

**MERITOR WABCO**

## Installation Guide

# Enhanced Easy-Stop™ Trailer ABS 2S/1M Basic with PLC Installation Instructions

## Hazard Alert Messages

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

## How to Obtain Additional Maintenance and Service Information

Refer to Maintenance Manual MM-0180, Enhanced Easy-Stop™ Trailer ABS with PLC, and Maintenance Manual 33, Easy-Stop™ Trailer ABS. To obtain these publications, call ArvinMeritor's Customer Service Center at 800-535-5560, or visit the Tech Library on our website at [meritorwabco.com](http://meritorwabco.com).

## Important Information

This bulletin contains instructions for mounting the ECU/single modulator valve assembly as one unit. If you are mounting the ECU and valve separately, please contact Meritor WABCO at 800-535-5560 for specific installation requirements and instructions.

## Differences Between Easy-Stop™ and Enhanced Easy-Stop™

There are some changes to Enhanced Easy-Stop™ that you need to be aware of before you begin the installation.

- Enhanced Easy-Stop™ includes Power Line Communication (PLC) function.
- The ECU/single modulator valve assembly may be mounted as one unit or the ECU and the valve may be mounted or serviced separately.
- The assembly is shipped with the valve cable between the ECU and valve disconnected from the ECU.
- The LED on top of the ECU has been eliminated.
- The blink code tool LED does not operate simultaneously with the ABS lamp on the trailer.
- The control port on the Enhanced Easy-Stop™ single modulator valve is 3/8-inch — on previous versions it was 1/4-inch.

## Preparation

### WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

The Anti-lock Braking System (ABS) is an electrical system. When you work on the ABS, take the same precautions that you must take with any electrical system to avoid serious personal injury. As with any electrical system, the danger of electrical shock or sparks exists that can ignite flammable substances. You must always disconnect the battery ground cable before working on the electrical system.

Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands. Do not work under a vehicle supported only by jacks. Jacks can slip and fall over. Serious personal injury and damage to components can result.

End of line testing must be done after all installations. Meritor WABCO recommends using TOOLBOX™ Software to perform this testing. If you do not have TOOLBOX™ Software, this bulletin also includes instructions for testing without the software.

1. Before beginning the installation procedure, inspect the ECU/single modulator valve assembly for damage that may have occurred during shipping or storage.
  - Look for crushed or bent connectors.
  - Verify that the retainer clips have not been bent or otherwise damaged.
  - Attach the ABS relay valve cable to the ECU with the WABCO ID face down. Ensure the cable is free from cuts or breaks.
  - Do not install a damaged ECU/single modulator valve assembly. Notify your supervisor, or contact Meritor WABCO if there is any apparent damage.

2. Have the following installation material available.

- \* ECU/single modulator valve assembly
- \* Power cable or power/diagnostic cable
- \* Sensor extension cables (two pieces)
- \* Sensors (two) for non-ABS-prepped axles
- \* ABS Indicator Label (TP-95172)

5/8-inch O.D. nylon tubing for supply (frame mounts)

Pipe plug (3/4-inch NPTF)

Schedule 80 hex pipe nipple (3/4-inch NPTF) for air tank mounts or two Grade 8 bolts (3/8-inch) and prevailing torque nuts for frame mounts

SAE-standard, DOT-approved thread sealant

To ensure correct lamp operation, use an incandescent-type DOT-approved lamp, or an LED with integral load resistor.

\* Meritor WABCO components

3. Study the ECU/single modulator valve assembly. Note the location of the various ports and electrical connections on the ECU. Figure 1.

