

# SECTION 12: BRAKE AND AIR SYSTEM

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## Section 12: BRAKE AND AIR SYSTEM

### 1. AIR SYSTEM

The basic air system consists of an air compressor, reservoirs, valves, filters and interconnecting lines and hoses. It provides a means for braking; operating controls and accessories, and suspension (refer to Section 16, "Suspension", for complete information on suspension description and maintenance). An air system schematic diagram is annexed in the technical publications box provided with the vehicle for better understanding of the system.

### 2. BRAKES

This vehicle uses both the service brake and emergency/parking brake. The service brake air system is divided into two independent circuits to isolate front brakes from rear brakes, thus providing safe braking in the event that one circuit fails. Front axle brakes operate from the secondary air system, while brakes on both the drive axle and tag axle operate from the primary air system.

#### **NOTE**

*The tag axle service brake operates only when the axle is in normal ride position (loaded and down).*

Furthermore, the brake application or release, which is speed up by a pneumatic relay valve (R-12), will start with the rear axles and will be followed by the front axle, thus providing uniform braking on a slippery road. The vehicle is also equipped with an Anti-Lock Braking System (ABS), which is detailed later in this section.

The drive axle is provided with spring-loaded emergency/parking brakes, which are applied automatically whenever the control valve supply pressure drops below 60 psi (413 kPa).

### 3. AIR RESERVOIRS

The air coming from the air dryer is first forwarded to the wet air tank, then to the primary (for the primary brake system), secondary (for the secondary brake system), and accessory (for the pneumatic accessories) air tanks (Fig. 1 & 2).

Two additional air reservoirs may be installed on the vehicle: the kneeling air tank and I-Shift transmission air tank.

#### 3.1 MAINTENANCE

Ensure that the wet (main) air tank is purged during pre-starting inspection. In addition, it is good practice to purge this reservoir at the end of every working day. The remaining reservoirs must be purged at every 12,500 miles (or 20 000 km) or once every year, whichever comes first.

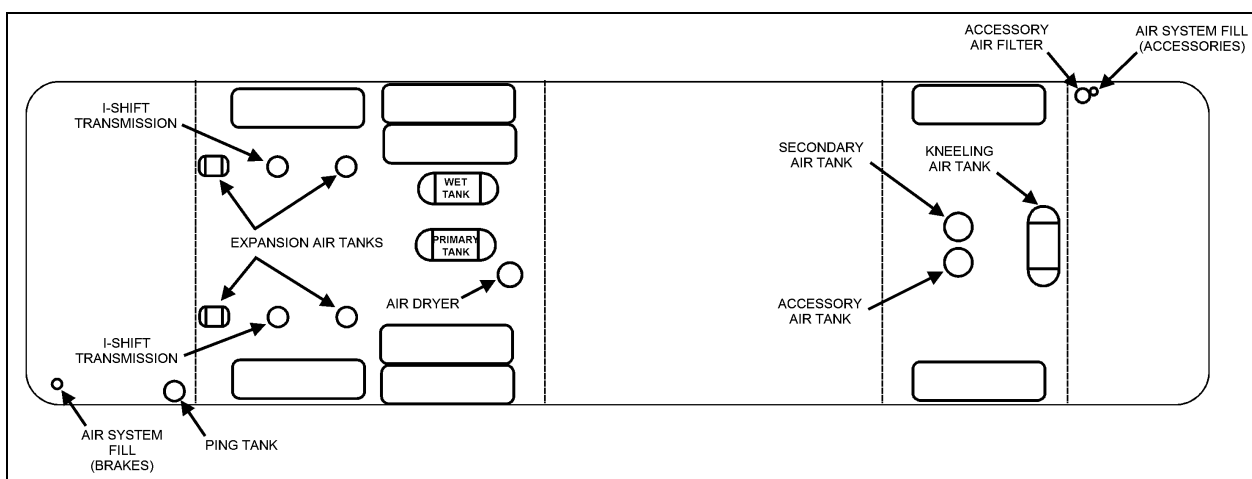


FIGURE 1: IFS AIR RESERVOIRS LOCATION

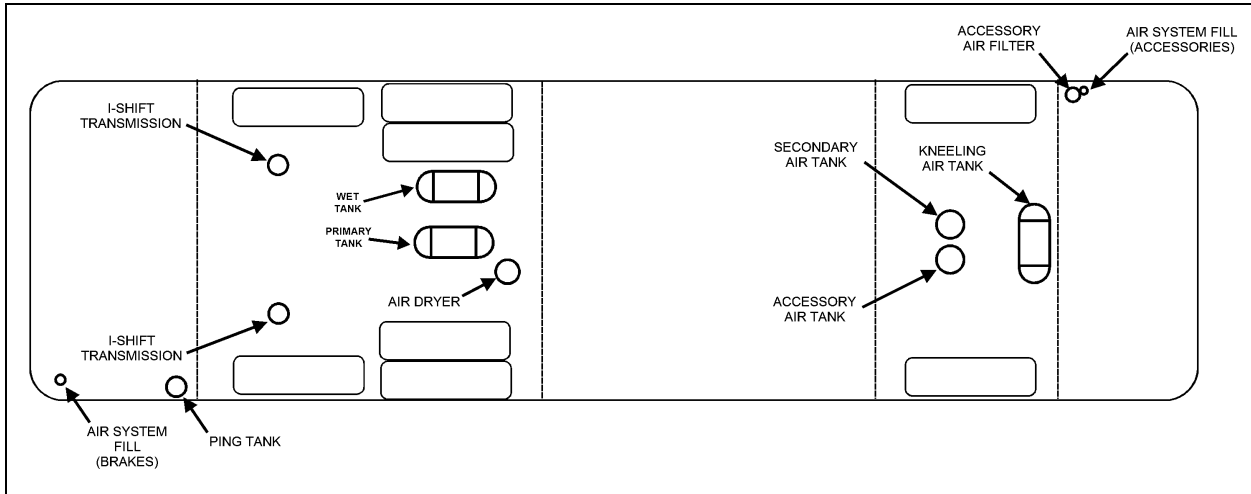


FIGURE 2: I-BEAM FRONT SUSPENSION AIR RESERVOIRS LOCATION

### 3.1.1 Wet (Main) Air Tank

This reservoir, located above the L.H. wheel of drive axle in the rear wheelhousing, is provided with a bottom drain valve. A recommended purge using the bottom drain valve should be done every 12,500 miles (20 000 km), or once a year, whichever comes first.

### 3.1.2 Primary Air Tank

This reservoir is located above the R.H. wheel of the drive axle and is provided with a bottom drain valve (Fig. 1 & 2). It is recommended to purge the primary air tank every 12,500 miles (20 000 km) or once a year, whichever comes first.

### 3.1.3 Accessory Air Tank

The accessory air tank is installed close to the front axle and is provided with a bottom drain valve (Fig. 1 & 2).

Purge the reservoir by its drain valve every 12,500 miles (20 000 km) or once a year, whichever comes first.

### 3.1.4 I-Shift transmission Air Tank (Coaches Only)

Installed on vehicles equipped with this option, this reservoir is located in the rear wheelhousing next to the expansion tanks. (Fig. 1 & 2). It is provided with a bottom drain valve.

Purge this reservoir every 12,500 miles (20 000 km) or once a year, whichever comes first.

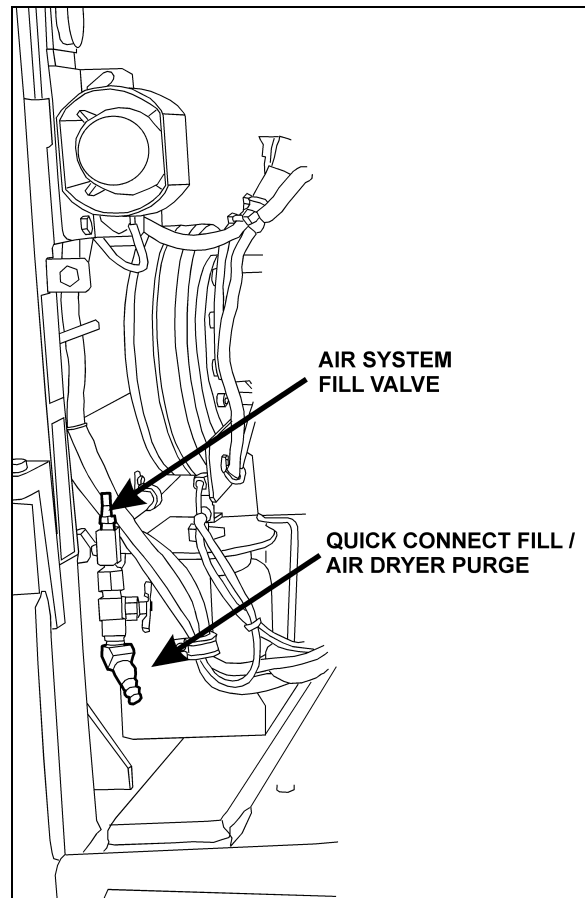


FIGURE 3: REAR VALVE LOCATION (TYPICAL)

### 3.1.5 Secondary Air Tank

This tank is located in the front wheelhousing, behind the steering axle (Fig. 1 & 2). It is provided with a bottom drain valve.

Purge this reservoir every 12,500 miles (20 000 km) or once a year, whichever comes first.

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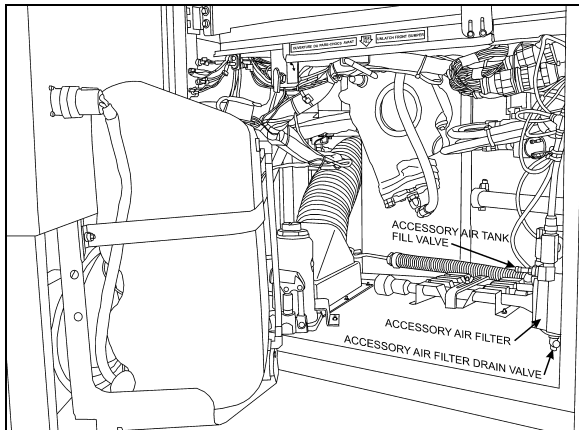


FIGURE 4: FRONT SERVICE COMPARTMENT

### 3.1.6 Kneeling Air Tank (Coaches Only)

The kneeling air tank is installed on vehicles equipped with the Kneeling or Hi/Low-Buoy options. It is located in the front wheelhousing (Fig. 1 & 2), and is provided with a bottom drain valve.

### 3.2 PING TANK

The ping tank may be located behind the tag axle or in the engine compartment; in this case, it is accessible through the engine compartment R.H. side door. It is used to dissipate heat and to reduce noise produced by the air compressor cycling on and off.

## 4. AIR SYSTEM EMERGENCY FILL VALVES

All vehicles come equipped with two emergency fill valves that enable system pressurization by an external source such as an air compressor. The rear valve is located in the engine compartment and is accessible from engine R.H. side door (Fig 3). It is positioned close to the door opening.



### CAUTION

Maximum allowable air pressure is 125 psi (860 kPa). Air filled through these two points will pass through the standard air filtering system provided by Prevost. Do not fill system by any point on the system.

The front valve is located in the front service compartment close to R.H. side of door frame (Fig. 4).

These two air system emergency fill valves are fitted with the same valve stems as standard tires, and can be filled by any standard external air supply line.

The rear air system emergency fill valve will supply air for all systems (brakes, suspension and accessories) while the front fill valve will supply air for accessories only.

