



ABS Rear Valve Harness **Recall Work Instructions**

April 2009

Recall # 09V-127

Models Affected: All Allegro Buses built on a PowerGlide chassis from May 1, 2007 through April 14, 2009.

VERIFICATION AND CORRECTION

1. Park the vehicle on a level surface, set the park brake, shut down the engine, and chock the tires. Check the vehicle for a completion sticker on the front face of the ABS ECU. If a sticker is not found proceed to the next step.
2. Verify that the rear ABS modulator valve wiring is reversed:
 - a. Connect to the diagnostic port located under the dash and to the left of the steering column. Turn the ignition switch to the on position. Do not start the engine.
 - b. Using Meritor Wabco diagnostic software, and with the service brake pedal depressed, activate the left rear (driver side) modulator valve.
 - c. While the valve is being activated, have someone look under the vehicle and verify that the left rear (driver side) valve is actually the valve that is being activated. If the left rear valve is the valve being activated, then the wiring is correct and no further action is required. If the right rear (passenger side) valve is being activated, then the wiring is reversed and must be corrected.
3. Correct the wiring at the ABS ECU connector as directed on pages 2 through 4.
4. Repeat step 2 above to verify the correct valve is now being activated.
5. When the work is completed, clean a spot on the front of the ABS ECU and attach the completion sticker that is included with these instructions.
6. Remove the chocks from the tires.

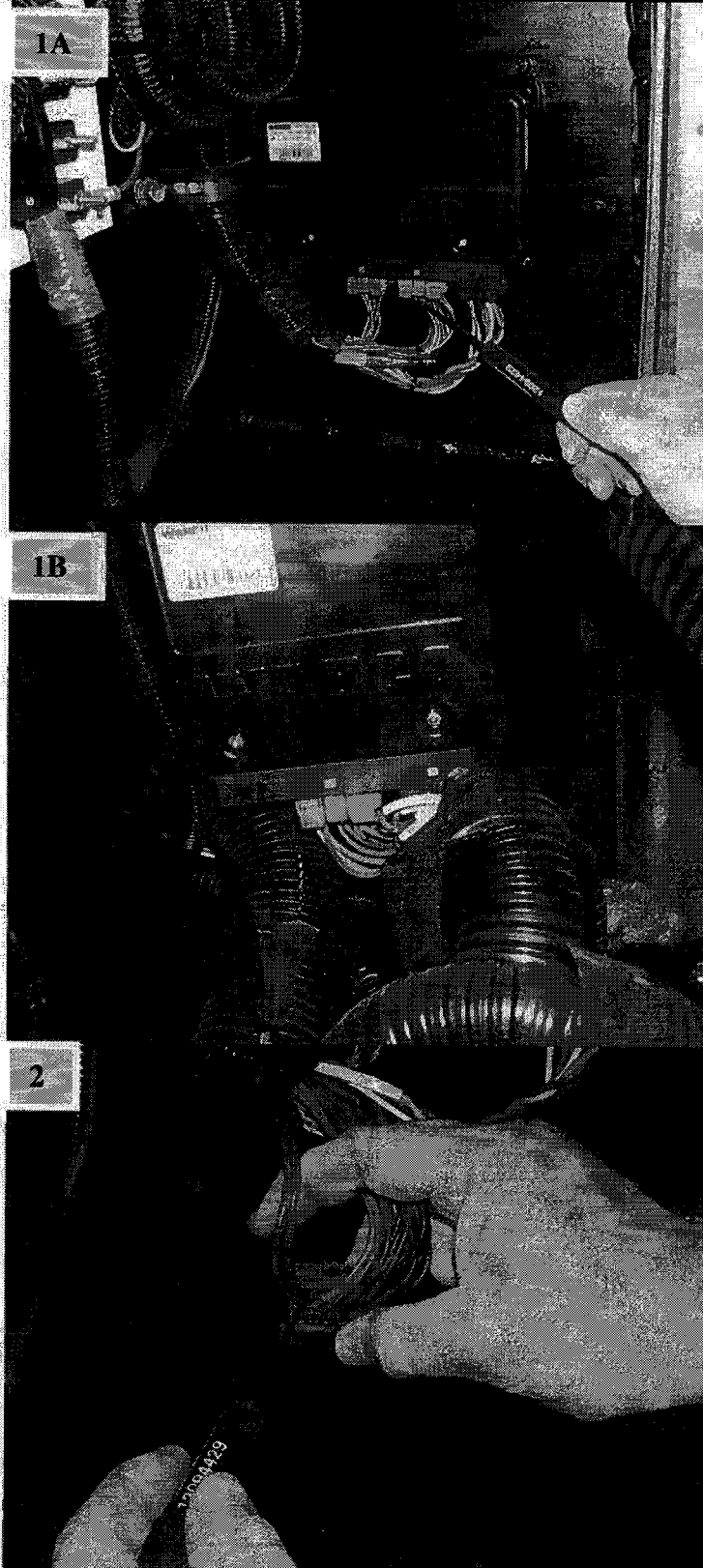
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Figures 1A & 1B.

