 Adjustment

2. Verify that pressure is 100 psi (689 kPa) in the air tanks. Determine the size and type of brake chambers on the vehicle.
3. With the brakes released, mark the push rod where it exits the chamber. Measure and record the distance. Have another person apply and hold the brakes on full application. Figure 6.4. Hold the ruler parallel to the push rod and measure as carefully as possible. A measurement error can affect CVSA re-adjustment limits. CVSA states that "any brake 1/4-inch or more past the re-adjustment limit, or any two brakes less than 1/4-inch beyond the re-adjustment limit, will be cause for rejection."

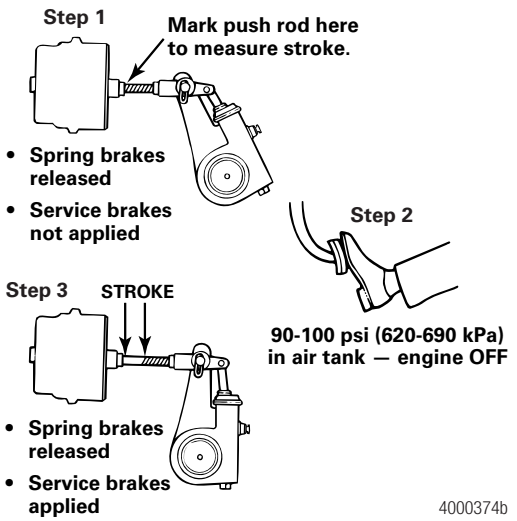

Figure 6.4

4. Measure the push rod travel or adjusted chamber stroke from where the push rod exits the brake chamber to your mark on the push rod. Measure and record the distance. Figure 6.4.
5. Subtract the measurement you recorded in Step 3 from the measurement you recorded in Step 4. The difference is the push rod travel or adjusted chamber stroke.
6. Refer to Table F or Table G to verify that the stroke length is correct for the size and type of air chambers on the vehicle.
   - **If the adjusted chamber stroke is greater than the maximum stroke shown in Table F or Table G:** Diagnose and correct the problem.

Table F: Standard-Stroke Clamp-Type Brake Chamber Data

Type	Outside Diameter (inches)	Brake Adjustment Limit (inches)
6	4-1/2	1-1/4
9	5-1/4	1-3/8
12	5-4/16	1-3/8
16	6-3/8	1-3/4
20	6-25/32	1-3/4
24	7-7/32	1-3/4
30	8-3/32	2
36	9	2-1/4

Table G: Long-Stroke Clamp-Type Brake Chamber Data

Type	Outside Diameter (inches)	Brake Adjustment Limit (inches)
16	6-3/8	2.0
20	6-25/32	2.0
24	7-7/32	2.0
24*	7-7/32	2.5
30	8-3/32	2.5

* For 3" maximum stroke type 24 chambers.

Alternate Method to Measure Push Rod Travel or Adjusted Chamber Stroke

Use the CVSA procedure, except in Steps 3 and 4, measure the distance from the bottom of the air chamber to the center of the large clevis pin on each of the brakes.

CVSA North American Out-of-Service Criteria Reference Tables

Information contained in Table F and Table G is for reference only. Consult the CVSA Out-of-Service Criteria Handbook for North American Standards, Appendix A. Visit their website at http://64.35.82.7/ to obtain the handbook.

7 Maintenance

Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

During lubrication procedures, if grease flows from the seal near the camshaft head, replace the seal. Remove all grease or oil from the camshaft head, rollers and brake linings. Always replace linings contaminated with grease or oil, which can increase stopping distances. Serious personal injury and damage to components can result.

⚠ ASBESTOS AND NON-ASBESTOS FIBERS WARNING

Some brake linings contain asbestos fibers, a cancer and lung disease hazard. Some brake linings contain non-asbestos fibers, whose long-term effects to health are unknown. You must use caution when you handle both asbestos and non-asbestos materials.

Lubrication

Cam Brakes

Refer to Table H for grease specifications.

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Table H: Cam Brake Grease Specifications

Components	Meritor Specification	NLGI Grade	Grease Type	Outside Temperature
Retainer Clips	0-617-A	1	Lithium 12-Hydroxy Stearate or Lithium Complex	Refer to the grease manufacturer's specifications for the temperature service limits.
Anchor Pins	0-617-B	2		
Rollers, Journals Only				
Camshaft Bushings	0-645	2	Synthetic Oil, Clay Base	Down to –65°F (–54°C)
	0-692	1 and 2	Lithium Base	Down to –40°F (–40°C)
	0-701	2	Synthetic Oil, Calcium Base	Down to –65°F (–54°C)
	0-703	2	Synthetic Oil, Calcium Base	Down to –65°F (–54°C)
Camshaft Splines	Any of above	Refer to above	Refer to above	Refer to above
	0-637*	1-1/2	Calcium Base	Refer to the grease manufacturer's specifications for the temperature service limits.
	0-641	—	Anti-Seize	
	0-702	1-1/2	Calcium Base	

* Do not mix Meritor specification 0-637 grease, part number 2297-U-4571, a calcium-base, rust-preventive grease, with other greases.

Camshaft Bushings

Meritor recommends that you install new camshaft bushings whenever you install a new camshaft.

Lubricate through the fitting on the bracket or spider until new grease flows from the inboard seal.

Long-life trailer cam brake bushings require correct lubrication for maximum performance and bushing life. Although you do not have to replace spider cam bushings on trailer axles as frequently, Meritor recommends that you lubricate the bushings at least four times during the life of your brake lining.

7 Maintenance

Rollers and Anchor Pins

When you disassemble the brake, or when necessary, lubricate the anchor pins and rollers where these parts touch the brake shoes.

Do not allow grease to contact the area of the roller that touches the camshaft head. To avoid flat spots, lubricate a cam roller directly in the web roller pocket and not at the cam-to-roller contact area. Flat spots can affect brake adjustment and result in premature brake wear or reduced braking performance. Figure 7.1 and Figure 7.2.

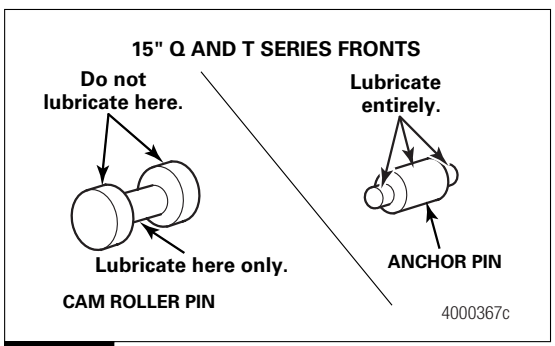


Figure 7.1

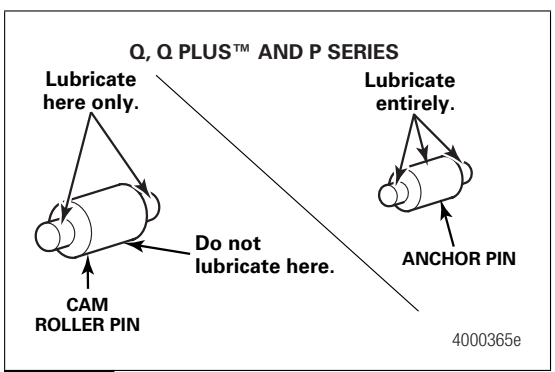


Figure 7.2

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Automatic Slack Adjusters

Automatic does not mean maintenance-free. Correctly installed and lubricated automatic slack adjusters help to ensure maximum brake system performance.

Inspect and lubricate the automatic slack adjuster according to one of the schedules below. Use the schedule that requires the most frequent inspection and lubrication, and whenever you reline the brakes. Refer to Table I and Table J for grease specifications.

- Vehicle manufacturer's schedule
- Fleet's schedule
- Every six months
- A minimum of four times during the life of the linings

Adjust the Brakes

Adjust the wheel bearings before you adjust the brakes.

Clean, inspect and adjust the brakes each time you remove a hub. Check for correct lining-to-drum clearance, push rod travel and brake balance.