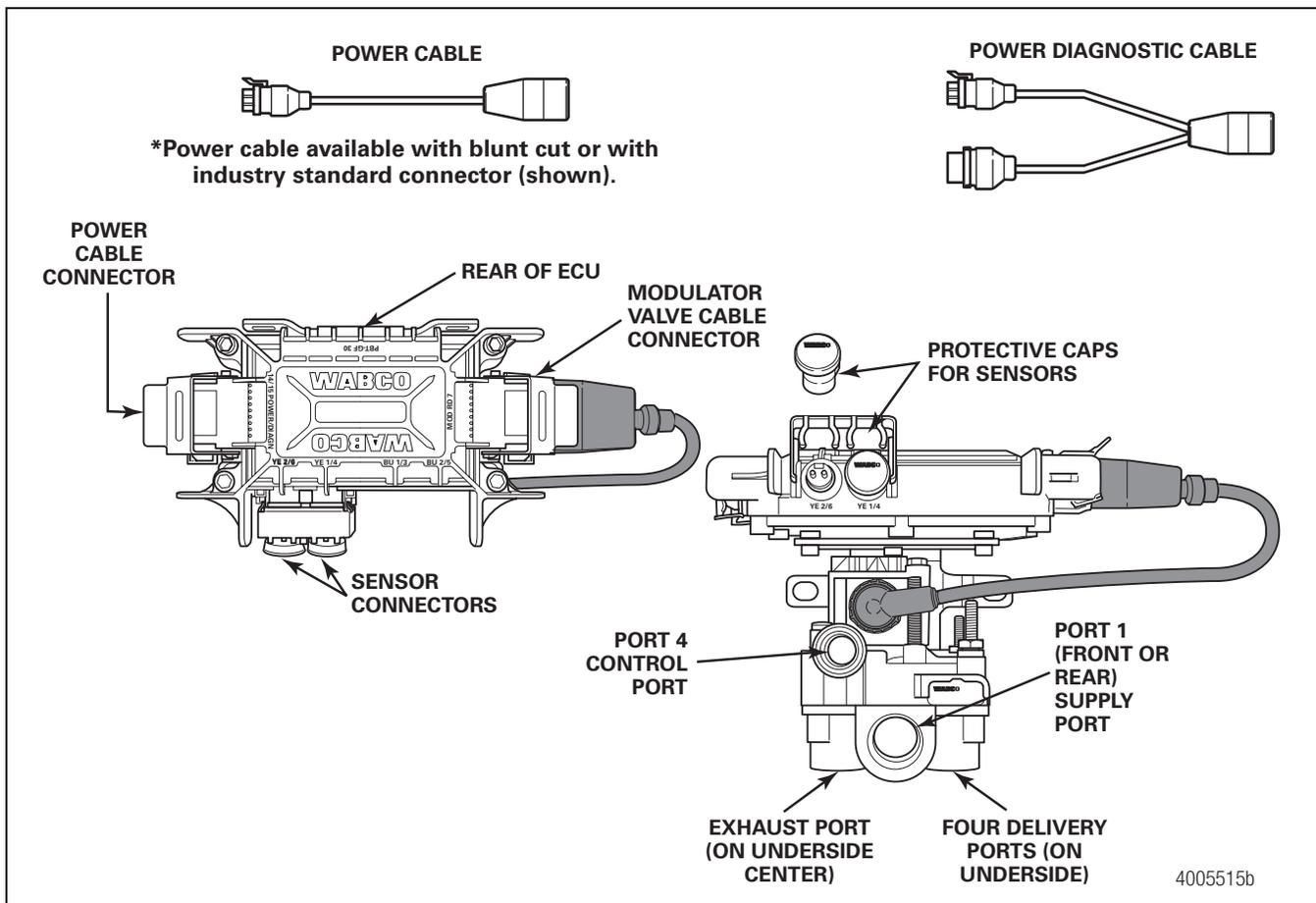
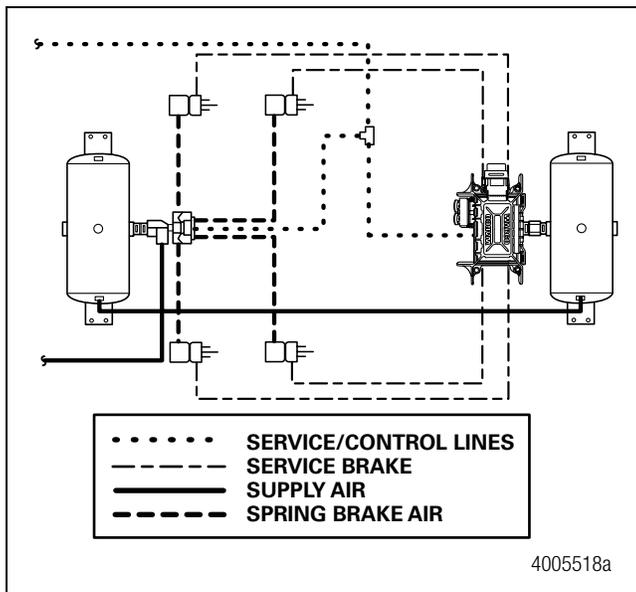


Figure 1



- Connect the air delivery lines from the service chambers to the ECU/single modulator valve assembly Port 2 (3/8-inch NPTF). Figure 4.
  - Attach the opposite ends of the air delivery lines to the appropriate brake chambers (3/8-inch NPTF).



**Figure 4**

- Connect the brake service control line to the ECU/single modulator valve assembly Port 4 (3/8-inch NPTF). Figure 4.
- Plug any unused delivery ports. Apply SAE-standard, DOT-approved Teflon tape or paste-type thread sealant to all pipe threads beyond the first two threads. Pipes with pre-applied thread sealant may also be used.

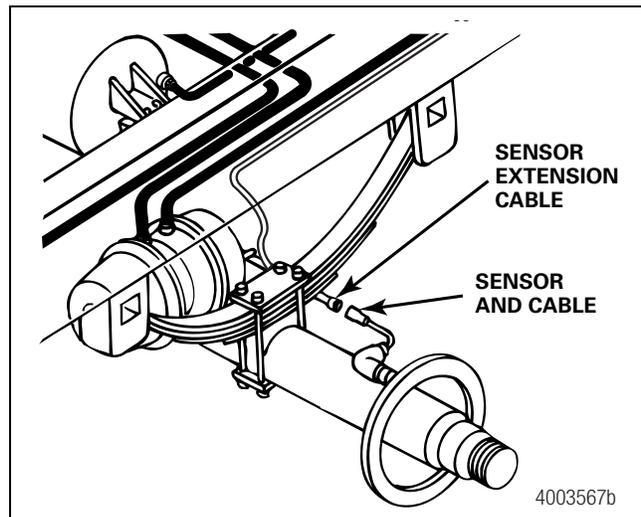
### III. Install the two sensor extension cables (ABS-Prepped Axles).

Instructions for installing sensors on non-ABS-prepped axles are included in the Appendix.

Meritor WABCO recommends placing sensors on the axle that will provide the most braking performance. The suspension manufacturer can provide this information.

- Visually inspect the tooth wheel and sensor to ensure no damage occurred during shipping. Perform any necessary repairs.
- Connect the sensor and cables on the prepped axles to the sensor extension cables. Figure 5.

Ensure that each connection is secure.