## 5. ACCESSORY AIR FILTER

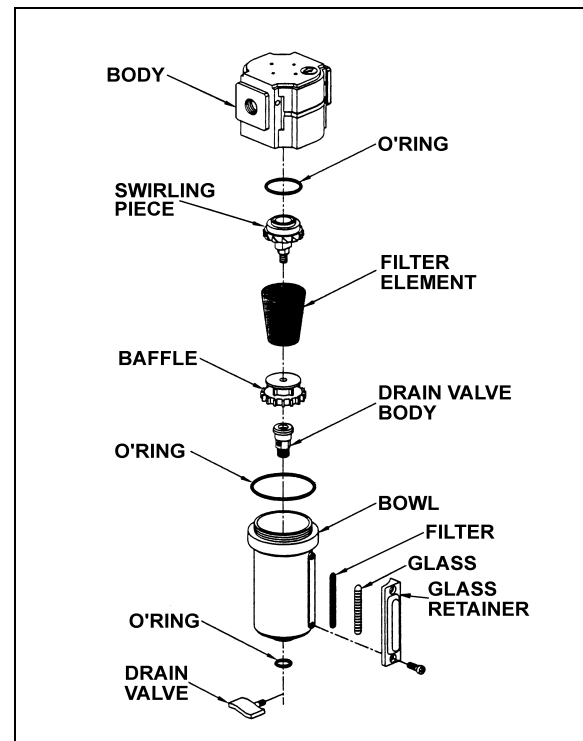


FIGURE 5: ACCESSORY AIR FILTER

This filter is located inside the front service compartment (Fig. 4). Its main function consists in filtering the air supplied to the accessory air system, when connected to an external supply line. Ensure filter is purged whenever supplying the system with an external air line and at least every 12,500 miles (20 000 km). To purge, open drain valve (Fig. 5), let the moisture come out, then close the drain valve.

### 5.1 FILTER ELEMENT REPLACEMENT

Replace filter element whichever of the following occurs first: every 100,000 miles (160 000 km), every two years, or whenever differential pressure exceeds 15 psi (105 kPa) between filter inlet and outlet ports. Check condition of all three O-rings for damage. Replace when necessary (Fig. 5).

### 5.2 CLEANING

Clean filter body and bowl with a warm water and soap solution. Rinse thoroughly with clean water. Blow dry with compressed air making sure the air stream is moisture free and clean. Pay

particular attention to the internal passages. Inspect all parts for damage and replace if necessary.

## 6. AIR GAUGES (PRIMARY, SECONDARY AND ACCESSORY)

The air pressure gauges, located on the dashboard (see "Operator's Manual"), are fed from pressure transducers installed on the DC-4 double check valve, located on the pneumatic accessory panel in the front service compartment.

The latter is connected to the air lines running from the primary and secondary air tanks, as shown on the pneumatic system diagram provided in the technical publications box. The accessory air gauge is connected to the accessory air tank using the drain valve connector. The vehicle should never be set in motion until the buzzer alarm and warning lights turn off, i.e. when air pressure registers at least 66 psi (455 kPa). Moreover, if pressure drops below 66 psi (455 kPa), the "Low air pressure" warning lights will turn on, and the "Low air pressure" buzzer will sound. Stop the vehicle immediately, determine and correct the cause(s) of pressure loss. Check the gauges regularly with an accurate test gauge. Replace the gauge with a new unit if there is a difference of 4 psi (27 kPa) or more in the reading.

## 7. AIR FILTER/DRYER



FIGURE 6: ELECTRICAL AIR FILTER DRYER

The electric air dryer works according to the same principles as its air-controlled predecessor. The difference is that this air dryer is controlled by the multiplex system. If the air dryer

should for some reason become powerless, it will cease to function and the desiccant will become *wet through*, while the compressor will continue to charge. Relief is provided via the safety valve.

By using the information from the vehicle electronic system, the air dryer and compressor control is optimized, so that drying of the air is guaranteed and fuel consumption is reduced. This will be noticed as a different compressor start/stop pattern.

The air dryer has a built-in function to prevent freezing or blockage. The function provides temporary relief (air dryer blow clean) at engine shut down. This function eliminates the problem of freezing on a stationary vehicle.

An additional function at vehicle start-up prevents the compressor from charging air during engine cranking and start-up.

The air filter/dryer is located in front of rear wheelhousing above drive axle (Fig. 1, 2 & 6) or in the coolant heater compartment (Optional).

Its purpose is to remove moisture that could damage the air system before the air enters the system reservoir. The air filter/dryer also filters the air to remove dirt, compressor oil, and other contaminants that can damage the system.

Change cartridge every 100,000 miles (160 000 km) or once every two years, whichever comes first.

The air dryer may be purged for maintenance purposes using the air brake fill valve located in the engine compartment and accessible through the engine compartment R.H. side door. The valve is positioned close to the L.H. side of door opening (Fig. 3).

Maintenance and repair information is supplied at the end of this section.

### 7.1 REPLACING THE DESICCANT CARTRIDGE

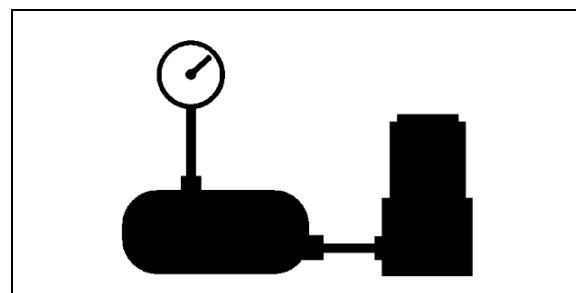


FIGURE 7: DESSICANT CARTRIDGE CHANGE ICON

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This Icon appears in the DID when it is time to replace the desiccant.

When replacing the desiccant cartridge, reset Regenerative Volume value using VCADS-PRO.

### 7.2 AIR LEAK CHECK / WARNING

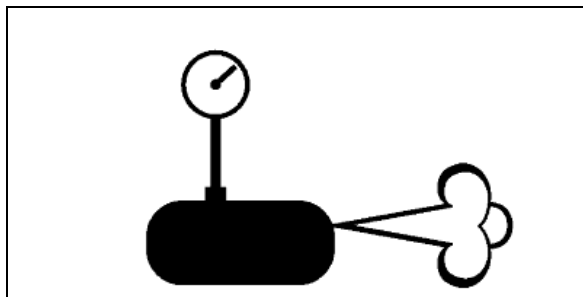


FIGURE 8: AIR LEAK CHECK / WARNING ICON

This icon may appear in the DID if the compressor is charging abnormally which is usually an indication of an air leak.

## 8. AIR LINES

Nylon-reinforced tubing, and flexible hoses are used to connect the units in the pneumatic system, including air brake system, suspension system and accessory systems such as the entrance door, fresh air damper cylinder, air horns, etc. Furthermore, the nylon tubing is color coded to ease identification. Refer to the following table for the complete color identification code. Service instructions for each type of air line are also provided under the applicable headings.

Color	Circuit
Red	Secondary
Green	Primary and Delivery
Yellow	Parking Brake
Blue	Suspension
Black	Accessory
Brown	Trailer Brake

### 8.1 FLEXIBLE HOSES

A flexible hose is used normally where it is impractical to use copper or nylon tubing due to constant flexing during operation, such as brake chamber hoses. Hose connections should be tested for leakage at least every 6,250 miles (10 000 km) or twice a year, whichever comes first and tightened or replaced if necessary. Any hose which is chafed, worn or kinked should be replaced.

Teflon-braided stainless steel hoses used in the engine compartment must be replaced only with similar hoses.

### 8.2 NYLON TUBING

Nylon tubing is used for air lines in areas where usage of this material is suitable. Nylon tubing is flexible, durable, and weather resistant. When replacing an air line, use nylon tubing only where it has been used previously.

Nylon air lines must never be routed in areas where temperature could exceed 200°F (93°C).



### CAUTION

Nylon air lines should be used to replace existing nylon lines only, and must comply with the color identification code to ease pneumatic system troubleshooting.

### 8.3 AIR LINE OPERATING TEST

If any trouble symptom such as slow brake application or slow brake release indicates a restricted or clogged air line, disconnect the suspected tube or hose at both ends and blow through it to clear the passage.

Inspect tubing and hose for partial restriction that may be caused by dents or kinks. If such a condition is found, the tubing or hose should be replaced.

### 8.4 AIR LINE LEAKAGE TEST

With air system fully charged and the brakes applied, coat all tubing and hose connections with a soapy solution to check for air leakage. No leakage is permitted. Leakage can sometimes be corrected by tightening the connection. If this fails to correct the leakage, new fittings, nylon tubing, copper tubing, teflon-braided stainless steel and flexible hoses must be installed as applicable.

### 8.5 MAINTENANCE

Inspect all lines for cuts, swelling, kinks or other damage or deterioration. Check for lines being pinched by other components. Retaining clips and ties must be in place.

Any support or bracket should be in good condition and mounted firmly in position. Hose spring guards should be in usable condition and not distorted. Particular attention should be given to long lines. Any supporting component (clips, ties, grommets, etc.) must be secured to prevent



against unnecessary vibration and eventual loosening of connection. Any detected leak should be repaired. Be sure nylon lines are not near areas of intense heat. Check for any missing grommets or loose material where chafing or cutting may occur. Replace with new material as required. In general, lines should be securely located in position and free from any binding condition which would hinder air flow.

**9. PRESSURE REGULATING VALVES**

There is one pressure regulator for the belt tensioner, and a second optional one installed on vehicles equipped with the World transmission output retarder.

The belt tensioner pressure regulating valve is located in the engine compartment above the engine air filter and is used to limit the air pressure in belt tensioners to 45 ± 2 psi (310 ± 15 kPa) (Fig. 7).

The optional regulator is located in the engine compartment, on the engine cradle R.H. side (accessible through the engine R.H. side door). It is used for transmission retarder and should be adjusted to 85 ± 3 psi (586 ± 20 kPa).

	Air Pressure (psi)	Air Pressure (kPa)
Belt Tensioner	45	310
Retarder	85	586

**9.1 MAINTENANCE**

Every 100,000 miles (160 000 km) or once every two years, whichever comes first, disassemble the regulating valve and wash all metal parts in a cleaning solvent (Fig. 7). Examine the diaphragm; if cracked, worn or damaged, replace with a new one. If the valve is excessively grooved or pitted, it should be replaced. Replace any other part that appears worn or damaged. After reassembly, adjust to the specified pressure setting and check for air leakage.

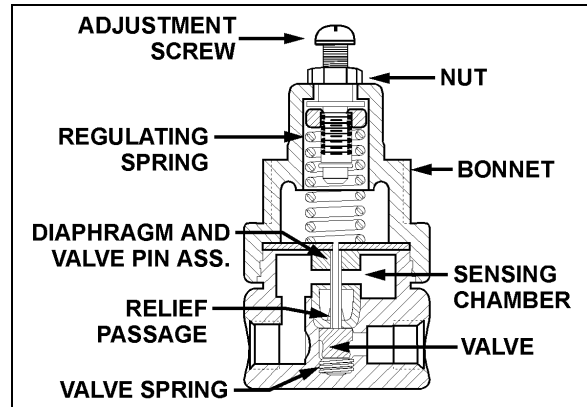


FIGURE 9: AIR PRESSURE REGULATING VALVE

**9.2 PRESSURE SETTING PROCEDURE**

Remove the dust cap from the pressure check valve (Fig. 8). Attach a pressure gauge at this port and check the pressure reading. If the pressure reading is incorrect, adjust as follows:

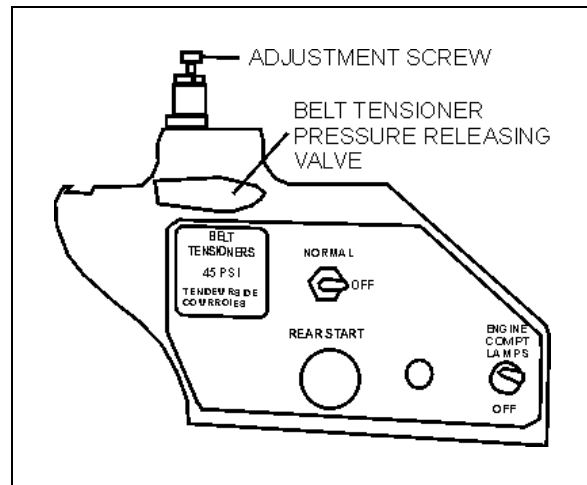


FIGURE 10: AIR PRESSURE REGULATOR

1. Loosen the locking nut, turn the adjustment screw counterclockwise to decrease pressure by approximately 10 psi (70 kPa) below the required pressure.
2. Turn the adjustment screw clockwise to increase the pressure slowly until the required pressure setting is reached. Tighten the locking nut.
3. Remove pressure gauge and replace dust cap on the air pressure check valve.

