

TUBE COLOR CODING	
ACTIVE COLOR	CIRCUIT
→ → RED	SECONDARY
→ → GREEN	PRIMARY & SUPPLY
→ → YELLOW	PARKING BRAKE
→ → BLUE	SUSPENSION
→ → BLACK	ACCESSORIES

- NOTE #1 : OPTION OUTPUT, RETARDER/TRANSMISSION
 #2 : WHEEL CHAIR LIFT, PNEUMATIC DOOR
 #3 : N.O. - NORMALLY OPEN
 N.C. - NORMALLY CLOSE
 #4 : "ATC" OPTION
 ITEM # 191 & #192 VALVE NORMALLY CLOSE
 - ATC SYSTEM "OFF" - 2 A 3 OPEN, 1 CLOSE
 - ATC SYSTEM "ON" - 1 A 2 OPEN, 3 CLOSE

Traction Control (ATC) with ABS D-version 454M

For the ATC with an ABS 4 sensors and 4 modulator valves we are using our regular tag brake cancellation system when the ATC is in function.

Let's first look at the regular system. When we want to raise the tag, we flip the manual tag ctrl (item 54) to supply pilot pressure to the inversion valve (item 64) control port. This pressure is now passing through a second ATC valve (item 192). With pressure on control port, the inversion valve will dump delivery air. This is removing control pressure on relay valves that will then shut pressure to the tag brake chambers and remove any pressure that might have been in the chamber.

Using the brake cancellation system adds a second ATC valve as mentioned. It is controlled by the contact side of a relay being energized by the ATC light ECU output as accepted by Wabco. So when you check the ATC light, pressure is building in line #193. When light shuts off, pressure is exhausting at tag control valve nearby the driver, giving him a audible indication that it's valve is working. The explanation for the ATC system itself can be found in the Rockwell Wabco maintenance manual no. 30.