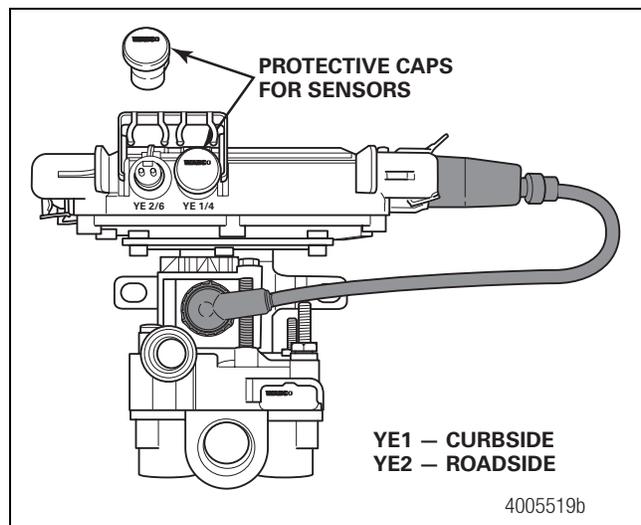


**Figure 5**

- Route the sensor cable along the back side of the trailer axle to the ECU/single modulator valve assembly. Route the cable with the brake hose. Figure 5.

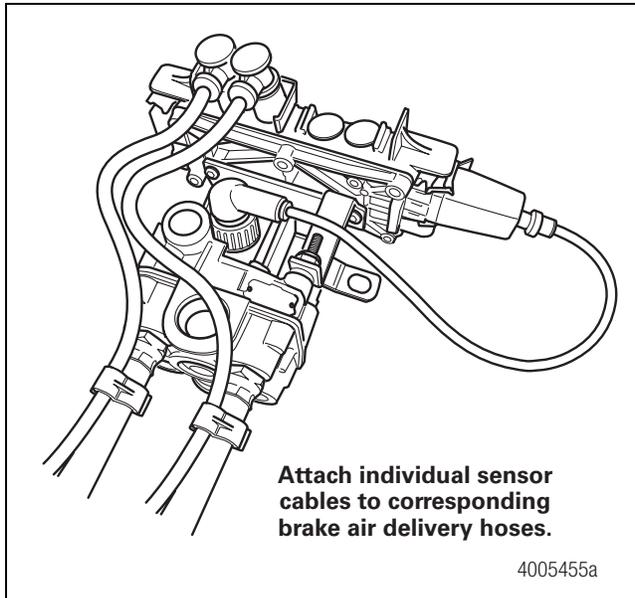
Do not overtighten the tie wraps on a cable. Overtightening can damage the cable. Do not tie wrap the molded sensor plug. The sensor extension cable must follow the brake hose to the ECU/single modulator valve assembly to allow for axle jounce and rebound.

- Secure the cables every eight inches (203 mm) with tie wraps or cable clips.
- Push the sensor retainer clip on the ECU/single modulator valve assembly UP.
- Remove the protective caps from the YE2 and YE1 sensor connectors. Figure 6.



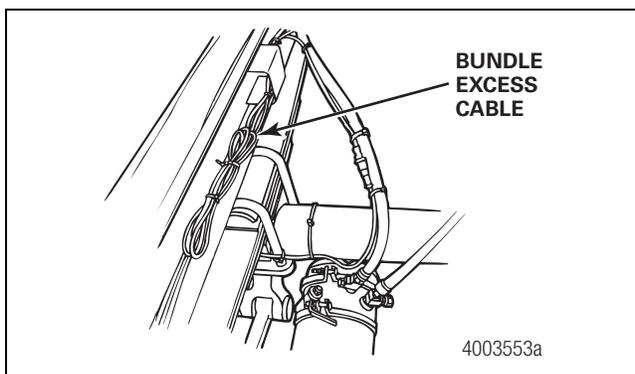
**Figure 6**

7. Plug the sensor extension cable into the ECU/single modulator valve assembly. To secure the connection, push the sensor retainer clip **DOWN**. Retainer clips must fit in the groove of the sensor connectors to ensure correct connection.
  - Connect the curbside sensor at YE1.
  - Connect the roadside sensor at YE2.
8. Create a strain relief to protect the sensor extension connector terminals. Without the strain relief, normal trailer jounce and vibration will cause the terminals to spread and loosen. Use a tie wrap or clip to secure the cable to the air hose as close to the fitting as possible. Figure 7.



**Figure 7**

9. Bundle any excess cable in a loop (bow tie). Figure 8.



**Figure 8**

10. Secure excess cable in the sub-frame of the vehicle or along the air hoses as appropriate. Excess cable should not exceed two feet (0.61 meter).

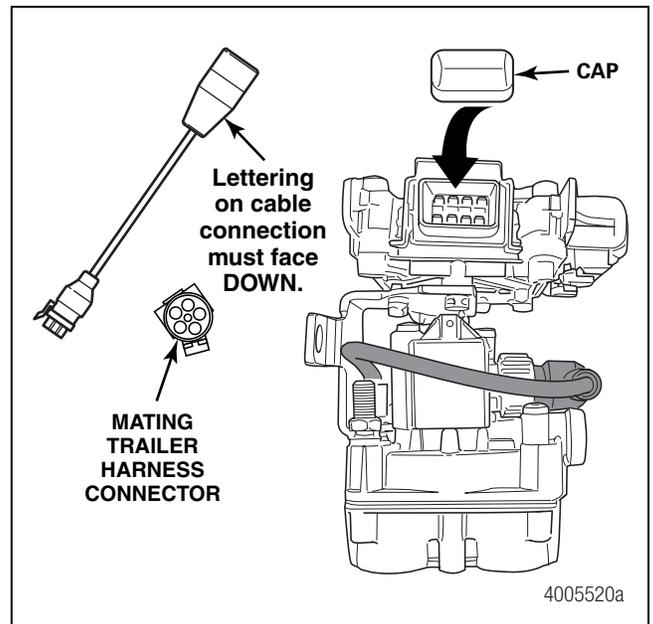
## IV. Install the power or power/diagnostic cable.