**10. AIR COMPRESSOR**

The Wabco System Saver 636 Twin Cylinder air compressor is located on the alternator side of the engine, at the flywheel end (Fig. 9). Its function is to provide and maintain air under

## Section 12: BRAKE AND AIR SYSTEM

pressure to operate devices in brake and air systems.

The compressor is driven by the ring gear, and is water cooled. Engine coolant is fed to the compressor through a flexible hose tapped into the block water jacket and connected to the rear of the compressor. Coolant returns from the top of the compressor (governor side) through a flexible hose to the engine pump.

The air is taken from the air intake manifold and entered in the top of the compressor. The compressed air is pushed into the discharge line located on side of the compressor, which sends air to the air dryer. Lubricating oil is supplied to the compressor by a line from the cylinder block oil gallery connected to the air compressor. Lubricating oil returns to the engine crankcase through the air compressor drive assembly.

Maintenance and repair information on the Wabco 636 Twin Cylinder air compressor is supplied in the applicable booklet annexed at the end of this section.

Item	Description	Notes
1	Air Compressor	Wabco 636
2	O'Ring	
3	Stud (3)	M12
4	Flange Nut (3)	Torque to 15lb-ft (20 Nm)
5	Nipple (2)	
6	Hose Assembly	

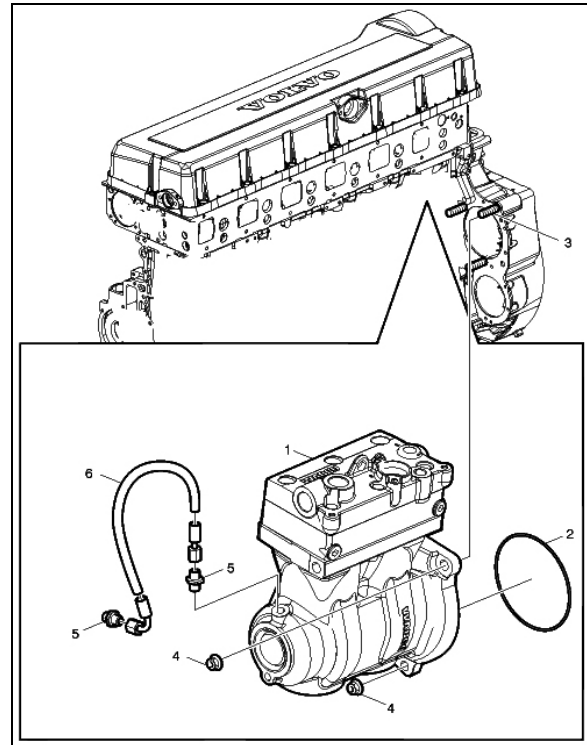


FIGURE 11: AIR COMPRESSOR LOCATION

### 10.1 COMPRESSOR REMOVAL AND INSTALLATION

1. Exhaust compressed air from air system by opening the drain valve of each air tank.
2. Drain the engine cooling system. See Section 5: "Cooling System".
3. Access the compressor by the engine R.H. side compartment. Identify and disconnect all air, coolant and oil lines from the compressor assembly.
4. Remove the three compressor flange mounting nuts.
5. Slide air compressor rearward to disengage the hub from coupling. Remove the air compressor.

**Remove and retain the oil supply tube that runs between the compressor and the engine**

Reverse removal procedure for installation.

### 11. EMERGENCY/PARKING BRAKE CONTROL VALVE (PP-1)

A lateral console is provided for parking brake application or release. The spring brakes are self-actuated whenever the control valve supply pressure drops below 60 psi (413 kPa). In the UP position, brakes are ON. In the DOWN

position, brakes are RELEASED. A protective case around the knob prevents accidentally releasing the brakes.

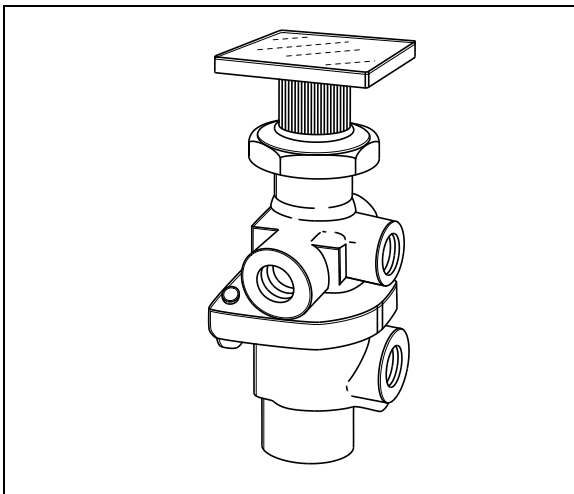


FIGURE 12: PP-1

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3611.

Remove the valve the following way:

1. Drain the air system.
2. Access this valve by tearing out the finishing panel, which holds the controls in place (Fig. 10).
3. Disconnect the air tubes.
4. Remove the retaining screws.
5. Service or replace the valve.
6. Installation is the reverse of removal.

## 12. EMERGENCY / PARKING BRAKE OVERRULE CONTROL VALVE (RD-3)

A RD-3 control valve is used with the optional parking brake overrule system. In the case of self-application of spring brakes due to a pressure drop, the brakes can be released by holding down this control valve. Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3611.

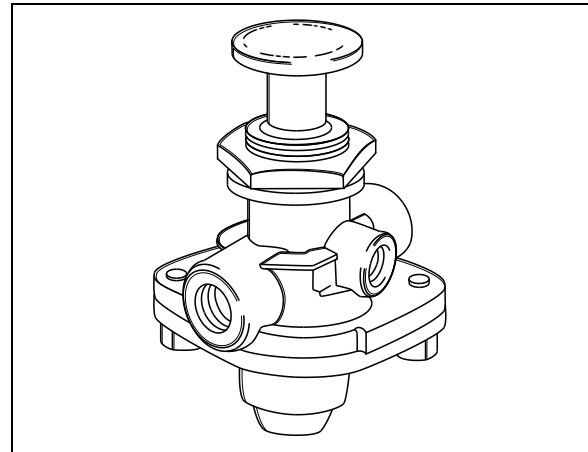


FIGURE 13: RD-3

## 13. FLIP-FLOP CONTROL VALVE (TW-1)

A flip-flop control valve mounted on the L.H. lateral console is provided to unload tag axle air springs and to lift tag axle. Another one controls the low-buoy system (coaches only). It is a manually operated "on-off" valve. Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-03-3602.

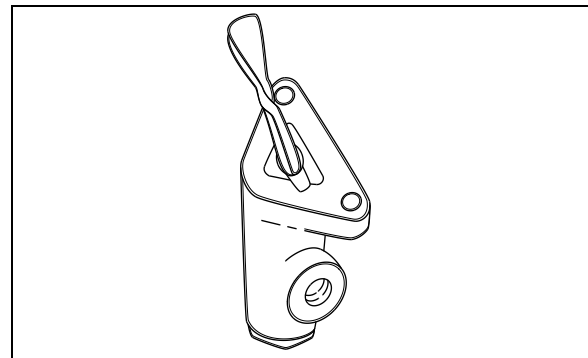


FIGURE 14: TW-1

## 14. DUAL BRAKE APPLICATION VALVE (E-10P)

The E-10P dual brake valve is a floor mounted, foot-operated type brake valve with two separate supply and delivery circuits. This valve is located in the front service compartment (Fig. 13).

### 14.1 BRAKE PEDAL ADJUSTMENT

After brake pedal replacement or repair, adjust the pedal to its proper position according to the following procedure:

1. Replace the linkage, loosen threaded rod lock nuts and screw or unscrew the threaded

## Section 12: BRAKE AND AIR SYSTEM

adjustment rod in order to obtain a 45° brake pedal inclination (Fig. 13).

2. Tighten threaded rod lock nuts.

### 14.1.1 Maintenance

Maintenance and repair information on the E-10P dual brake application valve is supplied in the applicable booklet annexed to this section under reference number SD-03-830.

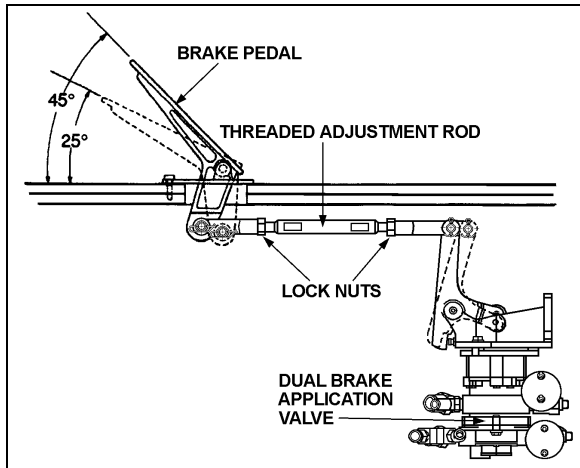


FIGURE 15: BRAKE PEDAL ADJUSTMENT

## 15. STOPLIGHT SWITCHES

Two stoplight switches are mounted on the dual brake application valve (E-10P). The upper one is used for the primary air circuit while the lower one is used for the secondary air circuit. Both switches have the same purpose, i.e. sending a signal that indicates when a brake application is made.

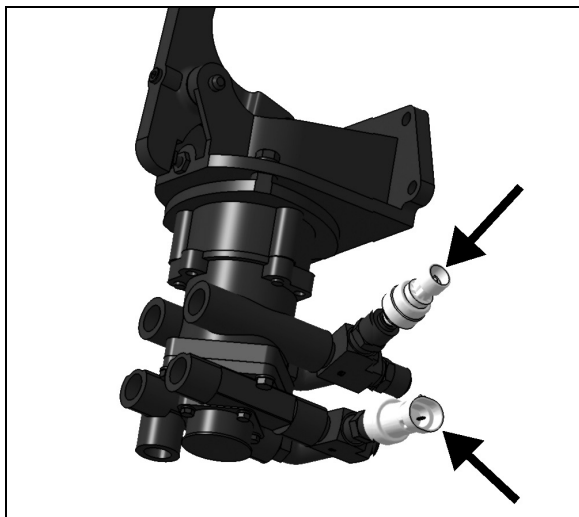


FIGURE 16: PRESSURE SWITCHES

## 16. PARKING BRAKE ALARM SWITCH

The parking brake alarm uses the same switch as the stoplights. It is mounted on the spring brake valve and sounds a warning alarm when the ignition key is turned OFF with parking brake released.

## 17. BRAKE RELAY VALVE (R-14)

The primary air system includes three brake relay valves being supplied by the dual brake valve, and which function is to speed up the application and release of the service brakes.

One Wabco R-14 valve located in the rear underframe supplies the drive axle service brake air line, while the other two R-14 valves supply independently both the tag axle right and left service brake air line and act as interlock valves. These valves are accessible from under the vehicle at the level of the tag axle. Maintenance and repair information on these valves is supplied in the applicable booklet annexed to this section under reference number SD-03-1064.

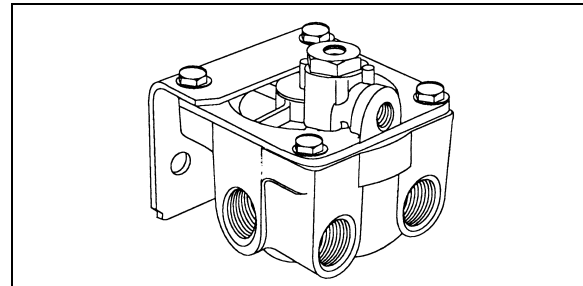


FIGURE 17: R-14

## 18. ANTILOCK TRACTION RELAY VALVES (ATR-6)

This valve combines service braking and traction control as well as electronic stability system functions. It is located above the front axle.

