
Preventive Service Measures on the CE Bus Full Power Braking System



The following items should be added to your vehicle maintenance schedule.
Or carried out at the beginning of all brake problem diagnostic work

Brake System Electrical

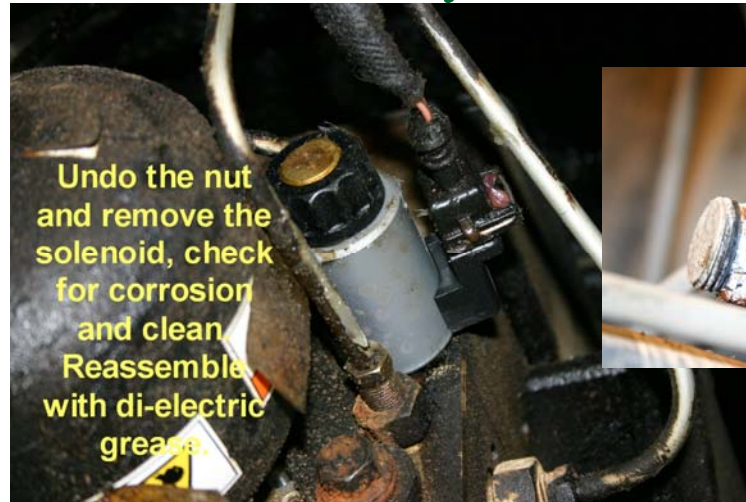
- Check that all wiring harnesses to the brake system are not under stress and that all of the connectors have clean pins. Undo the connector and apply di-electric grease to prevent corrosion. Make sure that clips securing the plugs together are tight when reassembling them.



Disconnect all Brake system harnesses and make sure they are not pulled too tight.



Check all pins are clean and tight, reassemble with di-electric grease



Undo the nut and remove the solenoid, check for corrosion and clean. Reassemble with di-electric grease.



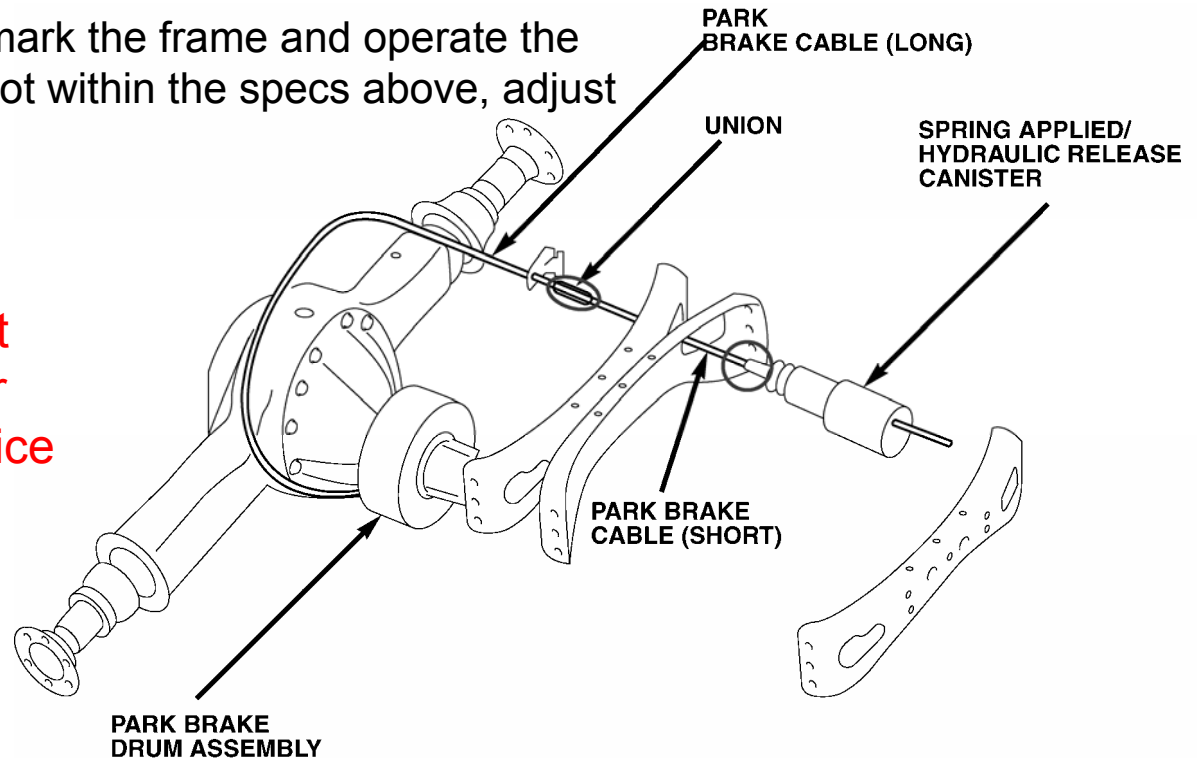
To Unlock connectors use a small screwdriver to lever the red tab

- Remove the solenoid housing from the SAHR cylinder and the HCU. Using wire wool or a copper brush remove any signs of corrosion from the post and inside the solenoid. Apply di-electric grease and reassemble.

Adjusting The Parking Brake Cable

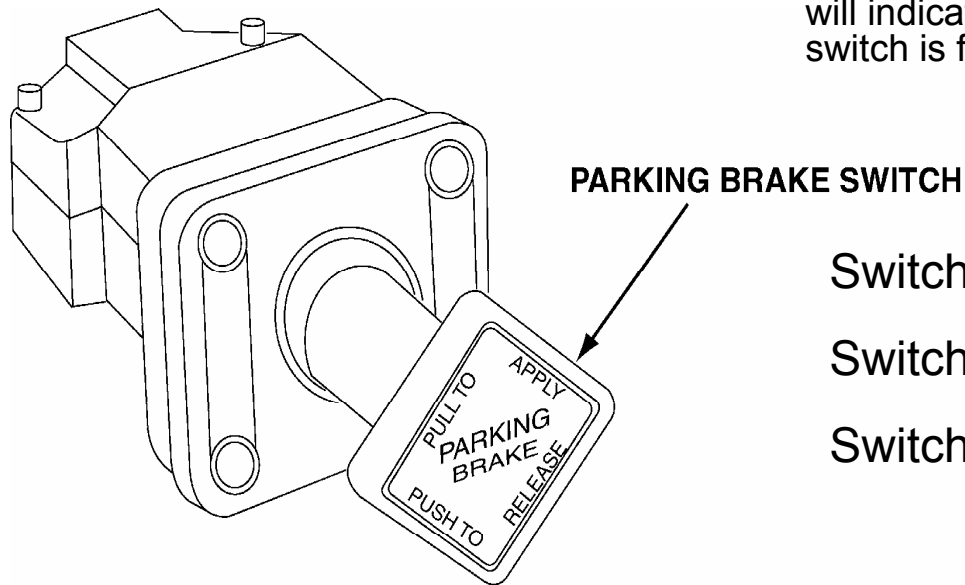
- The correct adjustment for brake travel is 1 1/8" +/- 1/8"
- Mark the cable and mark the frame and operate the brake if the travel is not within the specs above, adjust the cable as needed.

Note* This adjustment should be checked for all parking brake service light faults.



Testing the Park Brake Switch

- To test the park brake switch place an ohmmeter across the connectors, the following readings will indicate that the park brake switch is functional.



Switch Held In – 560 ohms

Switch In Central – 1560 ohms

Switch Held Out – 4560 ohms