At Brake Reline

1. Before you perform brake maintenance, check the free stroke and the adjusted chamber stroke.
2. If the free stroke is not correct, refer to Section 8 to correct the stroke before you adjust the chamber stroke.
3. Inspect the boot for cuts or other damage. If the boot is cut or damaged, remove the pawl and inspect the grease.
4. If the grease is in good condition, replace the damaged boot with a new boot.
5. Use a grease gun to lubricate the slack adjuster through the grease fitting. If necessary, install a camshaft into the slack adjuster gear to minimize grease flow through the gear holes.
6. Lubricate until new grease purges from around the inboard camshaft splines and from the pawl assembly.

Slack Adjusters Manufactured Before 1993

Remove and replace the slack adjuster when the following conditions are apparent.

- The grease is dry or contaminated.
- The pawl or actuator is worn.

Grease Specifications

Table I: Automatic Slack Adjuster Grease Specifications

Components	Meritor Specification	NLGI Grade	Grease Type	Outside Temperature
Automatic Slack Adjuster	0-616-A	1	Clay Base	Down to –40°F (–40°C)
	0-645	2	Synthetic Oil, Clay Base	Down to –65°F (–54°C)
	0-692	1 and 2	Lithium Base	Down to –40°F (–40°C)
	0-701	2	Synthetic Oil Calcium Base	Down to –65°F (–54°C)
Clevis Pins	Any of Above	Refer to Above	Refer to Above	Refer to Above
	0-637*	1-1/2	Calcium Base	Refer to the grease manufacturer's specifications for the temperature service limits.
	0-641	—	Anti-Seize	

* Do not mix Meritor specification 0-637 grease, part number 2297-U-4571, a calcium-base, rust-preventive grease, with other greases.

Table J: Automatic Slack Adjuster Lubricant Specifications

Operating Temperature	
Down to –40°F (–40°C)	**Down to –65°F (–54°C)**
Clay-Base Greases	Synthetic Greases
Meritor Specification 0-616-A, Part Number A-1779-W-283	Meritor Specification 0-645, Part Number 2297-X-4574
Shell Darina Number 1	Mobilgrease 28 (Military)
Texaco Thermatex EP-1	Mobiltemp SHC 32 (Industrial)
Texaco Hytherm EP-1	Tribolube-12 Grade 1
Aralub 3837	

Anti-Seize Compound

Use anti-seize compound, Meritor specification 0-637 grease, part number 2297-U-4571, on the clevis pins of all automatic slack adjusters.

For a conventional automatic slack adjuster, use anti-seize compound on the slack adjuster and camshaft splines if the slack adjuster gear does not have a grease groove and holes around its inner diameter.

7 Maintenance

Factory-Installed Automatic Slack Adjusters on Q Plus™ LX500 and MX500 Cam Brake Packages

Q Plus™ LX500 and MX500 cam brake packages include factory-installed automatic slack adjusters that do not have grease fittings. Also, lubrication intervals are different than intervals for conventional slack adjusters.

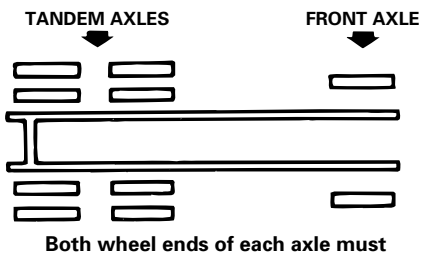
For complete maintenance and service information on the Meritor LX500 and MX500 cam brakes, refer to Maintenance Manual MM-96173, Q Plus™ LX500 and MX500 Cam Brakes. To obtain this publication, refer to the Service Notes page on the front inside cover of this manual.

Inspection and Maintenance Intervals

Application	Interval
Linehaul and General Service Vehicles	Q Plus™, Cast Plus™ and Q Series brakes at every 100,000 miles (160 000 km); or every six months, whichever comes first. P Series brakes at every 50,000 miles (80 000 km); or every six months, whichever comes first.
General Service and Heavy Service Vehicles	At least every four months, when you replace the seals and reline the brakes. Every two weeks during the first four-month period, inspect for hardened or contaminated grease, and for the absence of grease, to help determine lubrication intervals. Lubricate more often for severe-duty applications.
Restricted Service Vehicles	Lubricate every six months, at each reline, or at every 10,000 miles (16 000 km), whichever comes first.

Reline the Brakes

Reline the brakes when the lining thickness is 0.25-inch (6.3 mm) at the thinnest point. The rivets or bolts must not touch the drum. Damage to components will result. Meritor recommends that you replace the springs, rollers, camshaft bushings and anchor pins at each reline. Reline the brakes when the lining thickness is 0.25-inch (6.3 mm) at the thinnest point. Replace shoe retainer springs, check the drum, and perform a major inspection when you reline the brakes.



Both wheel ends of each axle must have identical drums and lining.

4000376a

Figure 7.3

Important Information on Linings and Primary Shoe Locations

Use the Correct Lining Material

Use the lining material specified by the vehicle manufacturer. This will help to ensure that the brakes perform correctly and meet Department of Transportation (DOT) performance regulations.

Also note that the drums and linings on a front axle can be different than drums and linings on a rear axle. Figure 7.3.

7 Maintenance

Single Axles

Always reline both wheels of a single axle at the same time. Always install the same type linings and drums on both wheels of a single axle.

Tandem Axles

Always reline all four wheels of a tandem axle at the same time. Always install the same type linings and drums on all four wheels of a tandem axle.

Combination Friction Linings

When you install combination friction linings, you must install the **primary** lining on the **primary** brake shoe. If you install combination friction linings incorrectly, damage to components will result. Carefully follow instructions included with the replacement linings. You can combine brake linings, which means that the linings you install on the primary shoe will have a different friction rating than the linings you install on the secondary shoe. However, you must install the primary lining on the primary shoe. Carefully follow the instructions included with the replacement combination linings.

Primary Shoe Locations

The first shoe past the camshaft in the direction of wheel rotation is the primary shoe. Figure 7.4. The primary shoe can be either at the top or bottom position, depending on the location of the camshaft. If the camshaft is behind the axle, the top shoe is the primary shoe. If the cam is in front of the axle, the top shoe is the primary shoe.

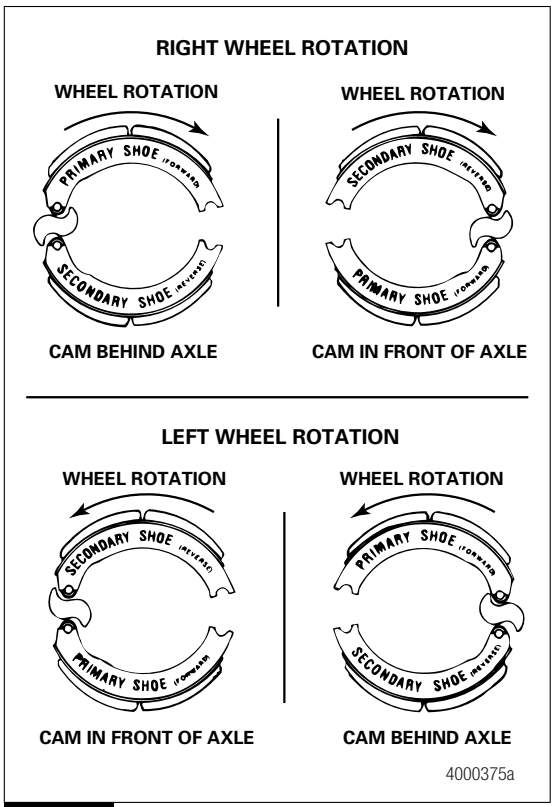


Figure 7.4

Major Overhaul

Perform a major overhaul at every second reline, or as necessary. Replace the shoe return springs. Replace the damaged or worn parts with genuine Meritor parts. Check the components for the following conditions.