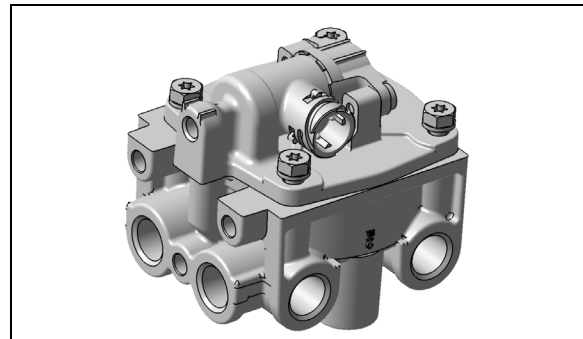


FIGURE 18: ATR-6

Maintenance and repair information on this valve is supplied in the applicable booklet annexed to this section under reference number SD-13-4861

### 19. SPRING BRAKE VALVE (SR-7)

The spring brake valve is located in the rear subframe. The SR-7 Modulating Valve is used in conjunction with a dual air brake system and spring brake actuator and performs the following functions:

- Provides a rapid application of the spring brake actuator when parking.
- Modulates the spring brake actuator application using the dual brake valve should a primary failure occur in the service brake system.
- Prevents compounding of service and spring forces.

Maintenance and repair information on the spring brake valve is supplied in the applicable booklet annexed to this section under reference number SD-03-9043.

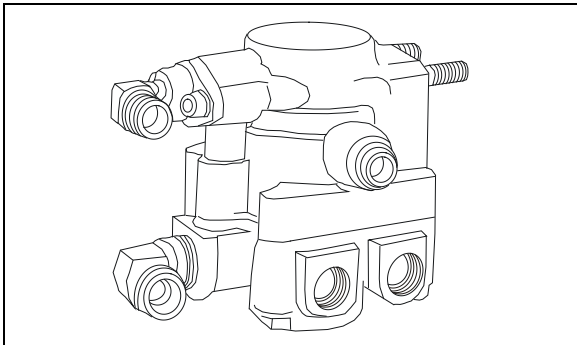


FIGURE 19: SR-7

### 20. PRESSURE PROTECTION VALVE (PR-4)

Maintenance and repair information on the pressure protection valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2010.

The air system includes two pressure protection valves (Fig. 18). One valve is installed on the manifold block, and insures at all times a minimum pressure of 70 psi (482 kPa) in the suspension air system in the event that a pressure drop occurs in either the suspension air system or accessory air system. This valve is located in the front service compartment beside the air filter.

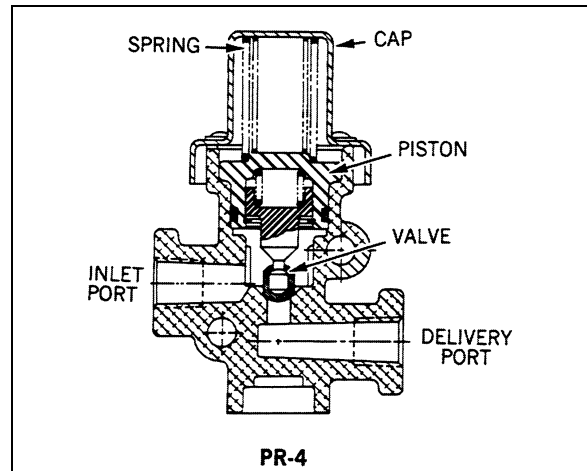


FIGURE 20: PR-4

The other valve is installed on the accessory air tank, and insures a minimum pressure of 70 psi (482 kPa) in the accessory air system in the event that a pressure drop occurs in either the suspension air system or braking air system (refer to Fig. 1 & 2 for accessory air tank location).

### 21. SHUTTLE-TYPE DOUBLE CHECK VALVE (DC-4)

Maintenance and repair information on the shuttle-type double check valve is supplied in the applicable booklet annexed to this section under reference number SD-03-2202.

The double check valve is located on the pneumatic accessory panel in the front service compartment. In the event of a pressure drop in either the primary or secondary system, this unit will protect the emergency /parking brake control valve and the intact portion of the air system from pressure loss.

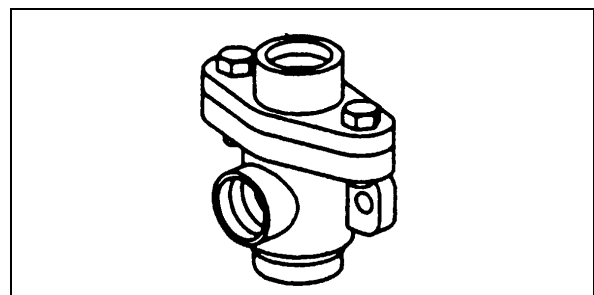


FIGURE 21: DC-4

### 22. EMERGENCY DOOR OPENING VALVES (COACHES ONLY)

Two emergency door opening three-way valves are installed on coaches. One is in the front service compartment, readily accessible. The other one is on the R.H. side lateral console, close to the entrance door. When used, the valve releases pressure in the door locking cylinder, thus allowing the door to be manually opened.

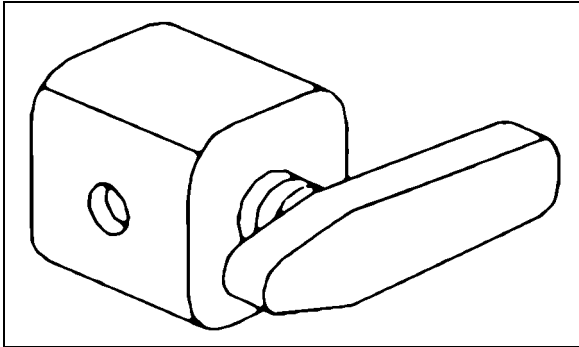


FIGURE 22: THREE-WAY VALVE

### 23. AIR HORN VALVE

The air horn valve is located in the L.H. front service compartment. The air horn button is on the center of the steering wheel. Refer to section 23 "ACCESSORIES" for more information.

### 24. AIR SYSTEM TROUBLESHOOTING

The following list has been designed to help in troubleshooting some of the most common problems in the air system and main causes. For air brakes troubleshooting, refer to "Air Brakes Troubleshooting" in this section. For more troubleshooting information, refer to the manufacturer's brochures annexed to this section.

Air pressure doesn't rise to, or doesn't maintain, a normal setting:

- Defective air gauge (registering incorrectly).
- Excessive leaking in air system.
- Reservoir drain cock open.
- Governor poorly adjusted or defective.
- Defective compressor.
- Worn compressor or excessive wear on piston and/or ring.
- Air pressure rises to normal setting too slowly.

Excessive leaking in air system:

- Clogged engine air cleaner.
- Worn compressor or excessive wear on piston and/or ring.
- Engine speed too low.

Air pressure rises above a normal setting:

- Defective air gauge (registering incorrectly).
- Faulty sensor.
- Restriction in line between governor and compressor unloading mechanism.

Air pressure drops quickly when engine is stopped:

- Leaks in compressor discharge valve.
- Leaks in governor.
- Leaks in air lines.
- Leaks in air system valves.

### 25. BRAKE OPERATION

The vehicle braking system uses both service and parking air-operated brakes. The air system is divided into two independent circuits to isolate the front axle brakes and the rear axle brakes (drive and tag), thus providing safe brake operation in the event that one circuit of the system fails. The primary circuit is connected to the drive and tag axle brakes, while the secondary circuit is connected to the front axle brakes. The tag axle service brakes operate only when the axle is in the normal driving (loaded) position. The spring-type emergency brakes are mounted on the drive axle, and will apply automatically if primary system pressure falls below 60 psi (413 kPa).

Furthermore, brake application or release, which is speed up by a pneumatic relay valve (R-14), will start with the rear axles and be followed by the front axle, thus providing uniform braking on a slippery surface. The vehicle is also equipped with an Anti-lock Brake System (ABS), detailed later in this section.

Brake and air system maintenance consists of periodic inspections. Check all parts for damage and brake adjustment (refer to subsequent headings in this section for more details). Ensure all fasteners are tight (refer to "Specifications" for recommended tightening torques).

**26. AIR BRAKES**


**DISC BRAKES**

*Knorr-Bremse SN7000* disc brakes are used on all axles. The front and drive axle discs are actuated by 24 inch<sup>2</sup> effective area air brake chambers (22 inch<sup>2</sup> for front solid beam axle), while on tag axle, the brake chambers have a 14 inch<sup>2</sup> effective area for service brake and a 16 inch<sup>2</sup> effective area for emergency/parking brakes. The *Knorr-Bremse SN7000* brakes are supplied with automatic clearance (slack) adjusters as standard equipment for easier adjustment.


For more information on disc brake components and scheduled maintenance, refer to *Knorr-Bremse Service Manual* at the end of this section.


**26.1 INSPECTION POINTS**

The following inspection points will ensure long-life and trouble-free operation of the disc brake.

 <p><b>MAINTENANCE</b></p>
<p>Moisture and dirt is the enemy. So, as a general recommendation, special care should be awarded to the condition of the various sealing elements, boots and caps to prevent any moisture or dirt intrusion in the caliper. Any missing or damaged sealing element, boot or cap should be replaced immediately.</p>

Refer to *Knorr-Bremse Pneumatic Disc Brake Y006471 Service Manual (KB Manual)* at the end of this section for the detailed maintenance procedures for these inspection points.


 <p><b>MAINTENANCE</b></p>
<p><b>Every 3 months:</b></p> <p>Check brake pad wear visually. This is independent of any electronic wear indicator fitted to the vehicle.</p>


 <p><b>MAINTENANCE</b></p>
<p><b>With every pad replacement:</b></p> <p>Check correct operation of the slack adjuster (see <i>KB Manual</i>, Section 5.2)</p> <p>Check that caliper operates smoothly over its full range of movement.</p> <p>Inspect all sealing elements boots and caps.</p>

At each pad replacement, make sure the caliper operates smoothly over its full range of movement. If the caliper shows the following signs, replacement of the guide sleeve (6c, fig 23), guide pin, screw (39) and cap is required.

- excessive or abnormal play
- movement along guide pins is hard or impossible (due to corrosion or dirt)
- A missing guide pin cap

Additionally, inspect the tappet and boot assemblies (13, Fig. 23), the adjuster cap (37) and the sealing elements (9, 58) for correct fitting and condition as well as the caliper bearing in the area of the rubber bush/guide sleeve (6) (see *KB Manual*, Section 5.3.3).

 <p><b>MAINTENANCE</b></p>
<p><b>Annually:</b></p> <p>Check the caliper running clearance and the correct fitting and condition of the caliper cover, the slack adjuster cap and sliding pin covers.</p>

 <p><b>MAINTENANCE</b></p>
<p>These frequencies are a minimum. Depending on the operating conditions of the vehicle, these inspections may need to be carried-out more frequently.</p>

If an individual wheel has heated abnormally, Please refer to Bendix *BW7514\_Single wheel end thermal overload checklist*. This checklist will help you through standard verifications required by the brake manufacturer before filing a warranty claim.

