

SB-10032928-7181
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Major System: BRAKES

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Title:

WABCO Full Power Brakes Park Brake Troubleshooting for Buses

Applies To:

All buses with FPB

**WARNING:**

To prevent unexpected movement of the vehicle and possible serious personal injury or death, park vehicle on a flat, level surface, set the parking brake, turn the engine off, and chock the wheels to prevent vehicle from moving in both directions.

NOTE:

Merritor WABCO requires pre-authorization for all repairs over \$125. For any repairs above that amount, you must contact Ontrac at 1-800-535-5560 prior to making the repair. For further information look at warranty policy letter [05-003G](#) and [04-004G](#)

On buses with full power brakes there are several things that can turn on the Service P light, but the most common reason is that the park brake switch and the travel switch don't agree. Follow the steps below for troubleshooting.

Parts Information

Travel Switch and Screws Kit	2587201C91
SAHR Can Assy	3579487C95
Cut-off Solenoid Coil	2587570C1
Cut-off Coil Mounting Nut	2587571C1
Pump with Seal Kit	2592520C91

Forward Chassis Harness (CE/BE built 03/01/2004 - 11/21/2005)	3586808P93
Forward Chassis Harness (CE/BE built 11/21/2005 - 5/15/2006)	3618255P91
Forward Chassis Harness (CE/BE built 5/15/2006 up to 2007 engine launch)	3803739P91

SB-10032928-7181**Troubleshooting**

1. The first thing to do is see if the parking brake is actually releasing with the park brake switch or not.
2. If the park brake is actually releasing, you are probably getting a code of PID 61 FMI 3 park brake travel switch implausible. If you are monitoring this in the WABCO software you will probably see that the PB Travel Switch shows that the park brake is released even when it is actually applied. The best way to check out the travel switch is to remove the switch from the SAHR can, leave it plugged into the wiring and hold it to the frame rail while monitoring the park brake signal in WABCO. You should see the state change between Applied and Released. If you do see it change, that tells you that your wiring and switch is good and you probably need to adjust your cable. If it doesn't, you need to check out the wiring to the travel switch on the SAHR can. William Thompson from KCR International in Joplin told us that he has been finding wire #R44D (brown w/ white stripe) pushed out of connector #9513 in the left frame rail. This is the wire that runs from the travel switch to the ECU. If you find that this is the case, the best thing to do is just remove this wire from both sides of the connector and solder and heatshrink them together.
3. You may also find that the parking brake releases and applies several times on it's own before releasing every time you release the parking brake. If this happens, you are having a problem with the cut-off solenoid. It could be the wiring, the solenoid, or the valve part of the solenoid. The coil part of the solenoid is replaceable but if there is corrosion between the coil and the valve, the SAHR must be replaced. If all the electrical checks out good, you will have to replace the SAHR can because you can not replace the valve only the coil. See S04048 manual linked below for part replacement and bleeding procedures.

[Click here for circuit diagrams S08291.](#)

[Click here for Wabco Full Power Brake Diagnostic Code Index](#)

[Click here for Wabco Full Power brake manual S04048.](#)