- Spiders for distortion and loose bolts
- Anchor pins for wear and correct alignment
- Brake shoes for wear at anchor pin holes or roller slots
- Camshafts and camshaft bushings for wear
- Brake linings for grease on the lining, wear and loose rivets or bolts
- Drums for cracks, deep scratches or other damage

7 Maintenance

Inspection

Before You Return the Vehicle to Service

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

1. Check the complete air system for worn hoses and connectors. With the air pressure at 100 psi (689 kPa), the brakes released and the engine off, tractor air pressure loss must not exceed two psi (13.8 kPa) per minute. Total tractor and trailer loss must not exceed three psi (20.7 kPa) per minute.
2. Verify that the air compressor drive belt is tight. Air system pressure must rise to approximately 100 psi (689 kPa) in two minutes.
3. The governor must be checked and set to the specifications supplied by the vehicle manufacturer.
4. Both the tractor and trailer air systems must match the specifications supplied by the vehicle manufacturer.
5. Both wheel ends of each axle must have the same linings and drums. All four wheel ends of tandem axles also must have the same linings and drums. It is not necessary for the front axle brakes to be the same as the rear drive axle brakes. Figure 7.5.

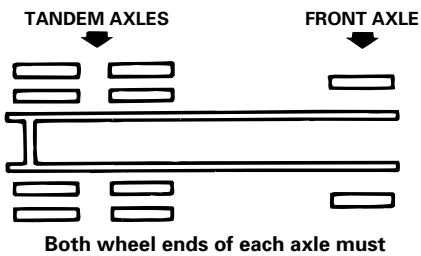


Figure 7.5

6. Always follow the specifications supplied by the vehicle manufacturer for the correct lining to be used. Vehicle brake systems must have the correct friction material and these requirements can change from vehicle to vehicle.
7. The return springs must retract the shoes completely when the brakes are released. Replace the return springs each time the brakes are relined. The spring brakes must retract completely when they are released.
8. The air chamber area multiplied by the length of the automatic slack adjuster is called the AL factor. This number must be equal for both ends of a single axle and all four ends of a tandem axle. Figure 7.6.

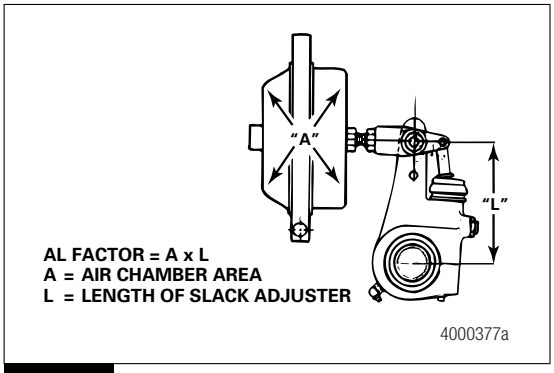


Figure 7.6

8 Diagnostics

Important Information

Meritor automatic slack adjusters (ASAs) should not need to be manually adjusted in service. ASAs should not have to be adjusted to correct excessive push rod stroke. The excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends troubleshooting the problem, replacing suspect components and then confirming proper brake operation prior to returning the vehicle into service.

In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system component inspection should be conducted as soon as possible to ensure integrity of the overall brake system.

For Meritor brake adjustment, refer to the brake adjustment tables in this manual. For non-Meritor brake adjusters, refer to the brake manufacturer's service procedures.

Troubleshooting

⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance and service.

Table K: Cam Brakes, All Models

Symptoms	Possible Causes	Corrective Actions
The adjusted stroke is too long.	The slack adjuster part number is incorrect.	Check with the warehouse distributor or original equipment manufacturer.
No adjustment occurs.	The clevis is installed at the wrong angle (BSAP or template).	Use the correct template or BSAP setting to install the clevis correctly.
	Wear between the clevis and collar is excessive, more than 0.060-inch (1.52 mm), (Quick Connect clevis).	Replace with a threaded clevis.
	The jam nut at the clevis is loose.	Tighten to specification.
	The clevis pin bushing in the slack arm is worn. The inside diameter of the bushing is larger than 0.53-inch (13.46 mm).	Replace the bushing.
	The return spring in the air chamber is weak or broken. Spring force must be at least 32 lb (142.4 N) at the first push rod movement.	Replace the return spring or air chamber.
	The spring brake does not retract fully.	Repair or replace the spring brake.
	The teeth on the pawl or actuator are worn or stripped.	Replace the slack adjuster.

8 Diagnostics

Table K: Cam Brakes, All Models

Symptoms	Possible Causes	Corrective Actions
The adjusted stroke is too long.	High torque is required to rotate the worm when the slack is removed from the vehicle.	Replace the slack adjuster.
No adjustment occurs	• In service slack, maximum worm torque: 45 lb-in (5.09 N•m) • New or rebuilt slack, maximum worm torque: 25 lb-in (2.83 N•m)	
	Looseness between the camshaft splines and automatic slack adjuster gear is excessive.	Replace the powershaft, gear or automatic slack adjuster as needed.
	Components, such as the cam bushing, are worn.	Replace the components.
	The non-original equipment manufacturer replacement linings may have excessive swell or growth.	Use Meritor-approved linings.
The adjusted stroke is too short.	The slack adjuster part number is incorrect.	Check with the warehouse distributor or original equipment manufacturer.
The linings drag.	The clevis is installed at the incorrect angle.	Use the correct template to install the clevis correctly.
	The jam nut at the clevis is loose.	Tighten to specification.
	The spring brake does not retract fully.	Repair or replace the spring brake.
	The manual adjustment is incorrect.	Adjust the brake.
	There is poor contact between the linings and the drum, or the drum is out-of-round.	Repair or replace the drums or linings.
	There is a brake temperature imbalance.	Correct the brake balance.
	The non-original equipment manufacturer replacement linings may have excessive swell or growth.	Use Meritor-approved linings.
	Insufficient air system pressure —causing parking spring to apply.	Check the air system pressure.