1. Identify the type of cable to be installed.
  - ABS trailer industry-standard pigtail connector cable
  - Blunt-cut power cable
2. For industry-standard pigtail connector cables, route the cable from the harness connector to the ECU/single modulator valve assembly and secure it to prevent damage.

For a blunt-cut power cable, route the cable from the ECU/single modulator valve assembly to a junction box which interfaces with the seven-way connector at the front of the trailer.

Leave enough slack in the cable to compensate for flexing of the trailer and sub-frame.

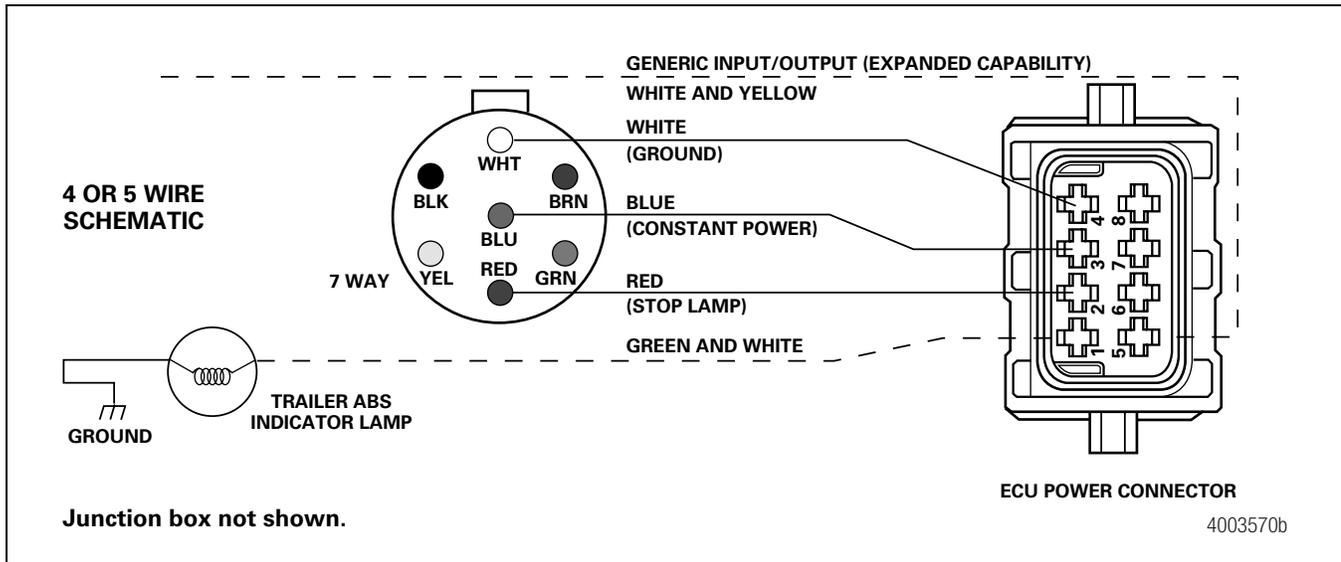
3. Bundle any excess cable in a loop (bow tie) and secure it in the sub-frame of the trailer body to prevent cable damage.
4. Push the hinged power connector retaining clip **UP** and remove the protective cap from the ECU/single modulator valve assembly. Figure 9.



**Figure 9**

5. Plug the power 8-pin connector on the power or power cable into the ECU/single modulator valve assembly. WABCO identification on the cable connection must face **DOWN**.

6. Pull the hinged power connector retaining clip on the ECU/single modulator valve assembly DOWN to secure the connection.
7. If you are installing the power cable only, go to Step 9.
8. If you are installing the power/diagnostic “Y” cable:
  - A. Install the diagnostic cable bracket so that the diagnostic plug is accessible. The normal location is on the right front corner of the sub-frame, but will vary depending on the type of trailer.
  - B. Route the diagnostic cable from the ECU/single modulator valve assembly to the diagnostic cable bracket.
  - C. Correctly secure the cable in the sub-frame to prevent cable damage.  
 Leave enough slack in the cable to compensate for flexing of the trailer and sub-frame.
  - D. Bundle any excess cable in a loop (bow tie) and secure the cable in the sub-frame.
9. Install the ABS indicator lamp on the trailer. Refer to the vehicle specification sheet for the exact location of the indicator lamp. Use a DOT-approved lamp with ABS etched on the lens (available from major trailer parts suppliers).  
 If you are using the industry-standard connector cable and do not have access to the mating trailer harness, mask the open connector to protect it from paint or grease.
10. Connect the power. Use the industry-standard connector cable or a blunt-cut power cable.
  - **For industry-standard connector cables:** Attach the power cable to the harness on the trailer. Figure 10.
  - **For an optional blunt-cut power cable:** Wire the cable and ABS indicator lamp to the seven-way connector on the trailer according to the following diagram. Figure 10.