## Section 12: BRAKE AND AIR SYSTEM

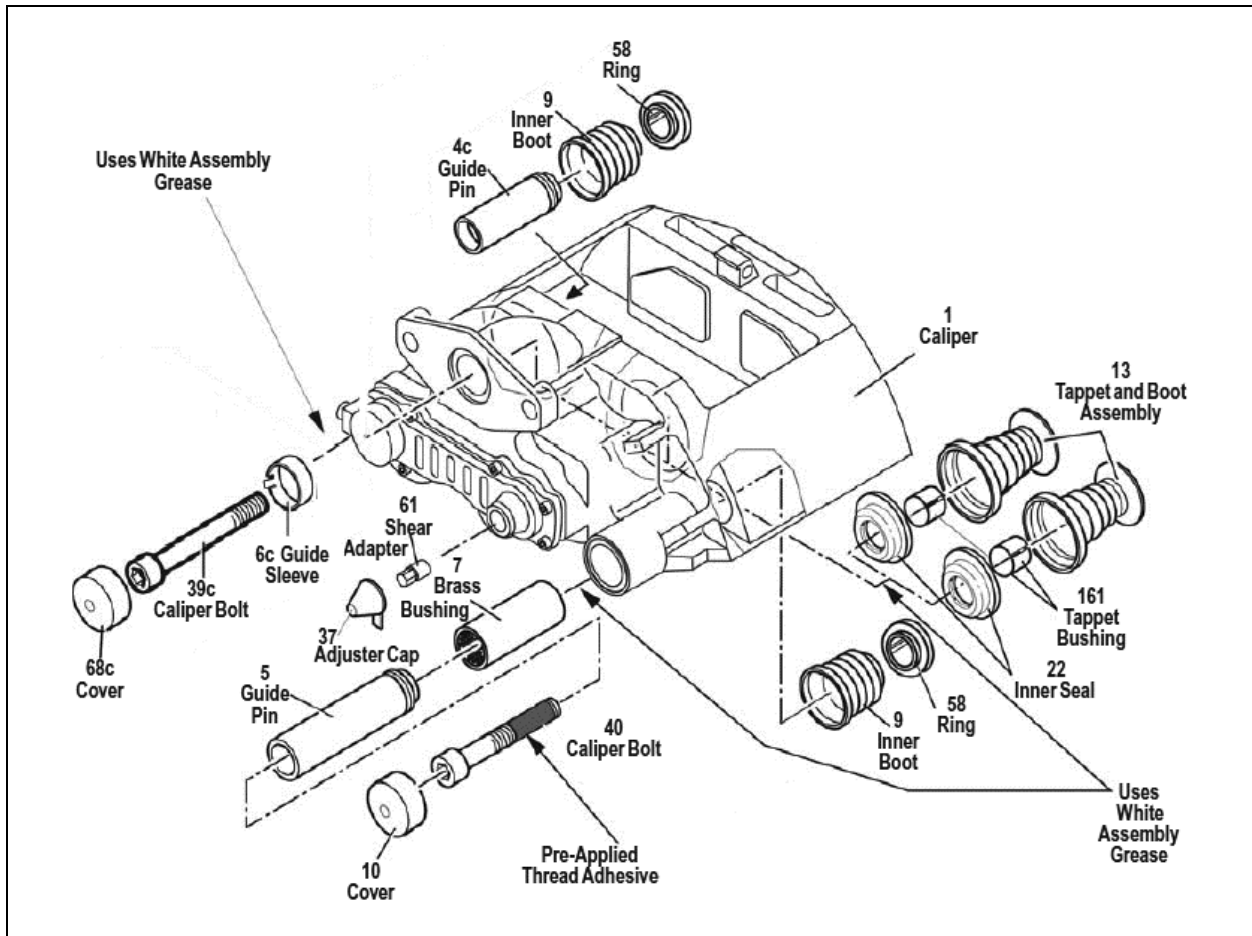


FIGURE 23: BRAKE COMPONENTS

### 26.2 PAD REPLACEMENT PROCEDURE

Brake pad replacement procedure has slightly changed with the introduction of the new N2G slack adjuster on our vehicles.

After fitting new pads, Adjuster has to be turned clockwise three clicks to give the correct running clearance.

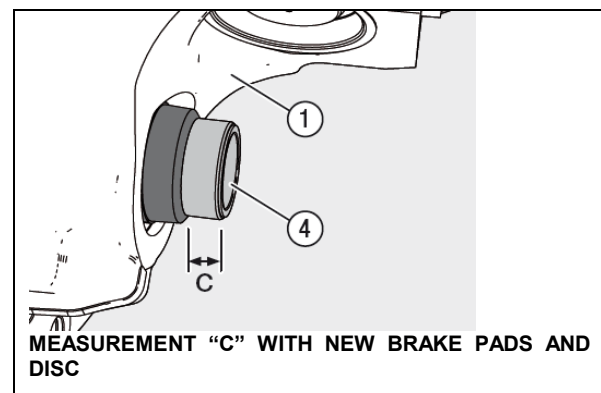
Please refer to *KB Manual*, Section 6 for the latest brake pad replacement procedure.

### 26.3 CHECKING DISC BRAKE PADS

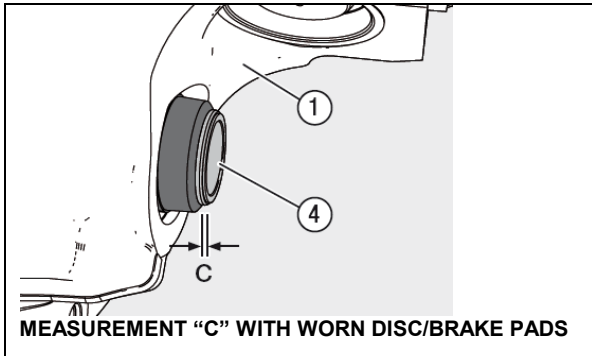
Brake pads have to be checked on a regular basis depending on the vehicle operation. The remaining thickness of the pads should never be less than 0.079 in (2 mm). When replacing brake pads, all four pads on an axle have to be changed at the same time. There is no inner or outer pad, since all pads are the same. Once removed, worn pads should be replaced in their original position.

### 26.3.1 Drive Axle – Equipped With a Solid Rubber Bushing and Exposed Guide Pin

The condition of the pads can be visually determined without removing the wheel by checking the position of the caliper (1) compared to the fixed guide pin (4).







MEASUREMENT "C" WITH WORN DISC/BRAKE PADS

FIGURE 24: BRAKE PAD WEAR CHECK ON DRIVE AXLE

If measurement "C" is less than 0.039" (1 mm), this condition requires a check of the brake pad thickness and the brake disc with the wheel removed. If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

26.3.2 Front and Tag Axle – Equipped With Visual Wear Indicator

The condition of the pads can be checked without removing the wheel by checking the position of the caliper compared to the tip of the wear indicator or carrier depending on vehicles.

In one variant of the visual wear indicator (Fig 25), the side of the caliper (flat surface around guide pin cap) lines up with the tip of the wear indicator (i.e. measurement "A" would be 0.0 in). In this condition, the brake pad thickness and the brake disc must be checked with the wheel removed. If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

Alternately, brake pad wear can be checked using carrier to caliper position. When points "P" and "R" align, the brake pad thickness and brake disc must be checked with the wheels removed (Fig 26). If any minimal tolerance limits have been reached, the pads and/or disc must be changed.

Additional details are available in the *Knorr-Bremse Service Manual* at the end of this section.

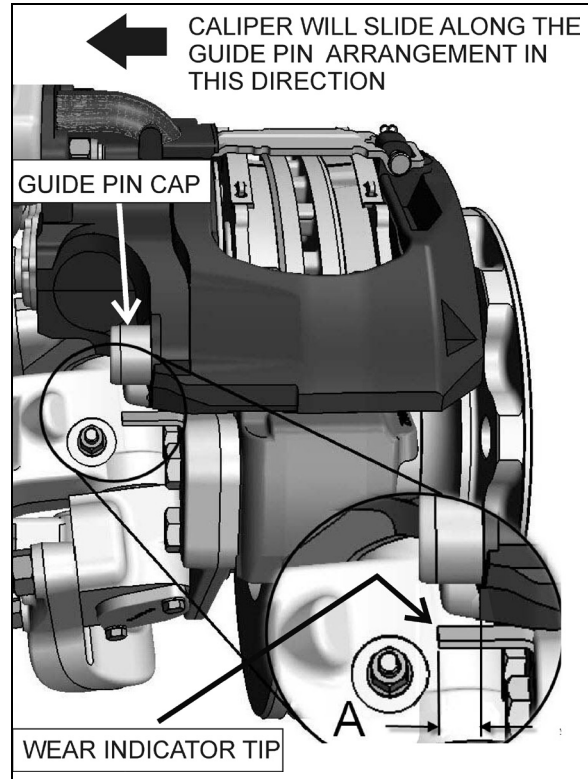


FIGURE 25: PAD WEAR CHECK FRONT AND TAG AXLE

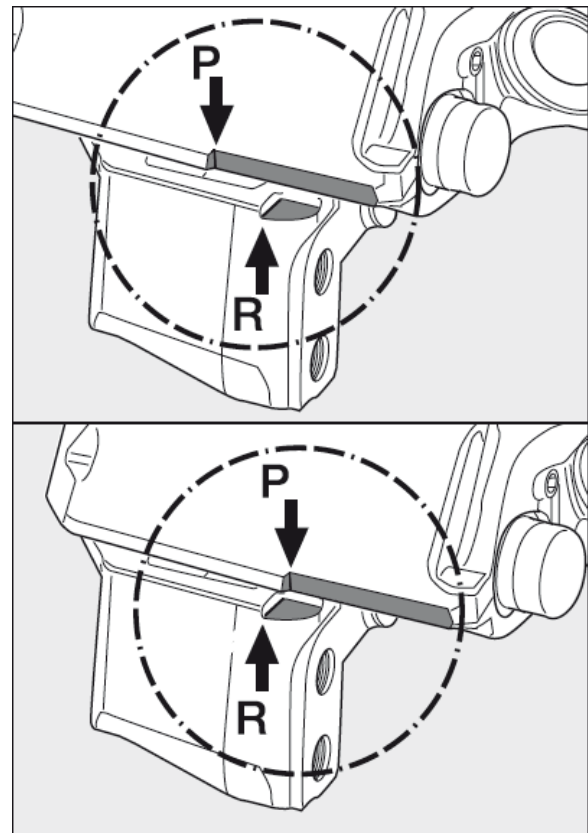


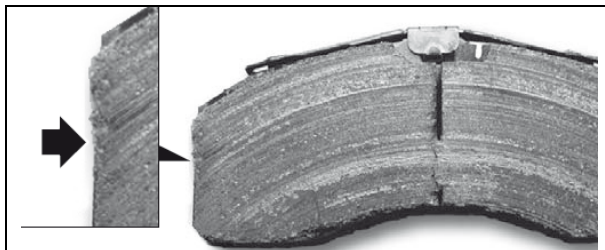
FIGURE 26: PAD WEAR CHECK FRONT AND TAG AXLE

## Section 12: BRAKE AND AIR SYSTEM

### 26.4 BRAKE PADS AND DISCS MINIMAL TOLERANCE LIMITS

#### 26.4.1 Brake Pads

The thickness of the pads must be checked regularly dependent on the usage of the vehicle. The pads should be checked corresponding to any legal requirements that may apply. Even if a wear indicator is fitted and connected, this must be at least every 12 months.



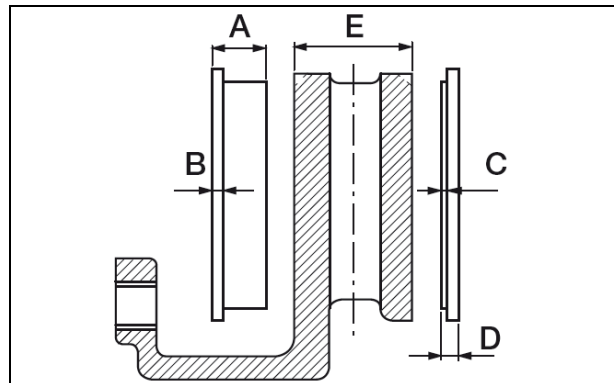
**MINOR BREAKOUTS AT THE EDGES ARE PERMITTED (see arrow)**



**MAJOR BREAKOUTS ON THE SURFACE OF THE BRAKE PAD ARE NOT PERMITTED**

If the thickness of the friction material at its thinnest point is less than 0.079 inch or 2 mm (measurement C), the pads must be replaced.

- A= Overall thickness of new brake pad: 1.18 in (30 mm)
- B= Back plate SN7 type: 0.354 in (9 mm)
- C= Minimal thickness of friction material: 0.079 in (2 mm)
- D= Minimum allowed thickness in worn condition for back plate and friction material: 0.433 in (11 mm)



#### 26.4.2 Brake Disc

Measure the thickness of the brake disc at the thinnest point. Be aware of possible burring at the edge of the disc.

- E= Total thickness of the brake disc  
New condition = 1.77 in (45mm)  
Worn condition = 1.457 in (37mm) (the disc must be replaced)  
If the disc dimension E  $\leq$  1.535 in (39mm), it is recommended that the disc should be renewed when the brake pads are changed.

Refer to Knorr-Bremse Pneumatic Disc Brake SN7 Service Manual included on the technical manuals CD for additional brake disc visual checks.

