

CAUTION

The following tests could either *damage the measuring instruments* or *damage the ABS or ATC valves* being tested. If the user is unfamiliar with the use of a multimeter, the following tests should not be conducted.

If the meter is not connected properly, damage to the meter could result. Also, the valves should not be left connected to power (pin 9) for more than 10 SECONDS or the valve may be damaged. The word "TOUCH" means that the technician should connect the appropriate lead to pin 9 location *only* when ready to observe the results.

These tests should be conducted only if the previous tests yield inconclusive results. This might be due to the fact that plumbing to the ABS or ATC valves is incorrect, or the wiring to the ABS valves has the inlet and exhaust portions of the solenoid interchanged. If any of these apply to the vehicle being tested, it is possible that the ECU does not "know" that the error exists. If this is the case, it is necessary to manually activate the valves to confirm correct function. The procedure appears below.

Table 2 – Valve Function Tests

CHECK	METER SETTING ADAPTOR PINS	IGNITION	ADDITIONAL OPERATION	DESIRED EFFECT	ACTUAL EFFECT	POSSIBLE CAUSES OF MALFUNCTION	
ABS VALVE FUNCTION	10 AMPS LF Exh (+) to 9	ON	APPLY AND MAINTAIN BRAKE APPLICATION			<ul style="list-style-type: none"> • WIRING TO VALVE IS INTERCHANGED • VALVE PLUMBING IS INCORRECT • VALVE DEFECTIVE 	
			TOUCH (-) to 24 → RELEASE BRAKE TOUCH (-) to 23 APPLY BRAKE →	LEFT FRONT CHAMBER EXHAUSTS CONTINUOUSLY	NO PRESSURE BUILD UP IN LF CHAMBER		
	10 AMPS RF Exh (+) to 9	ON	APPLY AND MAINTAIN BRAKE APPLICATION				
			TOUCH (-) to 7 → RELEASE BRAKE TOUCH (-) to 6 APPLY BRAKE →	RIGHT FRONT CHAMBER EXHAUSTS CONTINUOUSLY	NO PRESSURE BUILD UP IN RF CHAMBER		
	10 AMPS LR Exh (+) to 9	ON	APPLY AND MAINTAIN BRAKE APPLICATION				
			TOUCH (-) to 22 → RELEASE BRAKE TOUCH (-) to 21 APPLY BRAKE →	LEFT REAR CHAMBER(S) EXHAUSTS CONTINUOUSLY	NO PRESSURE BUILD UP IN LR CHAMBER(S)		
10 AMPS RR Exh (+) to 9	ON	APPLY AND MAINTAIN BRAKE APPLICATION					
		TOUCH (-) to 5 → RELEASE BRAKE TOUCH (-) to 4 APPLY BRAKE →	RIGHT REAR CHAMBER(S) EXHAUSTS CONTINUOUSLY	NO PRESSURE BUILD UP IN RR CHAMBER(S)			
ATC VALVE FUNCTION	10 AMPS LR (+) to 9	ON	TOUCH (-) to 2	PRESSURE BUILD UP IN LR CHAMBER(S)		<ul style="list-style-type: none"> • PLUMBING TO ATC VALVE BLOCKED, INCORRECT • VALVE DEFECTIVE 	
	RR (+) to 9		TOUCH (-) to 20	PRESSURE BUILD UP IN RR CHAMBER(S)			

MERITOR WABCO

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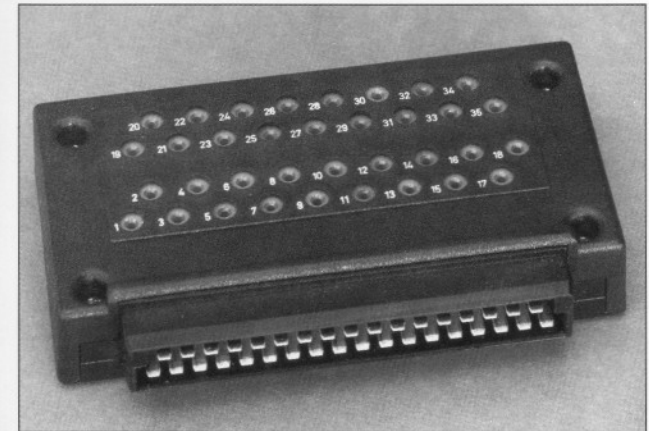
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Test Adaptor Instructions

The Meritor WABCO Test Adaptor is used to service and troubleshoot a Meritor WABCO ABS with a cab-mounted ECU. *It can not be used with a vehicle frame-mounted ECU.* A Volt-Ohm Meter (VOM) can determine the condition of ABS valves, wheel end sensors and associated wiring. When used with the procedures and blink codes in Meritor WABCO Maintenance Manual No. 28, Rev. 4/98, it allows you to measure voltages and resistances of components in the system. The Meritor WABCO test adaptor is illustrated below.



Description

The receptacles in the Test Adaptor accept the tips of standard VOM cables. These tips are approximately 0.080" diameter (2 mm). Any good quality digital or analog VOM can be used. A meter with automatic polarity sensing is recommended so you do not have to worry about correct polarity of the meter leads during voltage measurements.

Use

The Test Adaptor lets you access the 35 pins in the connector that attaches to the Meritor WABCO Electronic Control Unit (ECU). By inserting the probes of a VOM into the proper holes of the adaptor, sensor resistances, solenoid resistances, power and grounds can be measured and compared to acceptable values. Sensor adjustment and tone ring runout can also be checked using the adaptor.