Torque Specifications

Cam Brakes

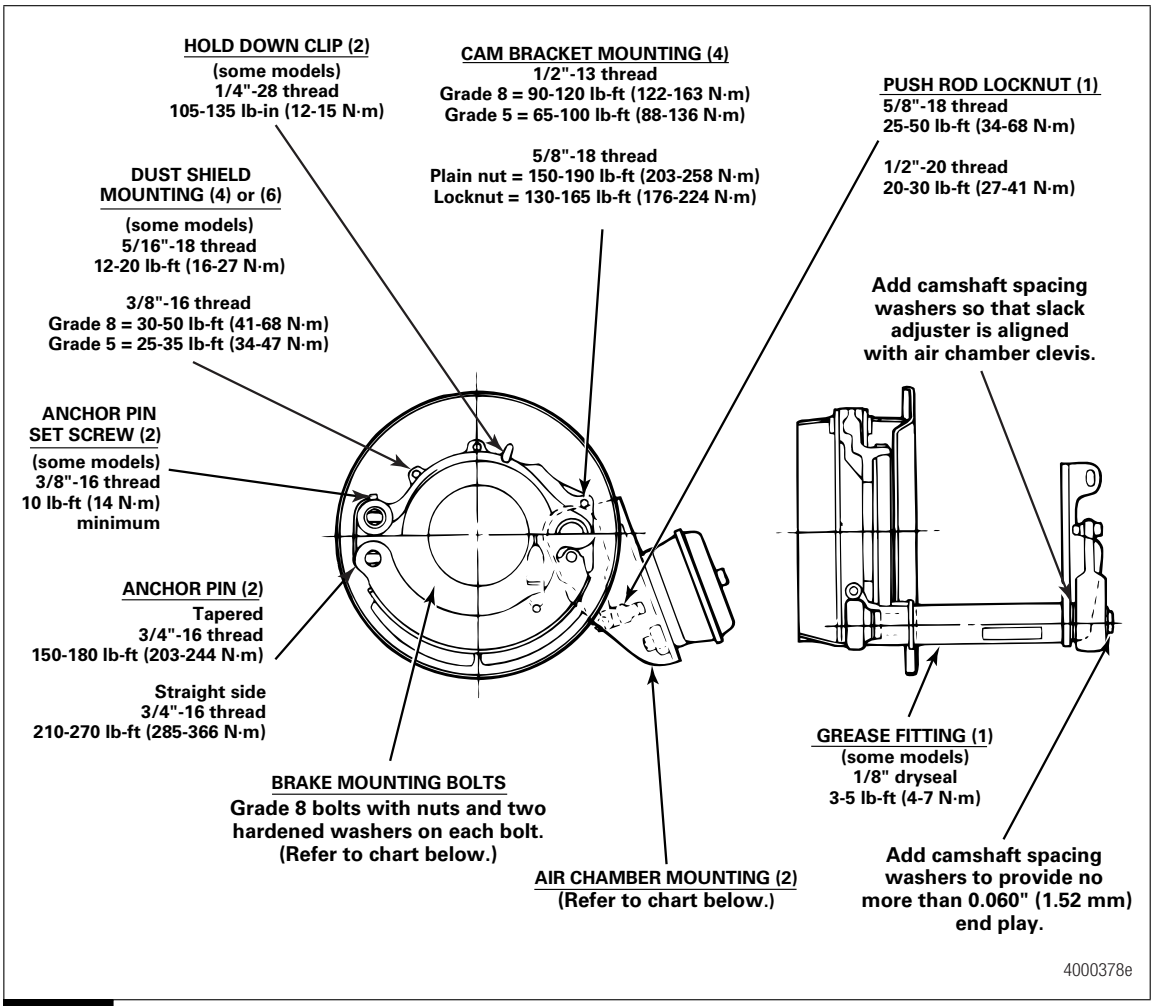


Figure 9.1

Table L: Brake Mounting Bolts

Bolt Size, Grade 8	Torque, lb-ft (N•m)
7/16″-20	60-75 (81-102)
1/2″-20	85-115 (115-156)
9/16″-18	130-165 (176-224)
5/8″-18	180-230 (244-312)

9 Specifications

Table M: Air Chamber Mounting, Grade 8 Nuts and Hard Flat Washers

Chamber Size	9	12	16	20	24	30	36	Spring Chamber
Bendix	20-30 lb-ft (27-41 N•m)		30-45 lb-ft (41-61 N•m)			45-65 lb-ft (61-88 N•m)		65-85 lb-ft (88-115 N•m)
Haldex	35-50 lb-ft (48-68 N•m)			70-100 lb-ft (95-136 N•m)				
MGM	35-40 lb-ft (48-54 N•m)			133-155 lb-ft (180-210 N•m)				
Anchorlok/ Haldex	—			130-150 lb-ft (177-203 N•m)				

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ArvinMeritor™

Bendix

Service Data

SD-03-9043

Bendix® SR-7™ Spring Brake Modulating Valve

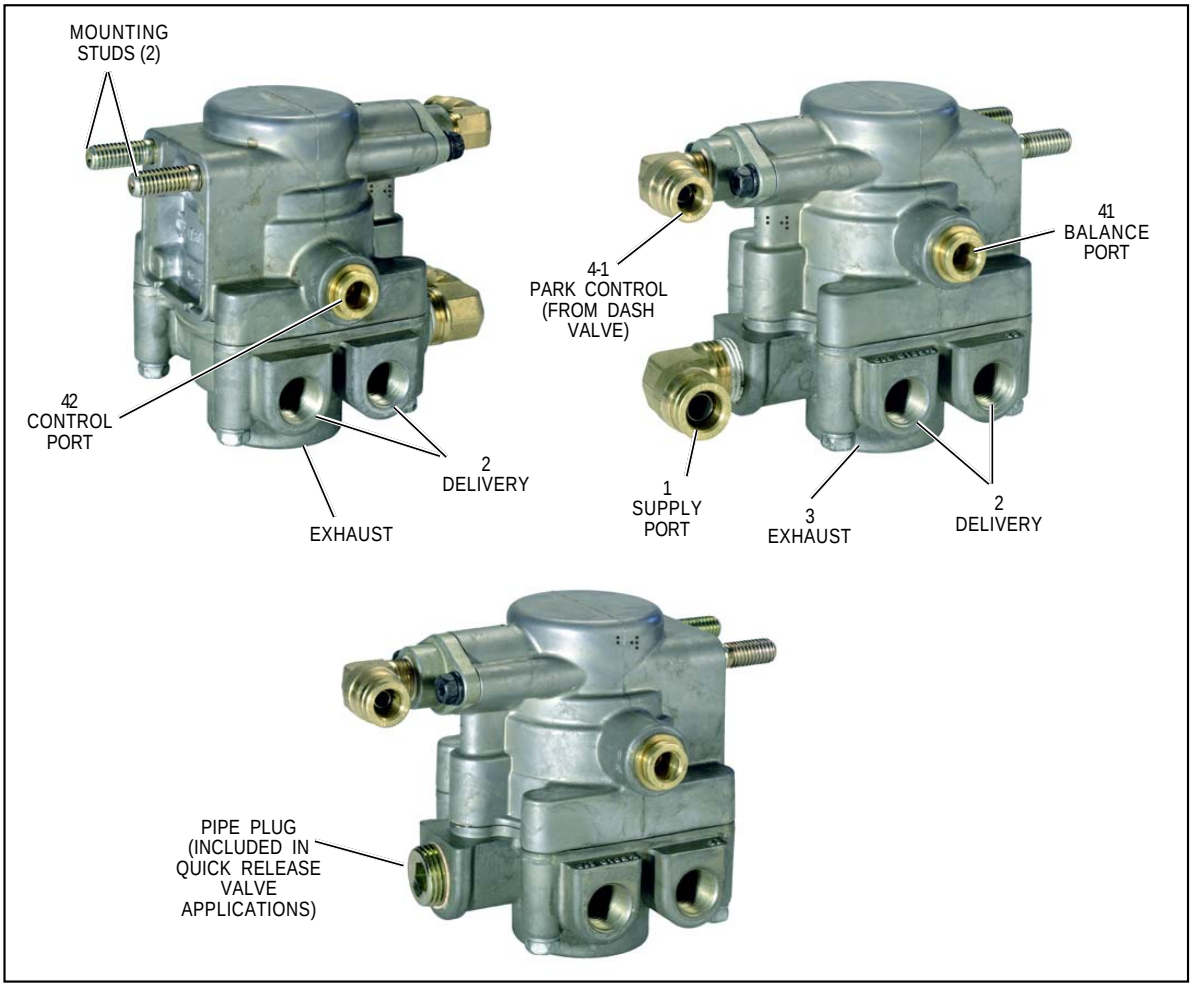

FIGURE 1 - EXTERIOR VIEW

DESCRIPTION

The Bendix® SR-7™ spring brake modulating valve is used in conjunction with a dual air brake system and spring brake actuator and performs the following functions:

1. Provides a rapid application of the spring brake actuator when parking.
2. Modulates the spring brake actuator application using the dual brake valve should a primary failure occur in the service brake system.
3. Prevents compounding of service and spring forces.

The valve has one park control, one service control, one supply, one balance, four delivery NPTF ports, and an exhaust port protected by an exhaust diaphragm. The valve incorporates two mounting studs for mounting the valve to the frame rail or cross member (where applicable).