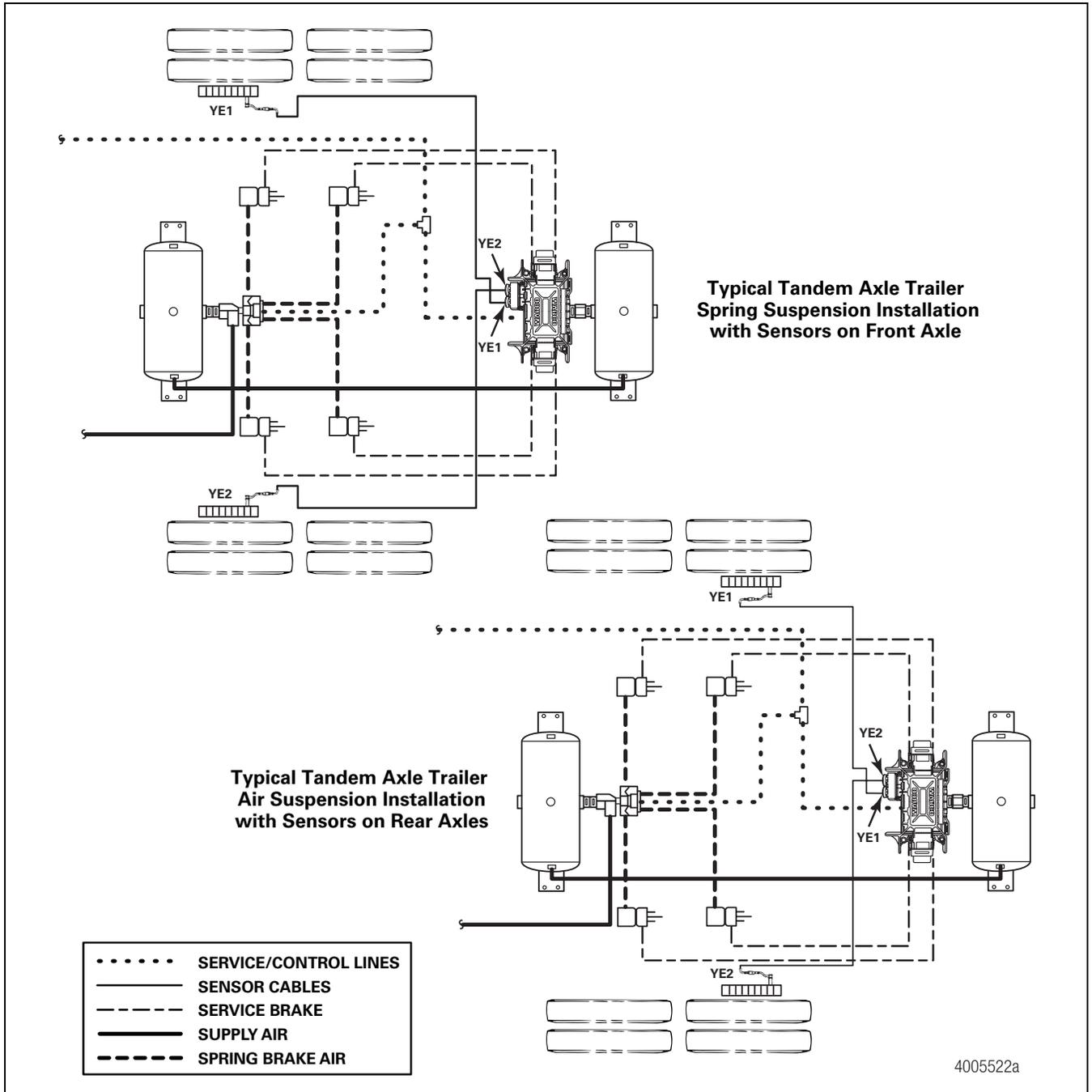


**Figure 10**

# Typical Easy-Stop™ Trailer ABS Installations

Refer to Figure 11 for typical Easy-Stop™ trailer ABS installations.

Meritor WABCO recommends placing sensors on the axle that will provide the most braking performance. The suspension manufacturer can provide this information.



**Figure 11**

# End of Line Testing

End of line testing is required on all Enhanced Easy-Stop™ installations. To run these tests, Meritor WABCO recommends you use TOOLBOX™ Software.

TOOLBOX™ Software and general test procedures are included in this bulletin. If you are using a Pro-Link, refer to the operating manual for test instructions.

## Enhanced Easy-Stop™ 2S/1M Basic Installation — End of Line Testing Procedure Using TOOLBOX™ Software

If you are testing an installation that has a power only cable, temporarily install a Meritor WABCO combination power/diagnostics “Y” style cable.

1. Connect the diagnostic connector on the cable to the PC serial port/SAE diagnostic interface (J1587/J1708 to RS232 interface).

Refer to the Software Owner’s Manual, TP-99102, for instructions for running TOOLBOX™ Software.

2. Display the **Trailer ABS Main Screen**.
3. Verify the power supply.
  - Apply 12 volts DC to the blue wire (constant). Check the screen for the correct voltage (9.4 to 14 volts). Constant power voltage is displayed in the PRIMARY field. Figure 12.
  - Apply 12 volts DC to the red wire (stoplight power). Check the screen for the correct voltage (9.4 to 14 volts). Stoplight power voltage is displayed in the SECONDARY field. Figure 13.

The internal field is not applicable to this test.

4. Check the Faults field on the Main Screen.

**NONE** = No faults present, proceed with end of line test.

**YES** = Faults present, double-click on “YES” to bring up the fault information screen.

Use the information in the **Repair Instructions** field to perform the necessary repairs.