#### 26.5 CALIPER RUNNING CLEARANCE

The Knorr/Bendix air disc brake is designed to move freely, with minimal force. By pushing and pulling the caliper in an axial direction by hand (see arrows in Figure 27), a movement of 0.6 - 1.1 mm must be possible.

If, even using a high level of hand pressure (no tools), the caliper is not moveable, the caliper guidance must be further examined.

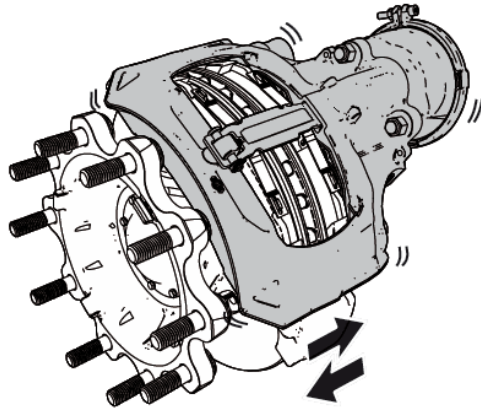


FIGURE 27: RUNNING CLEARANCE

26.6 TORQUE SPECIFICATIONS

For proper caliper maintenance, refer to the following figures.

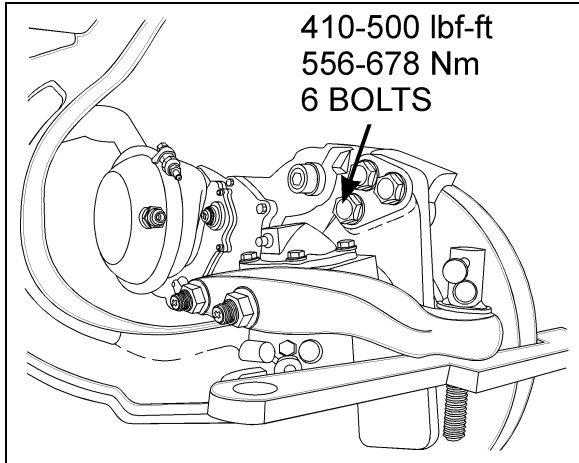


FIGURE 28: TORQUE SPECIFICATION

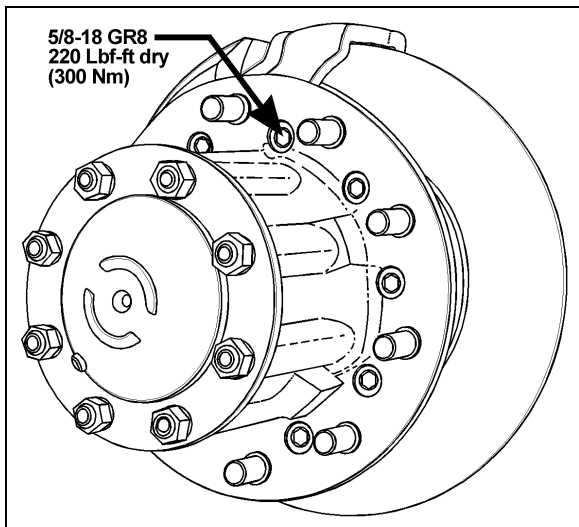




FIGURE 29: TORQUE SPECIFICATION

27. SAFE SERVICE PROCEDURES

Most recently manufactured brake linings no longer contain asbestos fibers. Instead of asbestos, these linings contain a variety of ingredients, including glass fibers, mineral wool, aramid fibers, ceramic fibers, and carbon fibers. At present, OSHA (Occupational Safety and Health Administration) does not specifically regulate these non-asbestos fibers, except as nuisance dust. Medical experts do not agree about the potential long-term risks from working with and inhaling non-asbestos fibers. Nonetheless some experts think that long-term exposure to some non-asbestos fibers could cause diseases of the lung, including pneumoconiosis, fibrosis, and cancer. Therefore, lining suppliers recommend that workers use caution to avoid creating and breathing dust when working on brakes that contain non-asbestos fibers.

	<p><b>WARNING</b></p>
<p>Whenever possible, work on brakes in a separate area away from other operations.</p> <p>Always wear a respirator approved by NIOSH (National Institute of Occupational Safety and Health) or MSHA (Mine Safety and Health Administration) during all brake service procedures. Wear the respirator from removal of the wheels through assembly.</p>	
	<p><b>WARNING</b></p>
<p>NEVER use compressed air or dry brushing to clean brake parts or assemblies. OSHA recommends that you use cylinders that enclose the brake. These cylinders have vacuums with high efficiency (HEPA (Health and Environment Protection Agency)) filters and workmans' arm sleeves. But, if such equipment is not available, carefully clean parts and assemblies in the open air.</p> <p>Clean brake parts and assemblies in the open air. During disassembly, carefully place all parts on the floor to avoid getting dust into the air. Use an industrial vacuum cleaner with a HEPA filter system to clean dust from the brake drums, backing plates and other brake parts. After using the vacuum, remove any remaining dust with a rag soaked in water and</p>	

## Section 12: BRAKE AND AIR SYSTEM

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wrung until nearly dry.

If you must grind or machine brake linings, take additional precautions because contact with fiber dust is higher during these operations. In addition to wearing an approved respirator, do such work in an area with exhaust ventilation.

When cleaning the work area, NEVER use compressed air or dry sweeping to clean the work area. Use an industrial vacuum with a HEPA filter and rags soaked in water and wrung until nearly dry. Dispose of used rags with care to avoid getting dust into the air. Use an approved respirator when emptying vacuum cleaners and handling used rags.


Wash your hands before eating, drinking or smoking. Do not wear your work clothes home. Vacuum your work clothes after use and then launder them separately, without shaking, to prevent fiber dust from getting into the air.

Material safety data sheets on this product, as required by OSHA, are available from Rockwell and Knorr-Bremse.

**28. AIR BRAKE TROUBLESHOOTING**

The following tests and check lists have been designed to identify the cause(s) of a sluggish performance and/or leaks in the system. These tests require very little time to perform, and give you a general idea of the system condition. Each test is provided with a corresponding check list which will guide you to the most common causes of problems.

Before performing any test, check all air lines for kinks or dents, and hoses for signs of wear, drying out or overheating.

 <p><b>WARNING</b></p>
<p>When working on or around a brake system and its related components, the following precautions should be observed:</p> <p>Always block vehicle wheels. Stop engine when working under a vehicle. Keep hands away from chamber push rods and slack adjusters as they may apply when system pressure drops.</p> <p>Never connect or disconnect a hose or line containing air pressure. It may whip as air escapes. Never remove a component or pipe plug unless you are sure all system pressure has been depleted.</p> <p>Never exceed recommended air pressure and always wear safety glasses when working with air pressure. Never look into air jets or direct them at anyone.</p> <p>Never attempt to disassemble a component until you have read and understood the recommended procedures. Some components contain powerful springs and injury can result if not properly disassembled. Use only proper tools and observe all precautions pertaining to the use of those tools.</p> <p>Always clean connecting piping and/or fittings, and coat pipe threads with Teflon pipe sealant before installing any air brake system component.</p>

**Pressure Build-Up / Low Pressure Warning / Cutoff Point / Air Filter/Dryer Built-in Governor Cutout**

CONDITION: Vehicle leveled, parking brake applied.

1. Completely drain wet, primary and secondary air reservoirs only.
2. Start engine and run at fast idle. Low pressure warning lights should be "On".
3. Start checking pressure at 50 psi (344 kPa).
4. Low pressure warning lights and buzzer should go off at or above 60 psi (415 kPa).
5. At 85 psi (586 kPa), run engine at maximum recommended rpm, then check that build up to 100 psi (690 kPa) is 13 seconds or less.
6. Air filter/dryer built-in governor cut-out. Cuts out compressor at 144 psi ±3 (847±21 kPa).
7. Air filter/dryer built-in governor cut-in. Cuts in compressor at around 122 psi (758 kPa).

For common corrections, refer to the following check list:

**Low Pressure Warning: High or Low Cutoff Point**

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

**High or Low Air Filter/Dryer Built-in Governor Cutout Point**

- Perform a telltale light and gauge test. Replace entire cluster if found defective.

OR

- Repair or replace air filter/dryer as necessary after checking that compressor unloader mechanism operates correctly.

**More than 13 seconds to build-up pressure from 85 to 100 psi (585 - 690 kPa) at full engine RPM**

- Perform a telltale light and gauge test. Replace entire cluster if found defective.
- Check compressor strainer or inlet line. If restricted, clean or replace element or faulty line.
- Check compressor head or discharge line for carbonization or restriction. Clean or replace as necessary.
- If discharge valves leak, pull head and correct or replace cylinder head.
- If drive is slipping, replace gear.
- If inlet valves are stuck, open or leaking severely, replace unloader kit, inlet valves and/or seats as necessary.

## Section 12: BRAKE AND AIR SYSTEM

- If drain cock is found open, close it.
- Listen for air leaks and repair.
- Redo list to check all items repaired or replaced.

### Air Supply Reservoir Leakage

CONDITION: Full pressure, engine stopped, parking brake applied

1. Allow at least 1 minute for pressure to stabilize.
2. Stop engine, then check air pressure gauge for 2 minutes. Note any pressure drop.
3. Pressure should not drop by more than 3 psi (20 kPa) per minute.

For common corrections, refer to the following check list:

Excessive air loss:

- With the primary air system at normal operating pressure, 122-144 psi (841- 993 kPa) coat all air line connections and pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none should be permissible. Repair or replace defective parts.
- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

### Brake System Air Leakage

CONDITION: Full pressure, engine stopped, parking brake released.

1. Apply service (foot) brakes, allow at least 1 minute for pressure to stabilize.
2. Hold down foot valve for 2 minutes while observing air pressure gauge on the dashboard.
3. Pressure drop should not be more than 3 psi (20 kPa) per minute.

For common corrections, refer to the following check list.

### Excessive leakage on brake service side:

- With the primary air system at normal operating pressure, 122-144 psi (841- 993 kPa) and foot brake applied, coat all air line connections and brake pneumatic components with a water and soap solution. Bubbles will indicate an air leak, and none

should be permissible. Repair or replace defective parts.

- Listen for leaks and correct as required.
- Redo test to check all items repaired or replaced.

### IMPORTANT NOTE

*To maintain your vehicle's air disc brakes at their original performance standard, we strongly recommend use of only genuine, approved service replacement parts on Bendix and Knorr-Bremse air disc brake systems.*

*If non-approved friction materials or replacement components are used, neither Prevest Car nor Bendix Spicer Foundation Brake LLC will accept any air disc brake-related warranty returns or claims.*

*For more information on this policy, refer to Bendix-Prevest product notification annexed at the end of Section 12 of Maintenance Manual.*

## 29. BRAKE AIR CHAMBER

If this vehicle is equipped with *Knorr-Bremse SN7000* disc brakes on all axles, it also uses "Knorr-Bremse" brake chambers. The drive axle chambers consist of two separate air chambers, each having its own diaphragm and push rod. They are used as a service brake chamber, an emergency brake in case of air pressure loss and a spring-applied parking brake. Refer to figure 31.

The front and tag axle brake air chambers are used only for service brake duty (Fig. 30).