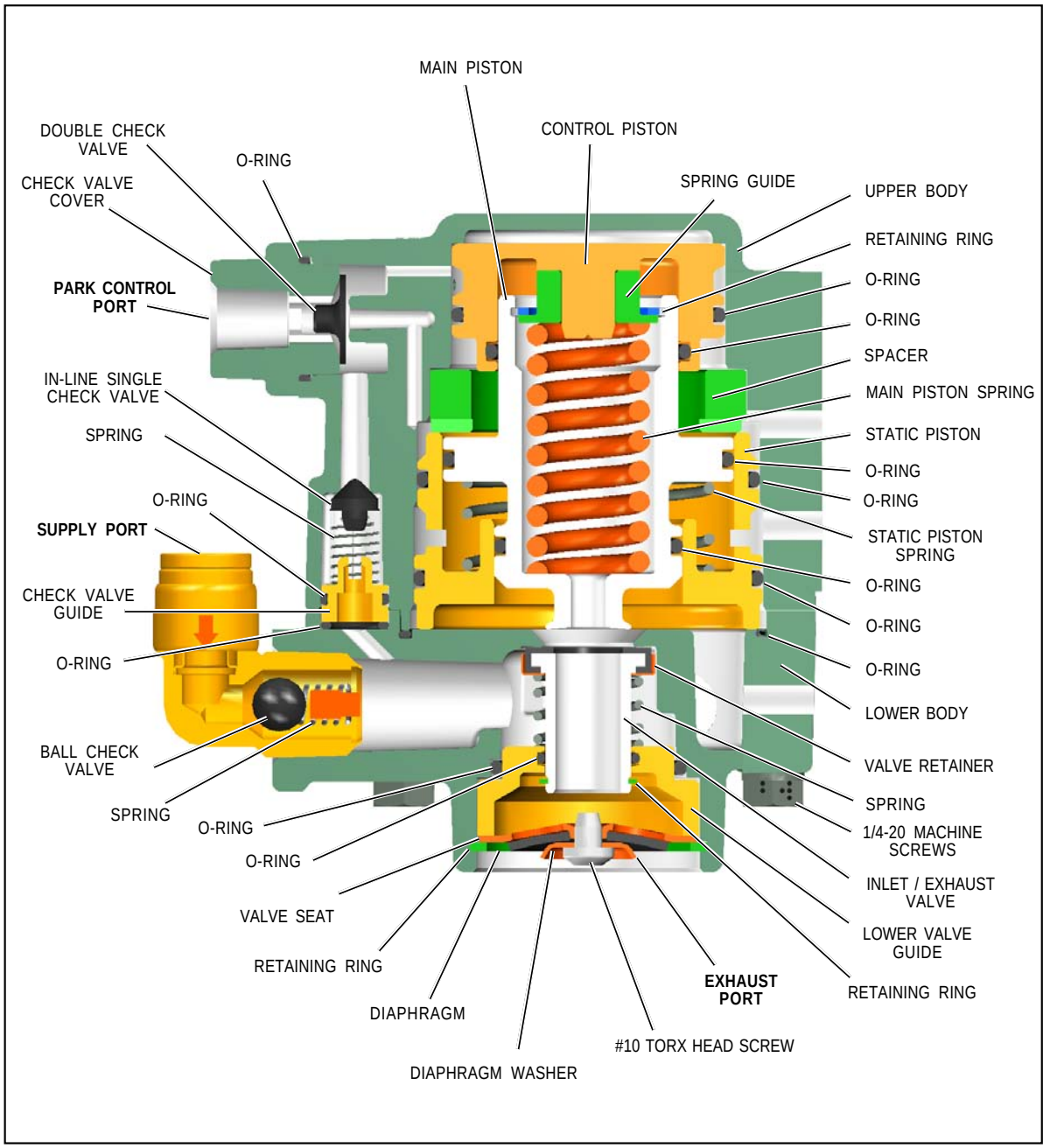

FIGURE 2 - SECTIONAL VIEW OF SR-7™ SPRING BRAKE MODULATING VALVE USED IN RELAY VALVE APPLICATIONS

OPERATION

The operation guidelines shown in this manual represent the relay valve based SR-7™ (refer to system schematic shown in figure 3). A quick release based valve functions similarly to the relay valve based version with the exception that all air delivered to spring brakes passes through the park control port through the in-line single check valve. The SR-7™ quick release style can be easily identified by the pipe plug in the supply port of the valve.

