



V-MAC III - Trailer Receptacle Auxiliary Power Wiring



> Internal Content

This script applies only to V-MAC III chassis built with the original EPDM (1997-2000), prior the introduction of the 5A ABS ECU fuse into the EDPM and the replacement of the Deutsch connectors by Packard connectors on the EPDM pig tail harnesses. Tie-in dates for the new EPDM are approximately August 2000 for CH & CX and December 2000 for Macungie products. Using the script below on chassis equipped with the new EPDM is forbidden, because now the ABS will be powered by the center pin of the J560 plug, in anticipation of PLC4Truck ABS ECU.

1. INTRODUCTION

Service Engineering has received many calls requesting a means to power the center pin of the trailer cord receptacle with battery power from a dash mounted switch. There is an unpublished main cab wiring option, which uncouples the trailer ABS circuit and couples a dash switched (toggle switch) battery power circuit to the center pin of the J560 trailer cable receptacle when the park brakes are engaged. This option has been used to power the Sculley for Tankers.

2. ARRANGEMENTS

This unpublished option includes four arrangements that include:

- 1.) 74MTA712P13 (GA PNL D);
- 2.) 16MRA716 (Press Sensing SW);
- 3.) 8MR51303 (Wiring Diagram Option).
- 4.) 44MRA7123 or 44MRA7123P2 (44MRS5182, Cab Wiring).

3. PARTS

The parts breakdown for the arrangements is as follows:

Quantity	Part Number	Description
1	2MR2136M	Relay (Trailer Power Relay)
1	41MR4644M	Harness Cab Option
Live UI	48 RU2313	Band Clamp
1	83AM5000	Screw

1	598AX193	Plug
1	980AX46	Socket
2	1MR2414	Pressure Switch (Auxiliary Park Brake)
2	63AX3660	63AXT33A, Tee Pipe Fitting
1	1MR3410-P3	Toggle Switch (D Panel)
1	4MR3290M	Switch Name Plate
1	44MRS5182	System Drawing

4. GENERAL INSTALLATION INSTRUCTIONS

4.1 Install the optional harness behind the dash and through the bulkhead. See arrangement diagram 44MRS5182;

4.2 Attach the positive ring terminal of the harness to the power stud at the electrical equipment panel and the negative ring terminal to the right cab ground bolt;

4.3 Attach the trailer power relay to the connector on the harness and secure the relay to the electrical equipment panel bracket.

4.4 Install the tee pipe fitting into the switches manifold (air). See the arrangement drawing 44MRS5182.

4.5 Install the air switches on the tee pipe fitting, Then, attach the harness connectors to the air switches.


4.6 Remove the D panel. Then, attach the harness connector to the trailer power switch and install the switch name plate and switch to the D Panel. Install the D panel.

4.7 Remove the 39-B-50 wire and terminal from the trailer junction block (terminal 7) and attach it to the harness connector 39-C-5.0 (39-B-5.0). Then, connect the harness ring terminals

39-D-5.0 (39-C-5.0) and 11-D-2.0 to the trailer junction block terminal 7.

4.8 The installation is complete. Test the system by setting the park brakes, cycle the key off, and turning the trailer cord center pin dash switch on. In this condition, the center pin if the J560 trailer cord should be hot. If you release the brakes, the circuit will go dead. Good luck!

Note:This script was developed for threat fittings. Push-in fittings require

 Live UI at P/N for pressure switch (1MR3583) and Tee pipe fitting (39-D-5.0 (39-C-5.0) and 11-D-2.0).



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