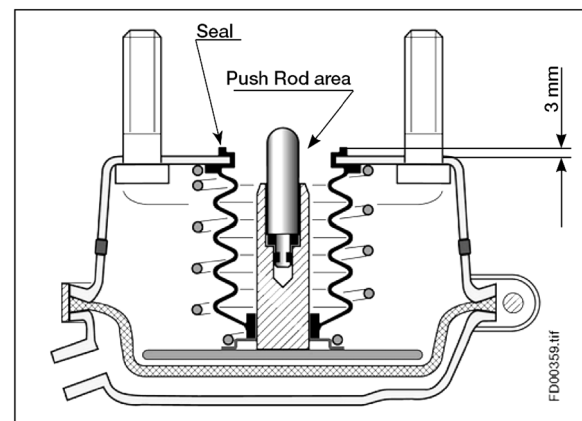


FIGURE 30: FRONT AXLE BRAKE AIR CHAMBER

29.1 MAINTENANCE

Every 6,250 Miles (10 000 km) or twice a year, whichever comes first depending on type of operation:

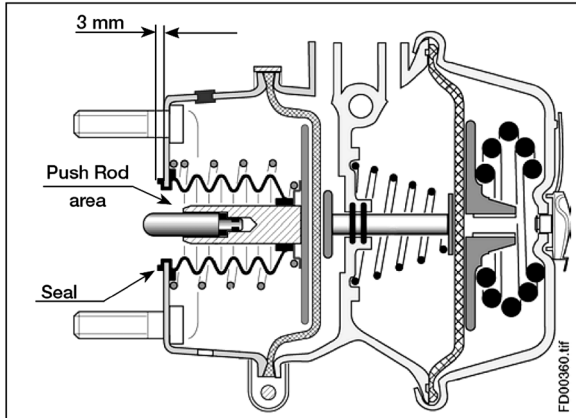


FIGURE 31: DRIVE AXLE BRAKE AIR CHAMBER

Check all hoses and lines. They should be secure and in good condition.

Every 100,000 Miles (160 000 km) or once a year, whichever comes first depending on type of operation:

1. Disassemble and clean all parts.
2. Install new diaphragm or any other part if worn or deteriorated.
- 3.

**NOTE**

*When the diaphragm, spring, or both are replaced, they should be replaced in the corresponding chamber on the same axle.*

4. Perform an airtightness test:
  - a) Make and hold a full brake application.
  - b) Coat clamping ring(s) with a soapy solution. If leakage is detected, tighten clamping ring only enough to stop leakage. **Do not overtighten** as this can distort sealing surface or clamping ring. Coat area around push rod hole (loosen boot if necessary). No leakage is permitted. If leakage is detected, the diaphragm must be replaced.

29.2 EMERGENCY/PARKING BRAKE MANUAL RELEASE



**DANGER**

Never stand in the axis line of the spring brake

chambers, especially when caging the spring.

**Drive Axle**

1. Block the wheels to prevent the vehicle from moving.
2. Remove the release stud tool from its storage place on drive axle brake air chamber.
3. Remove the access plug from the end of the spring chamber and then insert the release stud through the opening. Turn the release stud ¼ turn (clockwise) to anchor it into the spring plate. Install the flat washer and nut, then turn the nut clockwise to cage the spring. Repeat on the opposite side.



**DANGER**

Make sure the release stud is properly anchored in spring plate receptacle prior to caging the spring.

4. To manually reset the emergency/parking brake, turn the nut counterclockwise. Reinstall access plugs on the spring chambers, and release stud tools in their storage places.

29.3 BRAKE CHAMBER REMOVAL



**WARNING**

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

To prevent personal injuries, brake chambers should be made inoperative by releasing spring tension prior to disposal.

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.
3. To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: "Wheels, Hubs and Tires").
4. Exhaust compressed air from system by opening the drain valve of each reservoir.
5. For the drive axle brake chambers, manually release spring brakes (refer to

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"Emergency/Parking Brake, Manual Release" procedure in this section).

6. Disconnect air line(s) from brake chamber.
7. Remove the cotter pin connecting brake chamber and slack adjuster (drive axle).
8. Unbolt and remove the brake chamber from vehicle.

### 29.4 BRAKE CHAMBER INSTALLATION

Reverse removal procedure and then check brake adjustment.



#### CAUTION

Always clean air lines and fittings, and coat pipe threads with teflon pipe sealant before reconnecting air lines. Make sure the drain hole of the brake chamber is in the lower position for proper moisture evacuation.

### 29.5 BRAKE CHAMBER DISASSEMBLY



#### DANGER

Spring brake chambers, on drive and tag axles contain an extremely high compressive force spring, which can possibly cause serious injury if special precautions are not taken when working around this area.

To avoid such injury, the following recommendations must be applied:

- Prevost recommends the installation of a new spring brake chamber if it is found to be defective.
- Spring brake chamber maintenance and/or repair must be performed by trained and qualified personnel only.
- Before manually releasing spring brakes, visually check spring brake for cracks and/or corrosion.
- On "MGM" brake chambers (drive axle), make sure the release stud is properly anchored in spring plate receptacle prior to caging the spring.
- Never stand in the axis line of the spring brake chambers, especially when caging the spring.



#### WARNING

To prevent personal injuries, brakes should be inoperative prior to working on any of their components.

1. Block the wheels to prevent the vehicle from moving.
2. Safely support vehicle at the recommended body jacking points.

#### NOTE

To gain access to a given brake air chamber, the corresponding wheel can be removed (refer to Section 13: "Wheels, Hubs and Tires").

3. Exhaust compressed air from air system by opening the drain valve of each reservoir.
4. For the drive axle brake chambers, manually release spring brakes (refer to "Emergency/Parking Brake Manual Release" procedure in this section).
5. Remove clamp ring, remove and discard the existing diaphragm. Install the new diaphragm squarely on body.
6. Reverse the procedure for assembly. Tap clamp ring to ensure proper seating. Check for proper operation before placing vehicle in service.

### 30. ANTI-LOCK BRAKING SYSTEM (ABS)

This device has been designed to ensure stability and permit steering control of vehicle during hard braking, and to minimize its stopping distance whatever the road conditions are. On slippery roads and generally in emergency situations, over-braking frequently induces wheel lock. The anti-lock braking system provides maximum braking performance while maintaining adequate steering control on slippery roads.

The ABS continuously monitors wheel behavior during braking. Sensors on each wheel of front and drive axles (tag axle is slave to drive axle) transmit data to a four channel electronic processor which senses when any wheel is about to lock. Modulator valves quickly adjust the brake pressure (up to 5 times per second) to prevent wheel locking. Each wheel is therefore controlled according to the grip available between its tire and the road.

With this device, the vehicle is brought to a halt in the shortest possible time, while remaining stable and under the driver's control.



Since the braking system has dual circuits, the ABS is also provided with a secondary system should a fault develop in the ABS. Anti-lock systems are a parallel system which does not hinder brake functioning in case of failure. Braking system functions in normal, non anti-lock controlled operation during ABS system failure.

The ABS system consists of two diagonally related circuits, only the half of the system which has sustained damage or other fault is switched off (i.e. wheels return to normal non-ABS braking). The other diagonal half remains under full ABS control.

**NOTE**  
*ABS is active on service brake, transmission retarder, Jake brake, but is inactive on emergency/parking brake.*

**NOTE**  
*The ABS system is inoperative at speeds under 4 mph (6 Km/h). Illumination of ABS telltale indicator at these speeds is normal.*

**CAUTION**  
 Disconnect the ECU or pull the ABS fuse before towing vehicle.

30.1 TROUBLESHOOTING AND TESTING

For troubleshooting and testing of the vehicle's anti-lock braking system, refer to Meritor Wabco Maintenance Manual MM-0112: "Anti-Lock Braking System (ABS) for Trucks, Tractors and Buses", at the end of this section. Use dashboard Message Center Display (MCD) Diagnostic Mode for troubleshooting and repair.

30.2 ABS COMPONENTS

The main components of the ABS system are listed hereafter. Refer to each component for its specific function in the system and for proper maintenance.

30.2.1 Electronic Control Unit (ECU)

This control unit is located in the front electrical compartment, (refer to figure 32 for location). According to the data transmitted by the sensors (number of pulses/sec is proportional to the speed of each wheel), the electronic control unit determines which wheel is accelerating or decelerating. It then establishes a reference speed (average speed) from each wheel data, and compares the speed of each wheel with this reference speed to determine which wheel is accelerating or decelerating.

As soon as wheel deceleration or wheel slip threshold values are exceeded, the electronic control unit signals a solenoid control valve to limit the excessive brake pressure produced by the driver in the appropriate brake chamber.

**Maintenance**

No specific maintenance is required. The ECU is not serviceable. When found to be defective, replace.

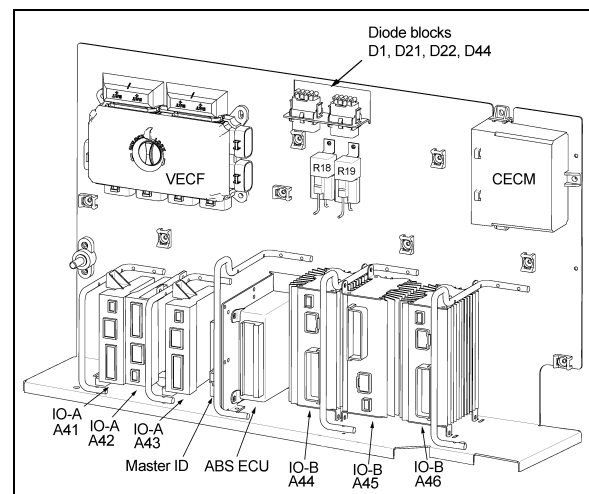


FIGURE 32: ABS ECU LOCATION

**CAUTION**  
 In order to protect the ABS electronic control unit from voltage surges, always disconnect before performing any welding procedure on vehicle.

30.2.2 ABS Modulator Valve

This ABS system is equipped with four or five modulator valves, located between the brake chamber and the relay valve or quick release valve (Fig. 33). Note that on the basic ABS system, there is only one solenoid valve

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controlling the drive and tag axle wheels on the same side (tag axle is slave to drive axle).

This is an "On/Off" type valve, i.e., at brake application, the valve exhausts air from the brake chamber when the electronic unit senses that the corresponding wheel speed is decreasing in relation to the other wheels.

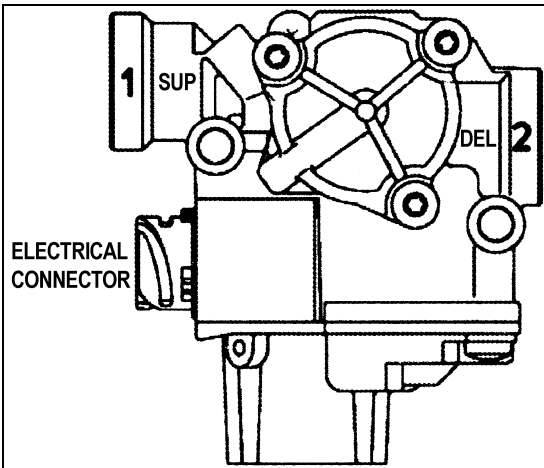


FIGURE 33: ABS MODULATOR VALVE

### Maintenance

Refer to Bendix Service Data sheet SD-13-4870 located at the end of this section.

#### 30.2.3 Sensors

The sensors are mounted on the front, drive and tag axle (if applicable) wheel hubs (Fig. 34). The inductive sensors consist essentially of a permanent magnet with a round pole pin and a coil. The rotation of the toothed wheel alters the magnetic flux picked up by the coil, producing an alternating voltage, the frequency of which is proportional to wheel speed. When wheel speed decreases, magnetic flux decreases proportionately. Consequently, the electronic control unit will command the solenoid control valve to decrease the pressure at the corresponding brake chamber.

### Maintenance

No specific maintenance is required for sensors, except if the sensors have to be removed for axle servicing. In such a case, sensors should be lubricated with special grease (Prevost #680460) before reinstallation. Refer to paragraph "Sensor Installation" for details.

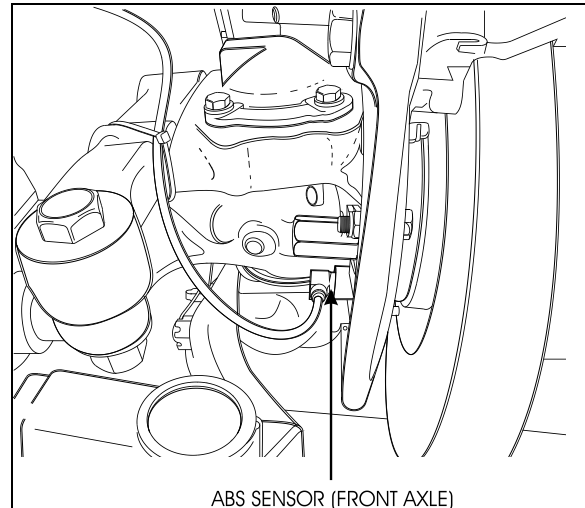


FIGURE 34: ABS SENSOR LOCATION

### NOTE

The resistance value, when sensors are checked as a unit, must be equal to 1,75 k ohms. To check the sensors for proper output voltage after the sensors and toothed wheels have been assembled to the axle, connect a suitable AC voltmeter across the output terminals. With the hubs rotating at 30 rpm, the output voltages should read from 50 to 1999 mV to be acceptable.