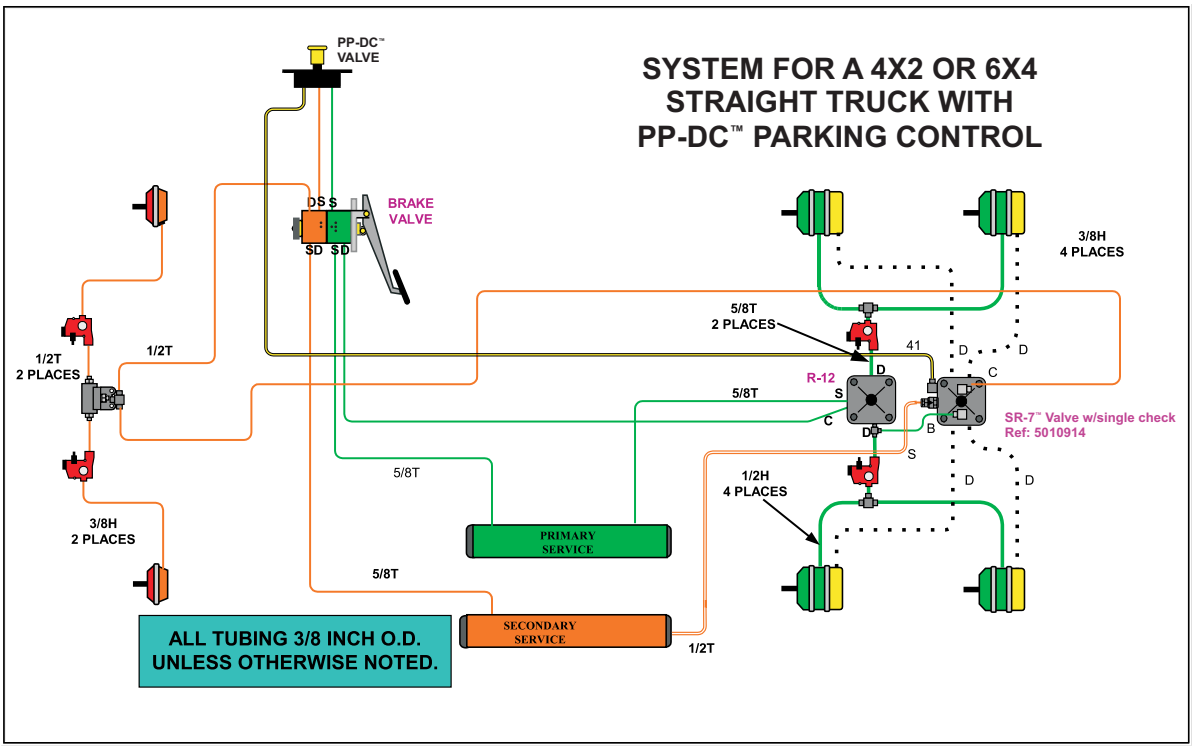

FIGURE 3 - SYSTEM SCHEMATIC WITH PP-DC™ PARK CONTROL

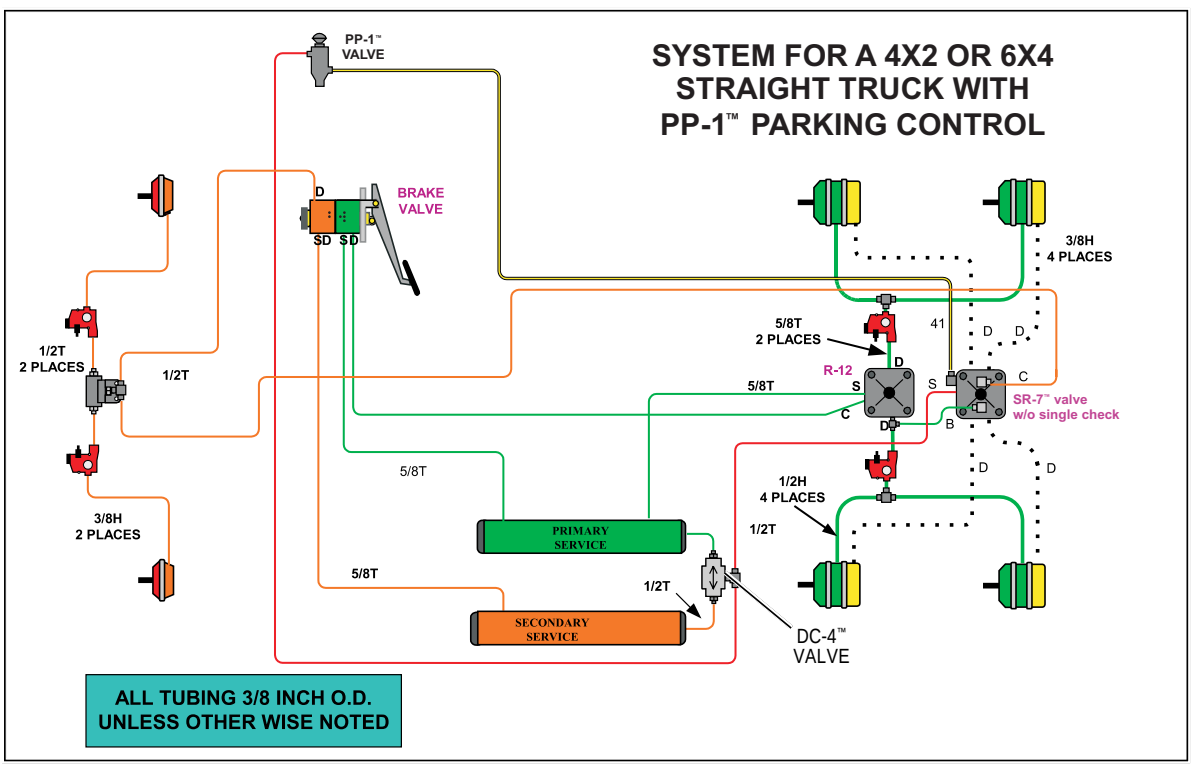

FIGURE 4 - SYSTEM SCHEMATIC WITH PP-1™ PARK CONTROL AND DC-4™ DOUBLE CHECK VALVE

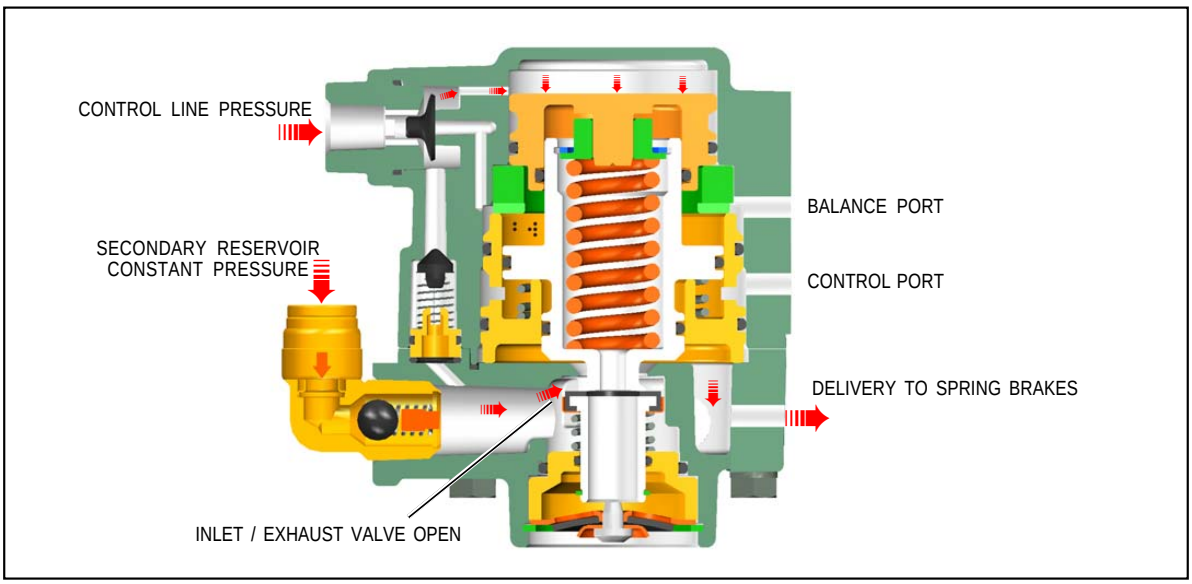

FIGURE 5 - CHARGING LESS THAN 107 PSI

CHARGING SPRING BRAKE ACTUATORS BELOW 107 PSI (FIGURE 5)

With the air brake system charged and the parking brakes released (by pushing the dash valve button in), air enters the park control port. This opens the SR-7™ valve to supply air pressure to the spring brake chambers. As illustrated, air pressure in the chambers is below 107 psi (nominally).

CHARGING SPRING BRAKE ACTUATORS ABOVE 107 PSI (FIGURE 6)

Once the SR-7™ valve delivery pressure reaches 107 psi (nominal), the inlet and exhaust are closed (valve lap position). This maintains the spring brake hold-off pressure at 107 psi (nominal).