Locate ABS module in rear electrical compartment. ID plug for service and remove from module.

Figure 1A shows the Tag ABS module with the desired plug located in the center position.

Figure 1B is the non TAG ABS module where the plug is located to the left.

Below is a load view of the AMP plug for reference during loading and unloading of the desired circuits.

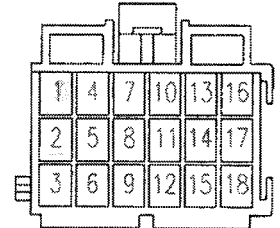


Figure 2. Shows plug removed and location of loads 2(Brn) and 5(Blue). Also, loads 8(Brn) and 9(Blue) will need to be located as well. These are the four circuits that will need to be serviced. At this point label each circuit according to its current load. This will help to insure proper reloading of circuits later.

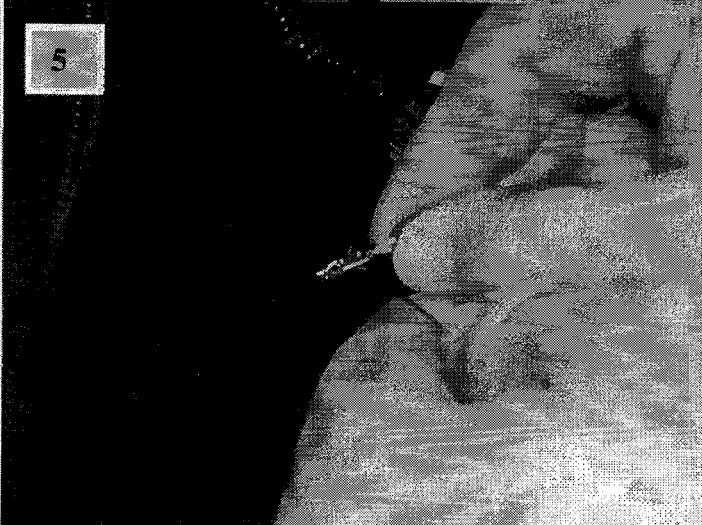
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Figures 3,4, & 5.

Begin by removing plug's terminal lock as shown in Figure 3.

Next, insert terminal extraction tool into both upper and lower cavities simultaneously, on the plug for desired circuit. Figure 4 shows the upper cavity of load 5 on the plug being penetrated by removal tool. (Note circuit/terminal at load 2 has already been removed.)

In Figure 5 you can see the terminals locking 'ears' that will need to be compressed by the tool in order to unload the terminal. Also, these ears will need to be reset (as shown in picture) so terminal will properly insert back into plug at its new load position.