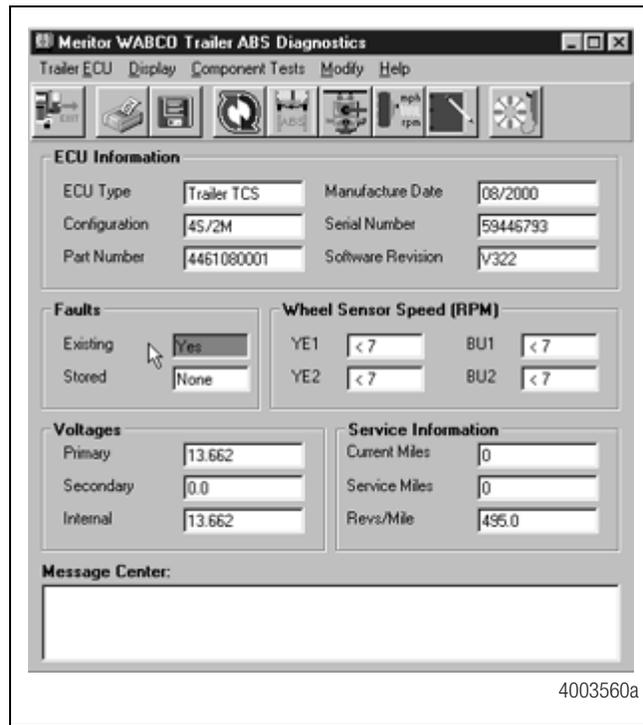


Figure 12

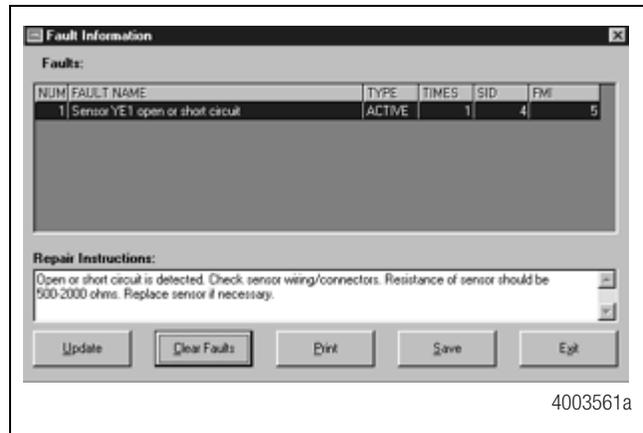


Figure 13

## End of Line Test with TOOLBOX™ Software

### Verify Correct Valve and Lamp Installation

To verify valve and lamp installations with TOOLBOX™ Software:

1. At the **Trailer Main Screen**, click on **Component Test**, then select **Valves/Lamp** to display the **Valve Activation Screen**. Figure 14.



Figure 14

2. The Red valve indicator will be selected. Click on the **Activate** button and listen for the valve to click, indicating a good installation. The **Test Status** box at the bottom of the menu will also display the status of this test.
3. Click on the **Test** button to activate the ABS indicator lamp — this is the lamp that is mounted on the side of the trailer. The lamp will flash eight times, indicating lamp installation is OK. The **Test Status** box at the bottom of the menu will also display the status of this test.
4. Click on **Close** to exit.

### Sensor Orientation Test

The sensor orientation test must be performed as part of the end of line testing procedure.

#### Sensor Orientation Test Screen

Before beginning this test, look at the ECU to see if the wheel end sensors face the front or rear of the trailer. TOOLBOX™ will ask for this information to start the test (Step 5). To perform the sensor orientation test:

1. Raise the sensed wheel ends off the ground.
2. Apply air to the emergency line to fill the air tanks and release the spring brakes so that the wheels can be rotated.
3. Apply 12 volts DC to the ABS.
4. At the **Trailer Main Menu**, click on **Component Test**, then select **Sensor Orientation Test** to display the **Sensor Orientation Test** screen. Figure 15.

When the **Sensor Orientation Test** screen first appears, the **Sensors Facing** field will display the default — **Front**. This will occur regardless of the actual sensor orientation of the installation being tested.

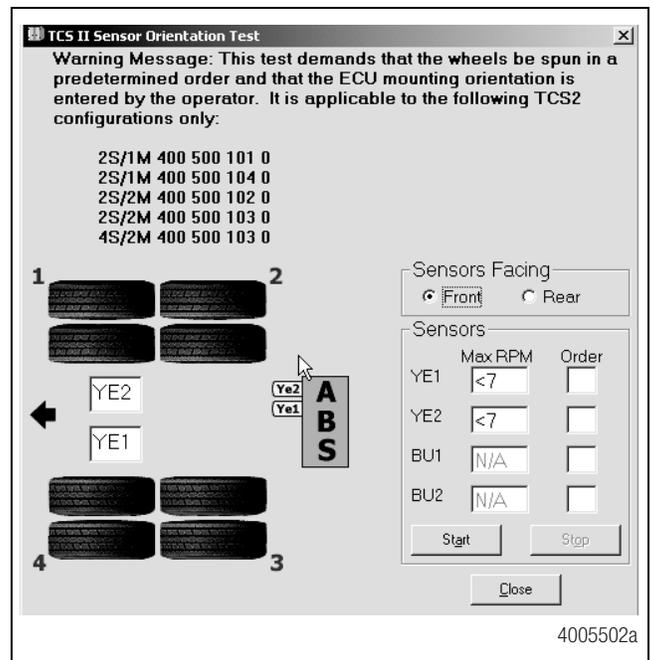


Figure 15

- Click on **Front** or **Rear** in the **Sensors Facing** field to select the mounting orientation of the ECU/single modulator valve assembly.

Refer to Figure 15 and Figure 16 for illustrations of the ECU mounted with sensors facing forward and rear. The correct mounting orientation must be selected prior to starting the test.