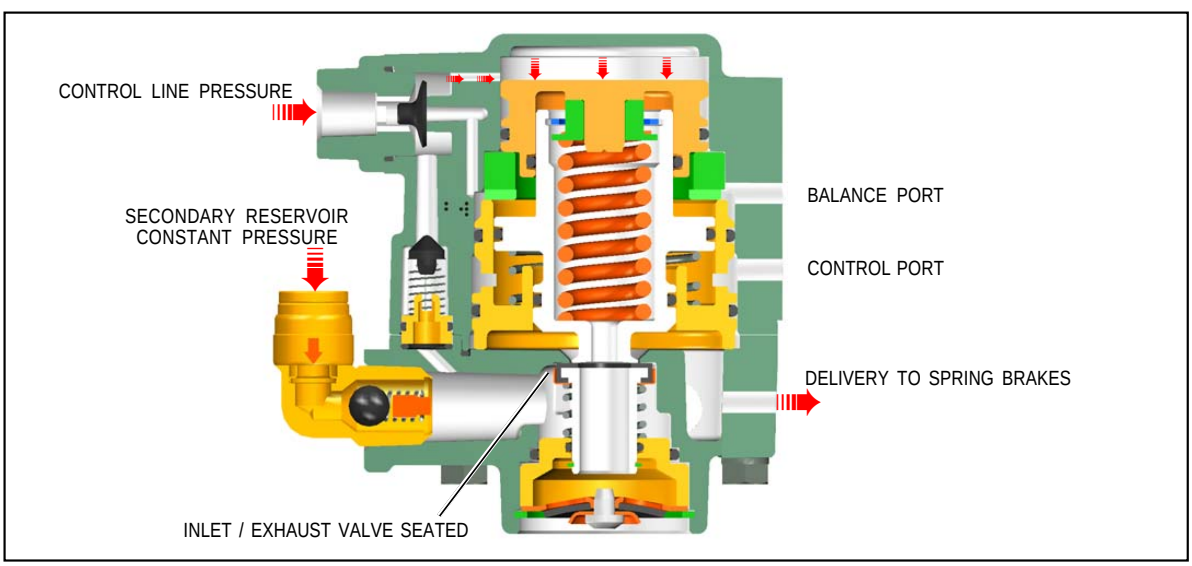

FIGURE 6 - CHARGING GREATER THAN 107 PSI

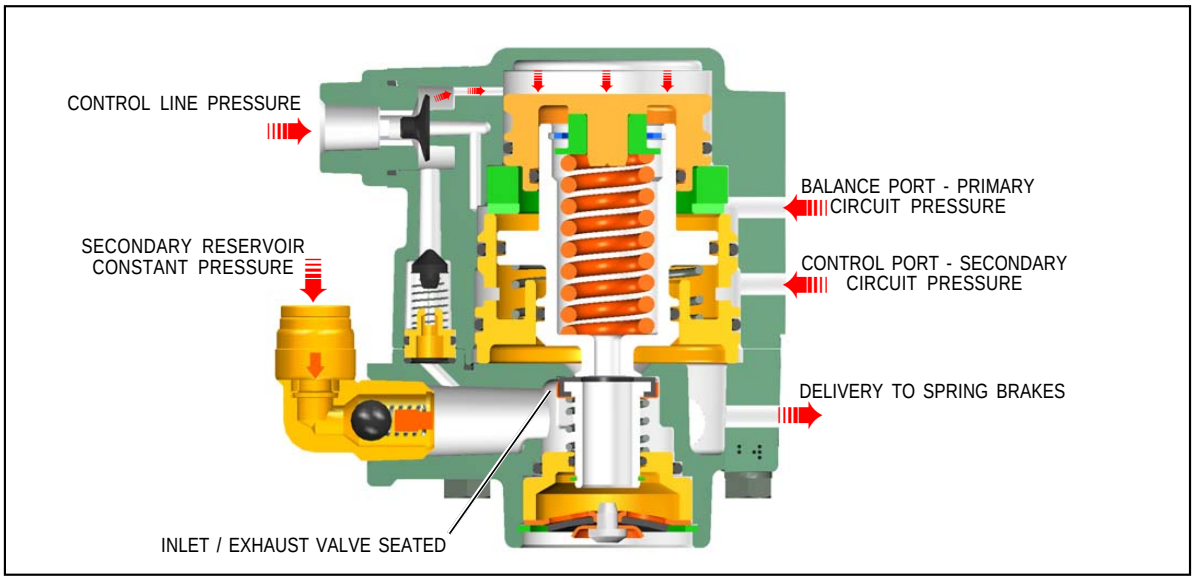

FIGURE 7 - NORMAL SERVICE APPLICATION

NORMAL SERVICE APPLICATION (FIGURE 7)

During a service brake application, the valve remains in the lap position. The SR-7™ valve monitors the presence of air pressure in both primary and secondary delivery circuits.

PARKING (FIGURE 8)

Actuating the park brakes (by pulling the dash valve button out) exhausts spring brake air pressure through the SR-7™ valve exhaust port.

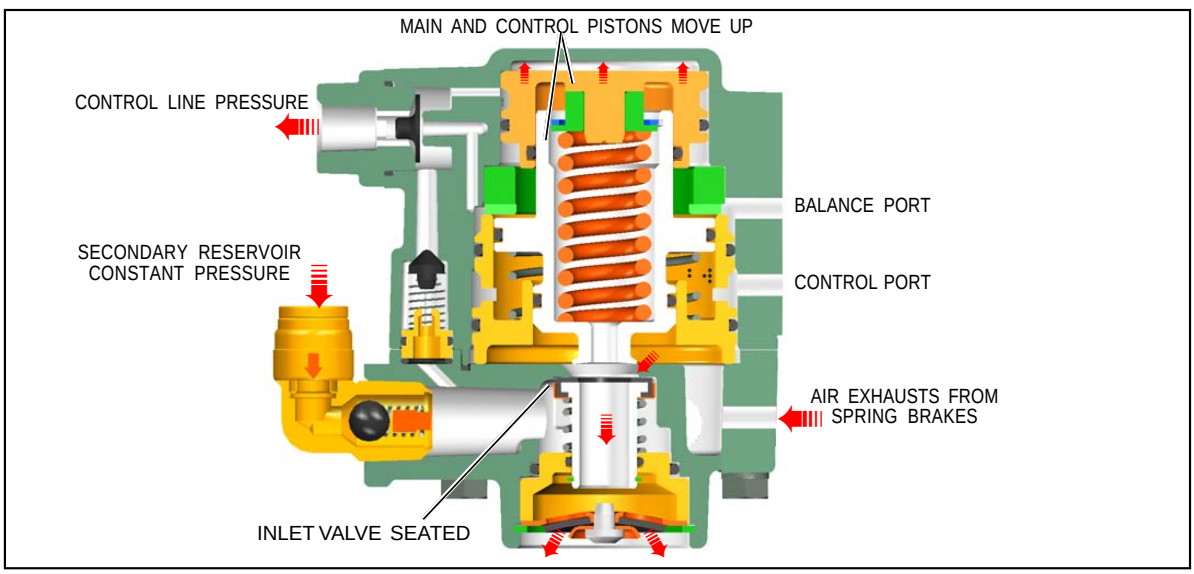

FIGURE 8 - PARKING

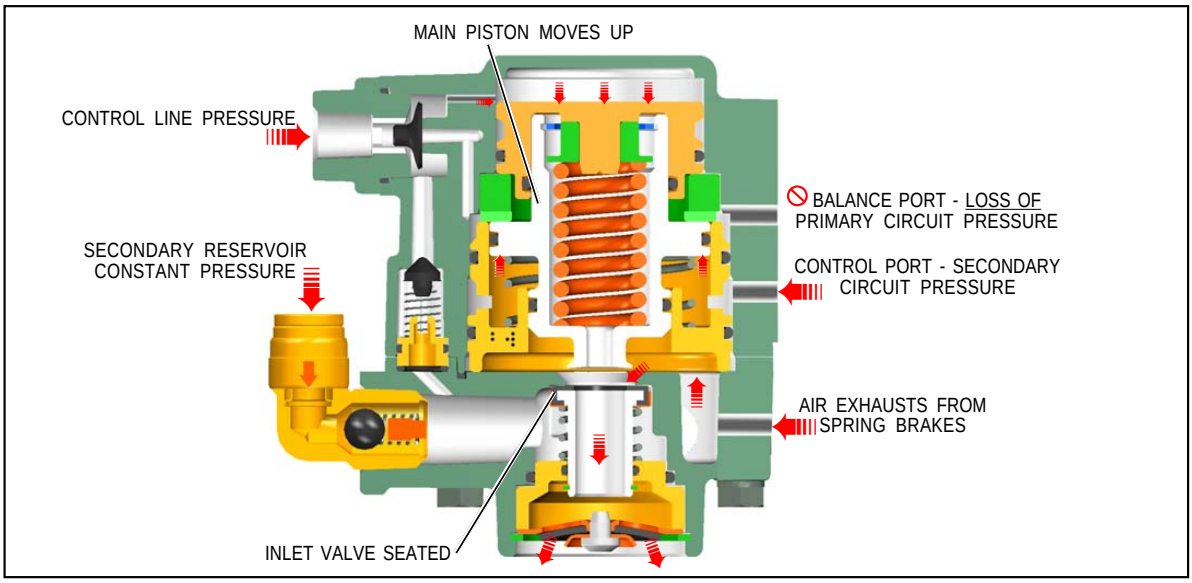

FIGURE 9 - SERVICE APPLICATION LOSS OF PRIMARY CIRCUIT

SERVICE APPLICATION WITH LOSS OF AIR IN PRIMARY CIRCUIT (FIGURE 9)

With the parking brakes released (dash valve button in) and the absence of air in the primary circuit delivery, a service brake application from the secondary circuit causes the pressure in the spring brakes to be exhausted proportionally to this application. This is known as spring brake modulation. A 30 psi service brake application will exhaust the spring brake pressure to approximately 60 psi.

SERVICE APPLICATION WITH LOSS OF AIR IN SECONDARY CIRCUIT (FIGURE 10)

With the parking brakes released (dash valve button in) and the absence of air in the secondary circuit reservoir, the external single check valve in the supply port seals to prevent air leakage to atmosphere from the SR-7™ valve. The dash valve delivery air flows through the in-line single check valve and becomes SR-7™ valve supply air. This air is delivered to maintain at least 107 psi (nominal) in the spring brake chambers.