The net result needed will be for the circuits loaded into 2 and 5 to be removed and reinserted into loads 8 and 9. At the same time, the circuits loaded in 8 and 9 will be removed and reloaded into plug loads 2 and 5. Net result is to swap the loads for the two pairs of circuits.

See spreadsheet at top of next page for detailed info on the circuit load

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BELOW IS SPREADSHEET SHOWING THE DESIRED PIN OUT REVISION

CABLE	CIRCUIT	COLOR	CKT DESCRIPTION	PLUG	REV'D LOAD	COMMENT
CA21-TT	276	BRN	CA-449.533-RR3	P126	8	was P126/2
CA21-TT	278	BLUE	CA-449.533-RR1	P126	9	was P126/5
CA22-TT	279	BRN	CA-449.533-RL3	P126	2	was P126/8
CA22-TT	281	BLUE	CA-449.533-RL1	P126	5	was P126/9

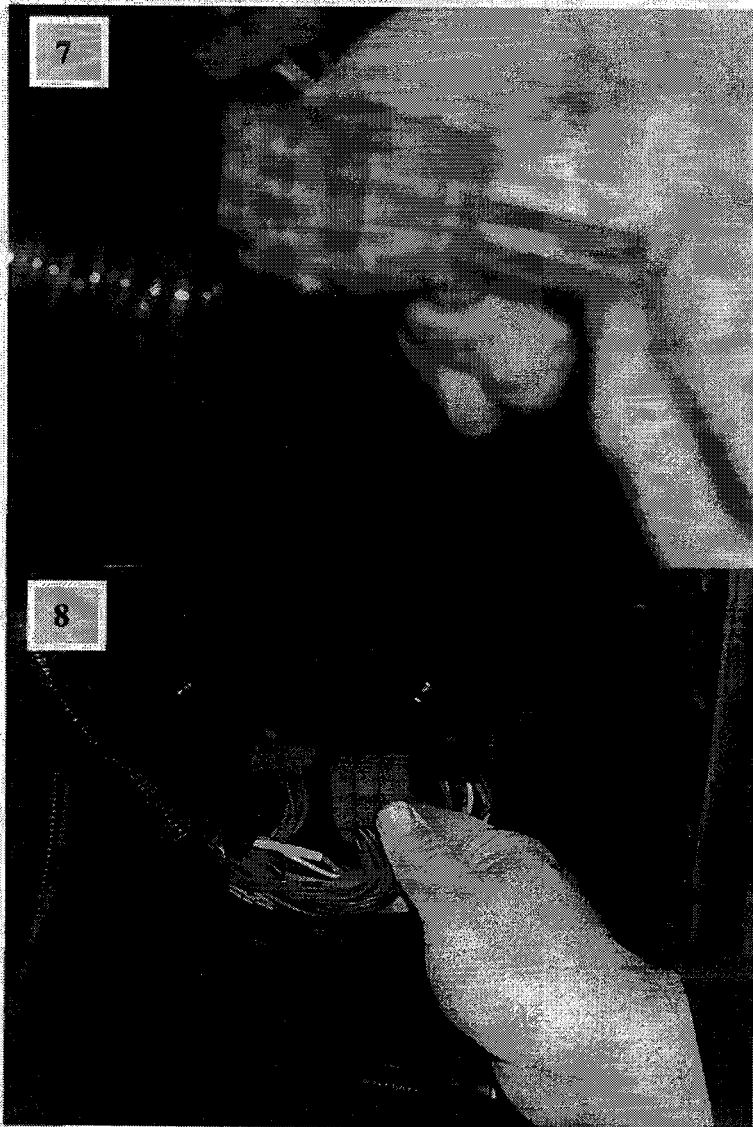


Figure 7.

Once circuits have been reloaded into plug, insert terminal lock back into plug.

Note, lock will not fully insert into plug if terminals are not properly and completely inserted into plug cavities.

Figure 8.

Complete procedure by plugging back into ABS module. Insure plug is properly seated and locked into place.