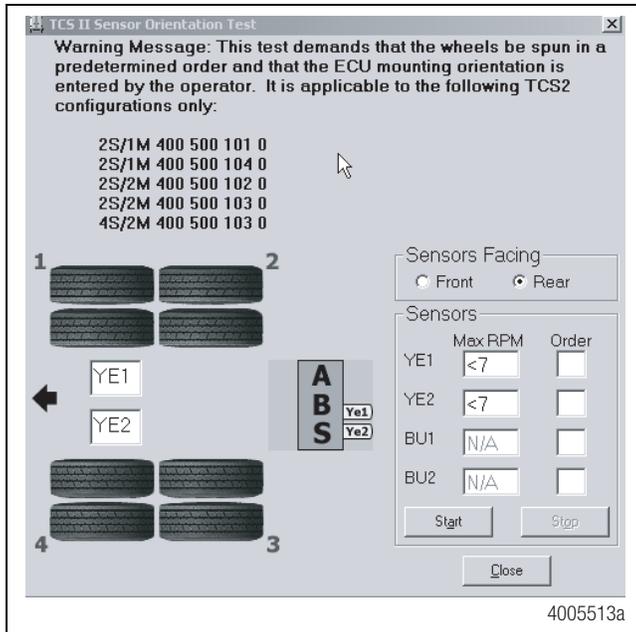


Figure 16

- Click on **Start** to begin the test. Figure 17.

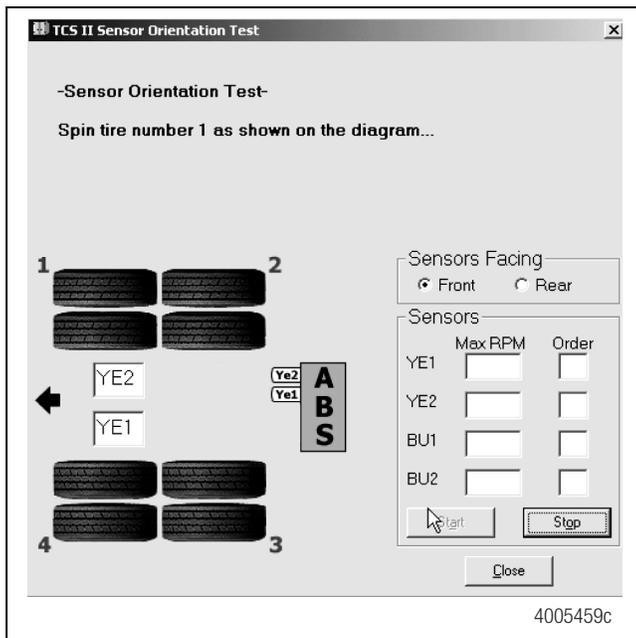


Figure 17

- Follow the screen prompts, starting with 1, to rotate each sensed wheel end at a rate of 1/2 revolution per second. This rate equals a wheel speed of approximately 4 mph (7 kph). As each sensed wheel is rotated, check the color of the sensor identification block on the screen for results. Sensor identification boxes are located in the bottom left portion of the **Sensor Orientation Test** screen. Figure 16.

**Green background:** Correct sensor location. Spin the next sensed wheel as indicated by the screen prompt.

**Red background:** Incorrect sensor location. If you get a red background, you must stop the test (click on **Stop**), make the necessary corrections and repeat Steps 3 through 6.

- To finish the Sensor Orientation Test, click on **Stop**, then on **Close**.
- Verify there is sensor output. If there is no sensor output, verify that a tone ring has been installed and that the sensor is pushed all the way in against the tone ring. Perform the necessary repairs and repeat the test. If the problem persists, contact Meritor WABCO (800-535-5560). Sensor output appears in the Sensors field located in the bottom right portion of the **Sensor Orientation Test** screen. Figure 16.

## End of Line Testing without TOOLBOX™ Software

- Apply 12 volts DC power to the ABS.
- The ECU/single modulator valve assembly should click two times.
- If the indicator lamp **comes on** for three seconds and **goes out**:

This indicates a correct installation. The end of line test is complete.

If the ABS indicator lamp **comes on** and **stays on**, check the sensor installation:

- Remove the power from the ABS and raise the sensed wheels so they may be rotated.
- Repeat Step 1 and Step 2.
- Rotate each sensed wheel — one at a time — at a rate of 1/2 revolution per second. This rate equals a wheel speed of approximately 4 mph (7 kph).

The ABS indicator lamp should now go out and stay out indicating a correct installation. The end of line test is complete.

- If the ABS lamp does not go out, there is a sensor gap problem or hardware fault. Adjust the sensor and, if necessary, perform a fault code check.

## Sensor Gap Adjustment

Push the sensor into its holder until it contacts the tooth wheel. At installation, there must be no gap between the sensor and the tooth wheel.

Measure the AC voltage output. The value should be 0.2 volt AC when the wheel is rotated at a rate of 1/2 revolution per second.

Perform any necessary repairs.

Repeat the sensor installation check. If the trailer lamp still does not go out, a system fault exists. Perform a fault code check.

## Fault Code Check

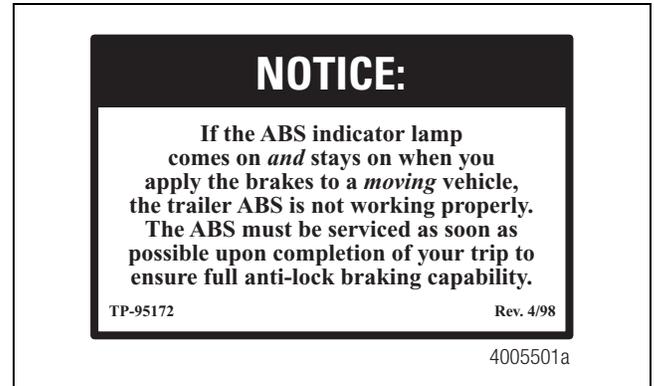
Use constant power activation to perform the following fault code check.