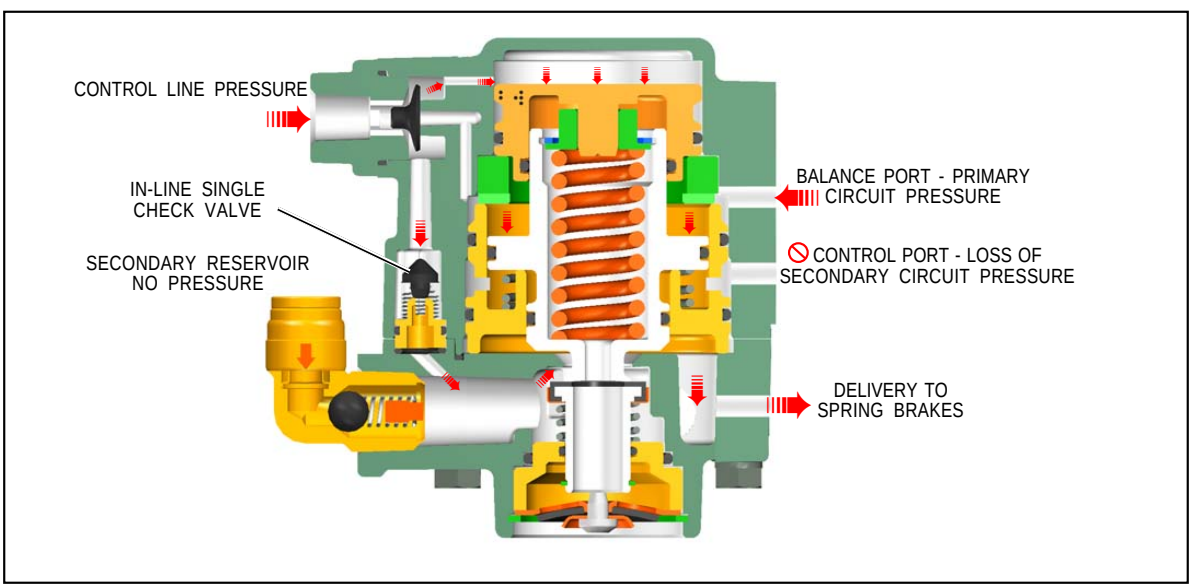

FIGURE 10 - SERVICE APPLICATION LOSS OF SECONDARY CIRCUIT

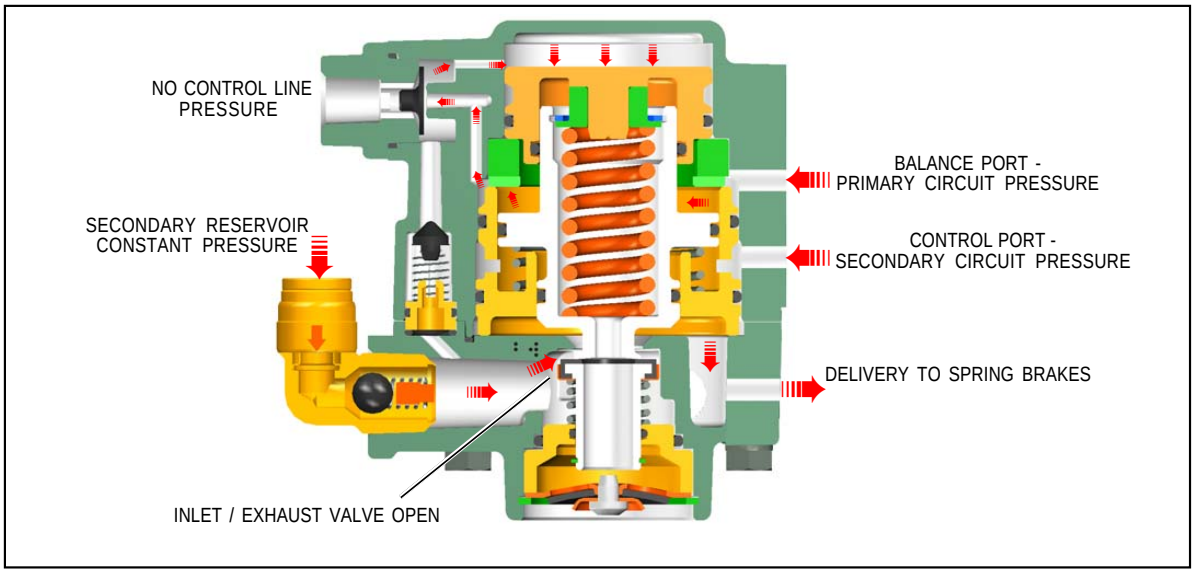

FIGURE 11 - ANTI-COMPOUNDING

ANTI COMPOUNDING (FIGURE 11)

The SR-7™ valve provides anti-compounding of the service and spring brake forces. When the park brakes are actuated (by pulling the dash valve button out), a service brake application will cause the SR-7™ valve to deliver air pressure to the spring brake chambers. Thus the vehicle is held stationary using a service brake application. When the service brake application is released, the delivery pressure is exhausted from the spring brake chambers and the vehicle remains parked using the spring brake actuators.

PREVENTIVE MAINTENANCE

Important: Review the Bendix Warranty Policy before performing any intrusive maintenance procedures. A warranty may be voided if intrusive maintenance is performed during the warranty period.

No two vehicles operate under identical conditions; as a result, maintenance intervals may vary. Experience is a valuable guide in determining the best maintenance interval for air brake system components. At a minimum, the SR-7™ valve should be inspected every 6 months or 1500 operating hours, whichever comes first, for proper operation. Should the SR-7™ valve not meet the elements of the operational tests noted in this document, further investigation and service of the valve may be required.

OPERATING TEST

Block vehicle and hold by means other than vehicle brakes. Charge air brake system to governor cut-out pressure.

1. Place parking control valve in “park” position. Observe that spring brake actuators apply promptly. Remove one line from delivery port of the SR-7™ valve and install test gauge known to be accurate. Place parking control valve in “release” position. Observe that spring brake actuators release fully.
2. With parking control valve in “release” position, note gauge pressure reading. (Correct spring brake actuator hold-off pressure is 107 psi nominally.)
3. Place parking control valve in “park” position - gauge reading should drop to zero promptly. A lag (more than 3 seconds) in drop of pressure would indicate faulty operation.
4. With the parking control valve in the “park” position, gradually apply foot brake valve and note a pressure reading increase on the gauge installed in the SR-7™ valve delivery port.
5. Place parking control valve in “release” position.
6. Drain the reservoir, which supplies the rear service brake circuit, apply the foot brake valve several times and note that pressure reading on gauge decreases each time foot brake valve is applied (spring brake modulation). After the foot brake valve has been applied several times, pressure on gauge will drop to the point where release of the spring brake actuators will no longer occur.

LEAKAGE TEST

Place the park control valve in the "release" position; using a soap solution, coat all ports including the exhaust port. A 1" bubble in 3 seconds is permitted (175 SCCM).

If the valve does not function as described, or if leakage is excessive, it is recommended that it be replaced with a new or remanufactured unit available from a Bendix parts outlet. **DO NOT ATTEMPT TO DISASSEMBLE THE SR-7™ VALVE. THE VALVE CONTAINS HIGH SPRING FORCES THAT COULD RESULT IN PERSONAL INJURY IF DISASSEMBLY IS ATTEMPTED!**

SERVICING THE SR-7™ VALVE

WARNING! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times.

1. **Park the vehicle on a level surface, apply the parking brakes, and always block the wheels. Always wear safety glasses.**
2. **Stop the engine and remove ignition key when working under or around the vehicle. When working in the engine compartment, the engine should be shut off and the ignition key should be removed. Where circumstances require that the engine be in operation, EXTREME CAUTION should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components.**
3. **Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.**
4. **If the work is being performed on the vehicle's air brake system, or any auxiliary pressurized air systems, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle. If the vehicle is equipped with an AD-IS™ air dryer system or a dryer reservoir module, be sure to drain the purge reservoir.**
5. **Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in a manner that safely removes all electrical power from the vehicle.**
6. **Never exceed manufacturer's recommended pressures.**
7. **Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.**
8. **Use only genuine Bendix® replacement parts, components and kits. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems.**
9. **Components with stripped threads or damaged parts should be replaced rather than repaired. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle and component manufacturer.**
10. **Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.**

VALVE REMOVAL

1. Prior to removing the SR-7™ valve, apply the parking brakes and drain all the vehicle reservoirs.
2. Identify all air lines before disconnecting.
3. Remove the two mounting nuts that secure the valve to the frame rail and remove the valve.

VALVE INSTALLATION

1. Align the mounting studs with the mounting holes on the vehicle frame rail. Tighten the mounting nuts to 180-220 in. lbs.
2. Install the valve onto the vehicle ensuring all ports are connected as marked during disassembly.

TESTING THE REPLACEMENT SR-7™ SPRING BRAKE MODULATING VALVE

Perform operating and leakage tests as outlined in "Operating Tests" section.