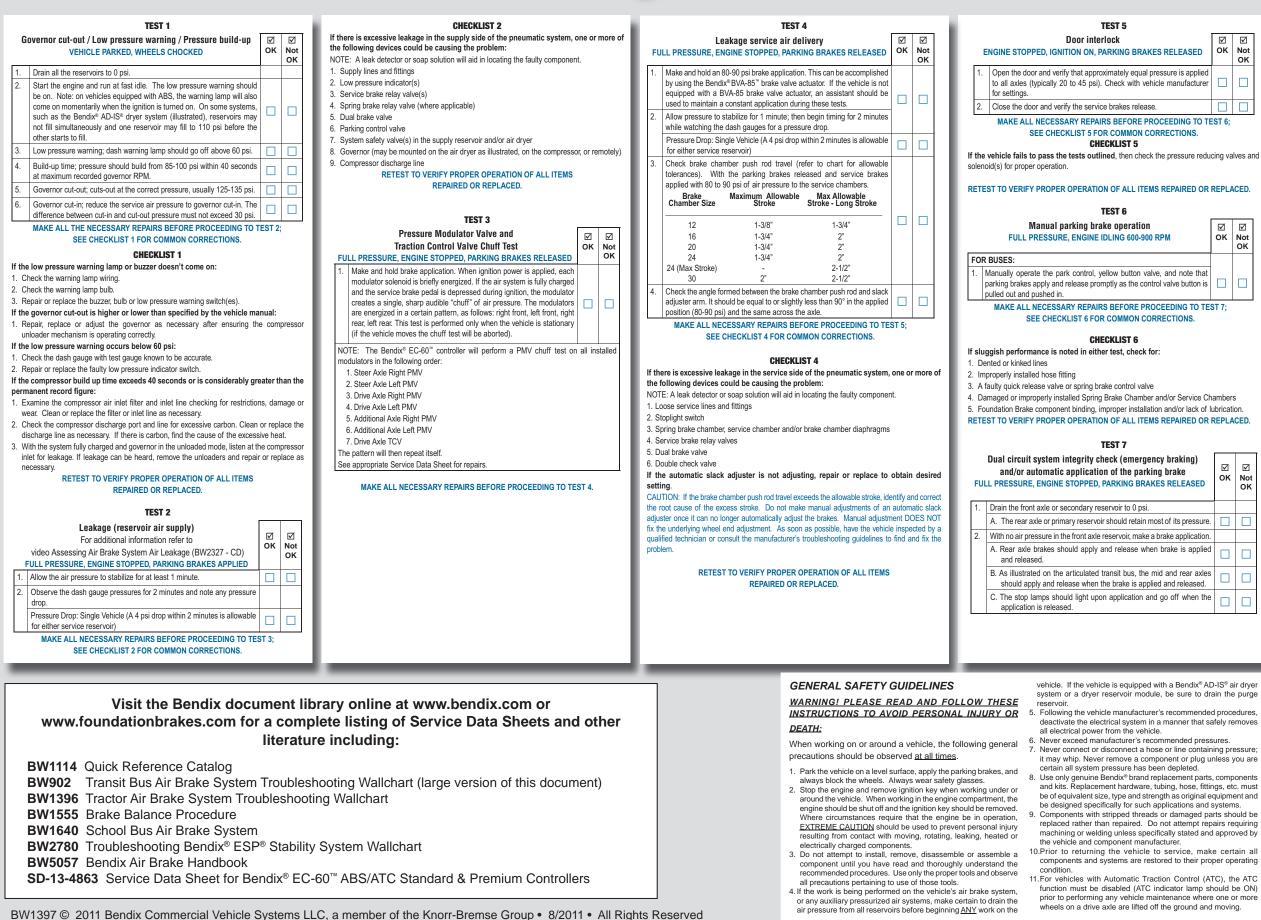
# Air Brake System Troubleshooting





				icol 7, continueu			
ASED	⊠ 0К	⊠ Not OK			⊠ OK	⊠ Not OK	
applied facturer			Note	"Pop" Pressure Vehicle Test Procedure Note: Bendix is not aware of any federal legislation that specifies the pressure at which the YELLOW parking brake control valve must automatically "trip" to apply the vehicle parking brakes. This includes the Federal Motor Carrier Safety Regulations			
IG TO TE DNS. ure reduc	cing va		Veh "trip mar curr Mar	(FMCSR) for in-use vehicles, the CVSA out-of-service criteria, and the Fe Vehicle Safety Standards (FMVSS) for newly manufactured vehicles. A "trip" pressure for the parking brake control valve is not stipulated for in- manufactured vehicles, a parking brake control valve "trip" pressure of currently (02/2009) specified as part of the Commercial Driver License Manual. The CDL Manual is not consistent with the regulations cited Bendix® Bulletin TCH-003-051.			
RED OR REPLACED.				nstall an accurate "shop standard" pressure gauge in the secondary service reservoir.			
[	V	Ø		Build pressure in the service reservoirs until the compressor cut-out is reached, shut the engine off.			
	ок	Not OK		Fully open the manual drain valve on the primary service reservoir allowing the reservoir to drain completely.			
ote that				Open the secondary reservoir's manual drain valve creating a bleed rate of approximately 20-50 psi/min.			
utton is	□ ST 7;			Nonitor the pressure gauge noting the pressure at which the parking control automatically "pops". This is not a Federal requirement - See Note above.			
NS.				se the drain cocks, recharge the system, and drain the rear axle (mid e on an articulated transit bus) or primary reservoir to 0 psi.			
				The front axle reservoir (plus the rear axle reservoir on the articulated transit bus, as illustrated) should retain most of its pressure.			