1. Apply constant power to the ECU/single modulator valve assembly for more than one, but less than five seconds.
2. Remove the power.
3. Reapply the power.
4. Check the trailer ABS indicator lamp on the side of the trailer. The fault code will be displayed three times.
5. Find the fault on the chart and perform the necessary repairs.
6. After performing the necessary repairs, repeat the end of line test to verify correct sensor installation.

Blink Code Chart		
Blink Code	Problem Area	Action
4	Sensor YE1 (curbside sensor)	Check sensor installation. Perform necessary repairs.
6	Sensor YE2 (roadside sensor)	Check sensor installation. Perform necessary repairs.
7	ECU/single modulator valve assembly	Verify correct installation. If code continues, contact Meritor WABCO for assistance.
14	Power Supply	Verify correct electrical installation. Check power supply. Perform necessary repairs.
15	ECU Failure	Verify correct installation. If code continues, contact Meritor WABCO for assistance.
16	SAE J1708 Failure	Internal failure, contact Meritor WABCO.
17	SAE J2497 Failure	Internal failure, contact Meritor WABCO.
18	Generic I/O Failure	Verify correct electrical installation. Check power supply. Perform necessary repairs.

## Trailer Identification

After ensuring the Enhanced Easy-Stop™ trailer ABS has been correctly installed, attach the ABS indicator label included with the ECU/single modulator valve assembly to the trailer. Generally, this will be applied near the ABS trailer indicator lamp. Figure 18. Refer to the vehicle specification sheet for the correct location.



**Figure 18**

If this label is not included with the assembly, let your supervisor know. Labels are available from Meritor WABCO. Ask for part number TP-95172.

For additional assistance, contact Meritor WABCO at 800-535-5560.

# Appendix

## Installing Sensors on Non-ABS-Prepped Axles

Sensor locations vary due to suspension type. Meritor WABCO recommends placing the sensor on the axle that will provide the most braking performance. Contact your suspension manufacturer for further information.

1. Apply a mineral oil-based grease that contains molydisulfide to the sensor spring clip, the body of the sensor and the bore of the sensor block. The grease must be anti-corrosive and contain adhesive properties that will continuously endure temperatures from  $-40^{\circ}$  to  $300^{\circ}\text{F}$  ( $-40^{\circ}$  to  $150^{\circ}\text{C}$ ).

2. Push the spring clip into the sensor holder from the inboard side, until the spring clip tabs are against the sensor holder. Push the sensor into the spring clip as far as possible.

Use Meritor WABCO spring clips to ensure a correct fit.

3. Push the spring clip into the sensor holder from the inboard side until the spring clip tabs are against the sensor holder. Push the sensor into the spring clip as far as possible.

Figure A-1.

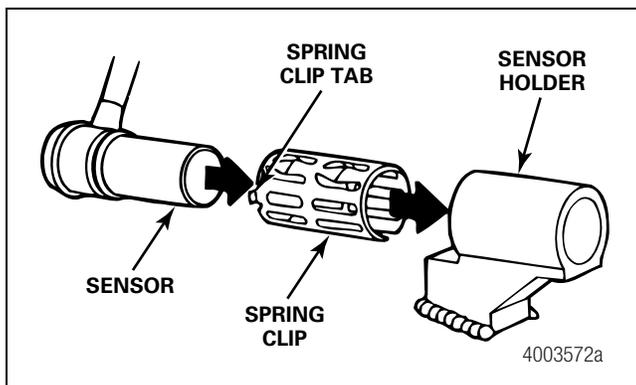


Figure A-1

4. Route the sensor cable toward the brake chamber, over the brake spider or through the pre-stamped hole dedicated to ABS sensors. Route to the back side of the axle. Secure the cable to the axle between the brake spider and the suspension brackets. Continue to route the sensor cable behind the spring seats. Secure the cable to the axle one inch from the molded sensor plug. Figure A-2.

Do not overtighten tie wraps on a cable. Overtightening can damage the cable. Do not tie wrap the molded sensor plug. The sensor extension cable must follow the brake hose to the ECU/valve assembly to allow for axle jounce and rebound.

Brake hose clips with a provision for the sensor extension cable are recommended as opposed to tie wraps. Meritor WABCO does not supply this part.

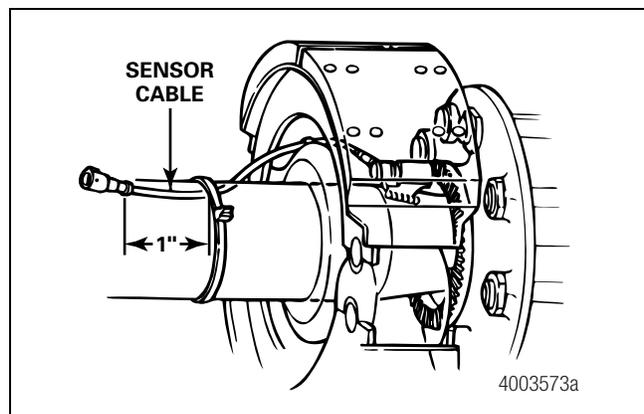


Figure A-2

5. Install the wheel hub carefully so that the tooth wheel pushes against the sensor as the wheel bearings are adjusted. There should be no gap between the sensor and the tooth wheel.

6. Test the sensor output voltage. Use a volt/ohm meter to check the output voltage of the sensors while rotating the wheel at approximately 1/2 revolution per second. Minimum output must be 0.2 volt AC. If minimum output is less than 0.2 volt AC, push the sensor toward the tooth wheel. Recheck the sensor output.

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