### Sensor Installation

The following procedure deals with sensor installation on the axle wheel hubs. Read procedure carefully before reinstalling a sensor, as its installation must comply with operational tolerances and specifications.

1. Apply recommended lubricant (Prevost #680460) to spring clip and sensor.



### CAUTION

Use only this type of grease on the sensors.

2. Insert spring clip in the holder on hub. Make sure the spring clip tabs are on the inboard side of the vehicle. Push in until the clip stops.
3. Push the sensor completely inside the spring clip until it is in contact with the tooth wheel. Ensure mounting is rigid, as it is an important criterion for adequate sensor operation.

**NOTE**

*This installation should be of the "press fit" type.*

30.2.4 Spring clip

The spring clip retains the sensor in its mounting bracket close to the toothed pulse wheel. The gap between the sensor end and teeth is set automatically by pushing the sensor in the clip hard up against the tooth wheel, and the latter knocks back the sensor to its adjusted position (Fig. 35).

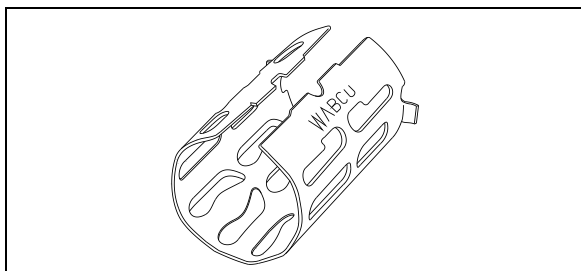


FIGURE 35: SPRING CLIP

**Maintenance**

The spring clip requires no specific maintenance.

**31. BENDIX AUTOMATIC TRACTION CONTROL (ATC) – ELECTRONIC STABILITY PROGRAM (ESP)**

In addition to the ABS function, vehicle is equipped with a Traction Control System (TCS) feature. This feature is provided by an advanced model of Bendix EC-60 controller. Bendix refers to this feature as **Automatic Traction Control (ATC®)**. Bendix ATC can improve vehicle traction during acceleration, and lateral stability while accelerating 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.

The EC-60 advanced model controller also provides an ABS-based Electronic Stability Control (ESC) feature. Bendix refers to it as **ESP® Electronic Stability Program**.

The Bendix ESP system is an ABS-based stability system that enhances vehicle stability by both reducing engine throttle and by applying vehicle braking based on actual vehicle dynamics. Accordingly, the ESP system is

available only on specific approved vehicle platforms after vehicle application and development efforts and validation testing. Only certain limited variations of an approved vehicle platform are permitted without further validation of the ESP system application.

ESP stability system consists of Yaw Control (YC) and Roll Stability Program (RSP) features.

	<b>CAUTION</b>
Even with ESP-equipped vehicles, the driver remains responsible for ensuring vehicle stability during operation.	

	<b>DANGER</b>
ESP may reduce the vehicle speed automatically.	

	<b>DANGER</b>
ESP can make the vehicle <b>decelerate automatically</b> . ESP can slow the vehicle with or <b>without the operator applying the brake</b> , and <b>even when the throttle is being applied</b> .	

31.1 COMPONENTS

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

- Six (6) Bendix® WS-24™ wheel speed sensors. Each sensor is installed with a Bendix Sensor Clamping Sleeve;
- Five (5) Bendix® Pressure Modulator Valves (M-32QR™);
- Dash-mounted vehicle ABS Indicator Lamp;
- Service brake relay valve;
- Dash-mounted trailer ABS Indicator Lamp.

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

- Drive axle traction control valve;

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- Dash-mounted “ESC/TCS” status/indicator lamp;
- Dash-mounted “TCS” Mud/snow switch;
- J1939 serial communication to engine control module.

31.1.3 The EC-60™ controller’s ESP/RSP function utilizes the following components:

- Front Axle Traction Control Valve integral to the service brake relay valve;
- Dash-mounted “ESC/TCS” status/indicator lamp (also serves as the ATC status/indicator lamp);
- Bendix SAS-70™ Steering Angle Sensor (mounted to the steering column);
- Bendix YAS-70™ Yaw Rate/Lateral Acceleration Sensor (mounted to a cross member behind the drive axle);
- Brake Demand Sensors (installed in the primary and secondary delivery circuits);
- Load Sensor (installed in the suspension air spring);
- An additional Modulator Valve (Bendix® M-32QR™ Pressure Modulator Valve) that controls pressure applied to the trailer brakes during system intervention.

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

This Bendix® M-32QR™ Pressure Modulator Valves (PMV) is operated by the EC-60™ controller to modify driver applied air pressure to the service brakes during ABS, ATC, RSP or YC activation. 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 “modulate” or “control” the brake pressure during an antilock braking event. The hold solenoid is normally open and the release solenoid is normally closed, such that the PMV nominally allows air to flow through. This design allows for air delivery to brake chambers in the event of electrical trouble.

The Advanced EC-60™ controller also utilizes an additional PMV for control of the trailer service brakes during stability interventions.

### 31.2 6S/5M CONFIGURATION

Prevost vehicles utilize a 6S/5M configuration, with the additional axle (rear tag 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.

### 31.3 ADVANCED ABS WITH ELECTRONIC STABILITY CONTROL (ESC)

#### Overview

Bendix ESP® stability system reduces the risk of rollovers, jackknifing and other loss of control. ESP features include Roll Stability Program (RSP) and Yaw Control. During operation, the ECU of the Bendix Advanced ABS system constantly compares performance models to the vehicle’s actual movement, using the wheel speed sensors of the ABS system, as well as lateral, yaw, and steering angle sensors. If the vehicle shows a tendency to leave an appropriate travel path, or if critical threshold values are approached, the system will intervene to assist the driver.

#### Roll Stability Program

Bendix RSP, an element of the overall ESP system, addresses rollover conditions. In the case of a potential roll event, the ECU will override the throttle and quickly apply pressure at all wheel ends to slow the vehicle combination. The level of braking application during an RSP event will be proportional to roll risk.

#### Yaw Stability

Yaw stability counteracts the tendency of a vehicle to spin about its vertical axis. During operation, if the friction between the road surface and the tires is not sufficient to oppose lateral (side) forces, one or more of the tires can slide, causing the vehicle to spin. These events are referred to as either an “under-steer” situation (where there is a lack of vehicle response to steering input due to the slide on the front axle) or an “over-steer” (where the vehicle’s rear end slides out due to tire slide on the rear axle) situation. Factors that influence yaw stability are: wheelbase, suspension, steering geometry, weight distribution front to rear, and vehicle track width.

#### Yaw Control

Yaw Control corresponds to a wide range of low to high friction surface scenarios including rollover, jackknife and loss of control. It is the recommended system for all power vehicles and especially critical for vehicles pulling trailers. In the case of vehicle slide (over-steer or under-steer situations), the system will reduce the throttle and then brake one or more of the “four corners” of the vehicle (in addition to potentially applying the trailer brakes), thus applying a counter-force to better align the vehicle with an appropriate path of travel.

For example, in an over-steer situation, the system applies the “outside” front brake; while in an under-steer condition, the “inside” rear brake is applied.

DANGER

**ESP may reduce the vehicle speed automatically.**

ESP can make the vehicle **decelerate automatically**. ESP can slow the vehicle with or **without the operator applying the brake**, and **even when the throttle is being applied**.

### 31.4 BENDIX® SAS-70™ STEERING ANGLE SENSOR

The Steering Angle Sensor (SAS) is used to provide driver steering input to the controller. It reports the steering wheel position to the controller utilizing a dedicated serial communications link that is shared with the YAS-60™ sensor. The controller supplies the power and ground inputs to the SAS-70™ sensor.

The SAS-70™ sensor installed on Prevost vehicles is the 90° connector.

#### 31.4.1 Removal of the steering angle sensor

##### Service Checks:

1. Check all wiring and connectors. Some installations also include an intermediate connector from the steering angle sensor to the main vehicle wire harness. Make sure all connections are free from visible damage.
2. Examine the sensor. Make sure the sensor, its mounting screws, and the interface between the hub and the steering column are not damaged.

##### Diagnostics:

The steering angle sensor is only operational in conjunction with an Advanced ECU. No independent diagnostics can be performed on the sensor.

##### Removal:

1. Remove steering column upper, middle and lower covers.
2. The steering angle sensor is located near the universal joint.
3. Unplug sensor cable assembly from body of sensor. Squeeze the mounting tabs and pull gently on connector until it disengages.
4. Disconnect steering column upper U-joint.
5. Unscrew all three of the mounting screws that hold the body of the sensor to the steering column body.
6. Slide the sensor over the column to remove. Take note if the sensor label is facing upward or downward.

##### Installation:

1. Obtain a new sensor. The sensor is not repairable in the field.
2. Slide the sensor over the column. The center hub of the sensor must be aligned with the corresponding notch in the column. The sensor label should be facing in the same direction as the removed sensor.
3. Reconnect the steering column U-joint.
4. Assemble the column non-moving plate with three self-locking screws.
5. Tighten screws to 48 lbf-ft (65 Nm) to 74 lbf-ft (100 Nm).
6. Reconnect the connector. Ensure that there will be no force applied to the sensor because the connector is pulling on the sensor body.
7. If the wire harness leading to the sensor is being replaced, ensure that it is adequately tie wrapped so that the full motion of the steering column can be achieved without pulling apart the connectors.
8. Reinstall the steering column covers. The sensor is not protected against dirt or water intrusion, so care must be taken not to introduce these elements during installation.

##### Steering Angle Sensor Calibration

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The steering angle sensor calibration can only be achieved when the sensor is powered by the Advanced ABS ECU. No stand-alone sensor calibration can be carried out. The calibration procedure is performed using Bendix® ACom™ Diagnostic V4.0 or higher. See “Troubleshooting Diagnostic Trouble Codes: Steering Angle Sensor (SAS-60)” for the calibration procedure using this tool.

The sensor **must** be recalibrated after any of these situations:

- Replacement of the steering angle sensor;
- Any opening of the connector hub from the steering angle sensor to the column;
- Any maintenance or repair work on the steering linkage, steering gear or other related mechanism;
- Adjustment of the wheel alignment or wheel track;
- After an accident that may have led to damage of the steering angle sensor or assembly.



### WARNING

If the steering angle sensor is not properly recalibrated as needed, the yaw control system may not function properly, which can result in incidents leading to loss of vehicle control.

## 32. FITTING TIGHTENING TORQUES

**NTA-Type Plastic Tubing:** Hand tighten nut (Fig. 36). From that point, tighten using a wrench the number of turns indicated in the following chart.

Tubing diameter (inches)	Number of additional turns required following hand tightening
1/4	3
3/8 to 1/2	4
5/8 to 3/4	3 ½

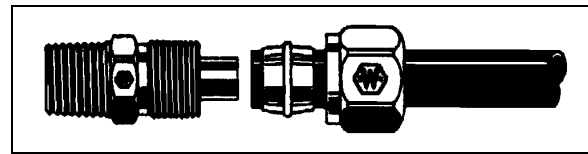


FIGURE 36: HOSE FITTING

### NOTE

Use Loctite pipe sealant to seal pipe thread (Prevost number 680098).

**33. SPECIFICATIONS**

**Air Compressor**

Make.....Meritor Wabco  
Model..... SS636  
Capacity (at 1250 rpm).....37.4 cfm (1,059 m<sup>3</sup>/min.)

**Air Dryer**

Make..... WABCO  
Model..... System Saver  
Prevost number ..... 21440978  
Desiccant cartridge Prevost number ..... xxxx  
Cut in pressure ..... 122 psi  
Cut-out pressure..... 144 psi