ervice Ch lack of l		-	a r r	Vith no air pressure in the primary circuit reservoir, make and release a brake application. The front and rear axle brakes should apply and release. (As illustrated the articulated transit bus, the mid-axle does not apply). Note: As illustrated on the standard transit bus, the rear axle application occurs via the spring brake modulation.			
RED OR REPLACED.				The stop lamps should light and go off when the brake is applied and released.			
ing)		Ø	air	the articulated transit bus drain the rear axle reservoir. With no pressure in the rear axle reservoir, make and release a brake lication. The front and mid axle must apply and release.			
ASED	ок	Not OK		MAKE ALL NECESSARY REPAIRS BEFORE PROCEEDING; SEE CHECKLIST 7 FOR COMMON CORRECTIONS.			

TFOT T Continued

#### **CHECKLIST 7**

If the vehicle fails to pass the tests outlined, then check the following components for leakage and proper operation:

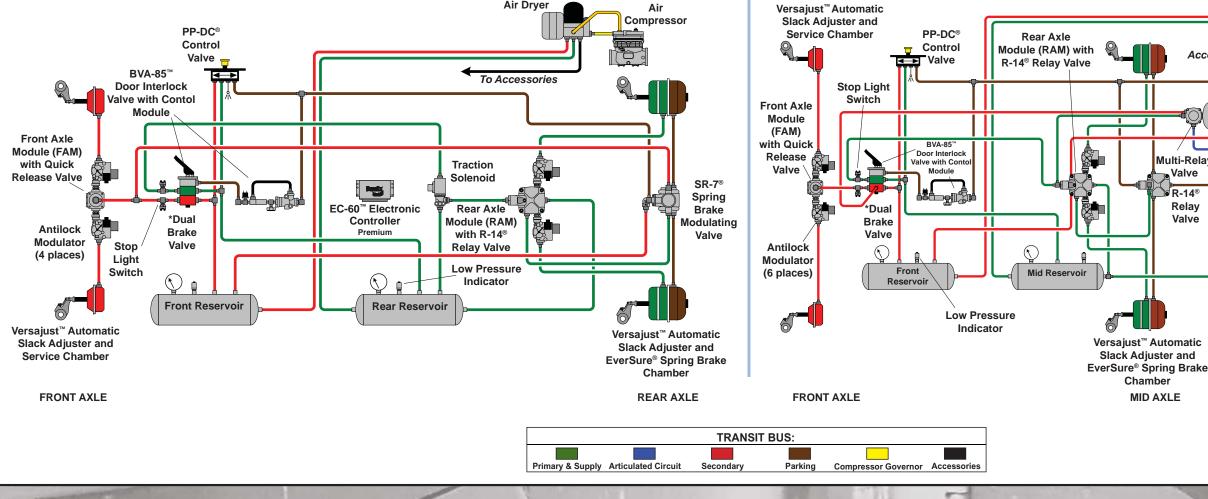
- . Fittings
- 2. Kinked hose or tubing
- Pressure protection valves
- Double check valves
- 5. Tractor protection valve
- Tractor protection control valve
- 7. Parking control valve
- 8. Relay valves (antilock modulators)

### RETEST TO VERIFY PROPER OPERATION OF ALL ITEMS REPAIRED OR REPLACED.



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## **Bendix Air Brake System Troubleshooting Transit Bus Air System Schematic Articulated Transit Bus Air System Schematic** AD-IS® **Extended Purge BA-922<sup>®</sup>** Air Dryer Air

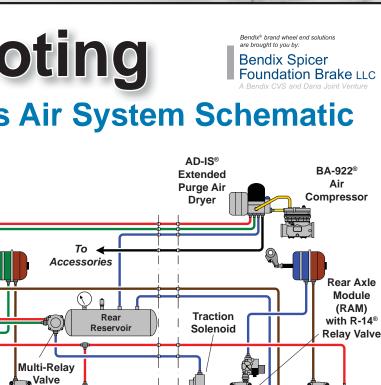


### Notes:

The color coding of the brake system schematic follows APTA Recommended Practice. Air disc & drum brake actuation combined on a single axle are shown for pictorial purposes only.

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