

**Granning Axles UK**  
**Additional Axle EBS**  
**System**

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**8x2 2<sup>nd</sup> steer**  
**Drivers Manual**

**EBS Truck Conversion with Granning EBS additional axle package**

Vehicle Manufacturer: .....

Model: .....

Chassis Number: .....

Vehicle Converter: .....

Additional EBS System Manufacturer: .....

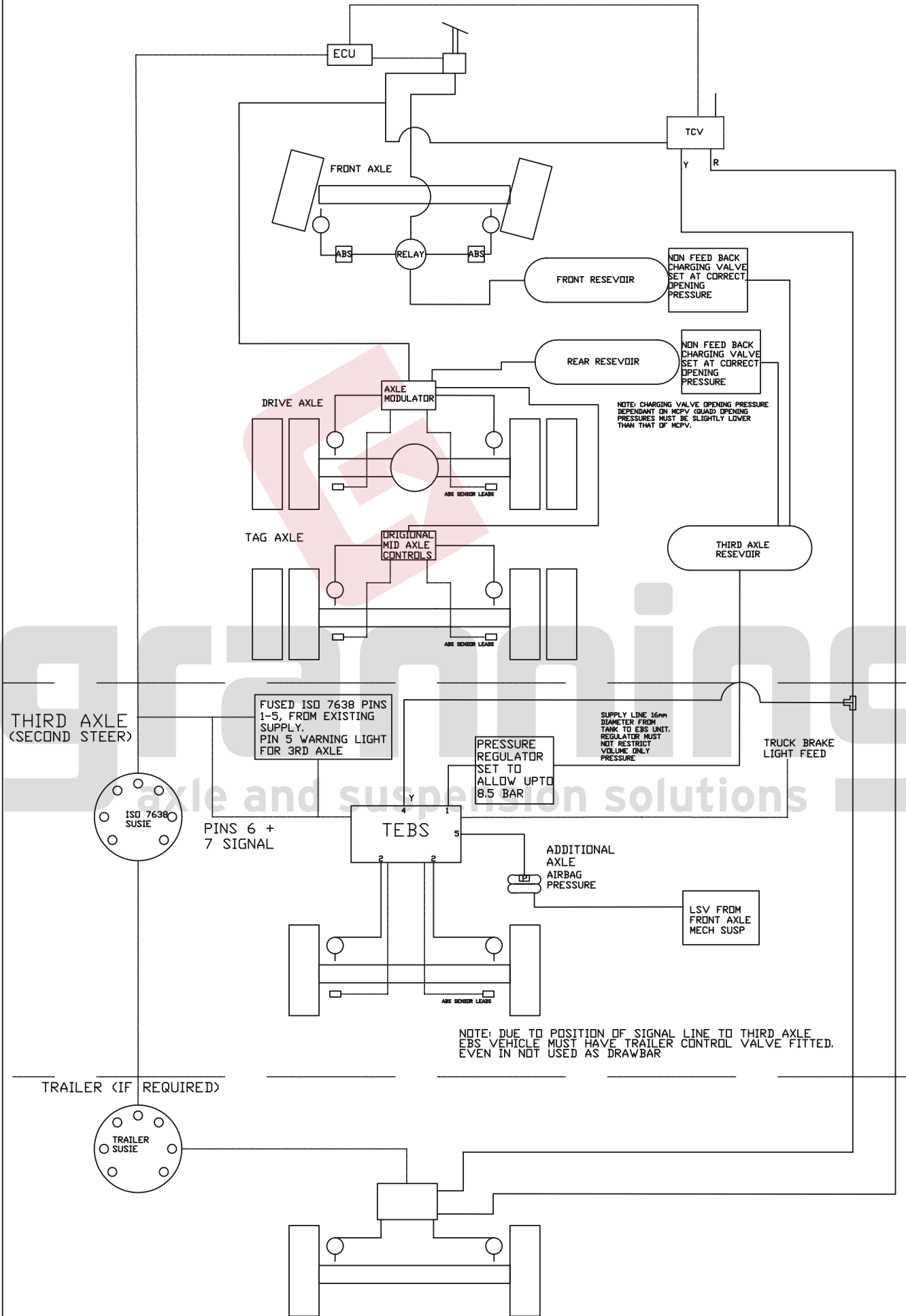
Charging Valve Opening Pressure:.....Bar

Post conversion: Tractor      Rigid drawbar      Rigid

**DRIVER INSTRUCTIONS**

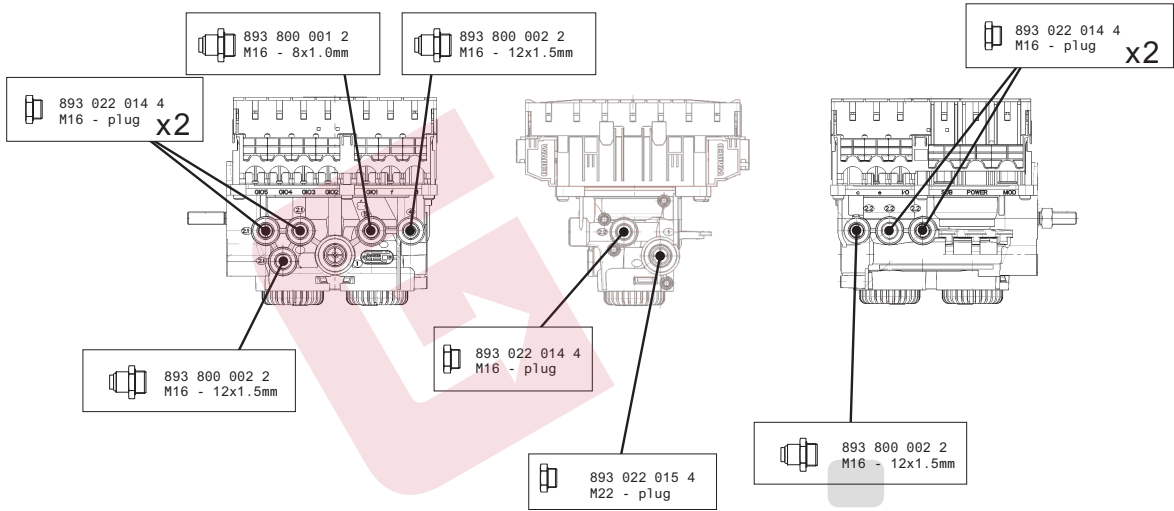
- **On vehicle ignition driver should check EBS warning light for additional axle. To show system connection and operation warning light will illuminate brightly initially for 3 seconds and then glow dim, if no faults are present. Or in some cases after service the light will remain bright until vehicle has been moved above 7km/h. (if no light on ignition see troubleshooting section)**
- **In an emergency situation where one of the service brake circuits have failed, the driver should be aware that emergency braking will still be ‘Under foot’, as the remaining axles from the front or rear system that’s not failed should still function, as well as the independent second steer.**
- **The driver should also be aware that as the parking brake is applied, the additional axle service brakes are applied with the handbrake in the ‘Test position’, once the handbrake is in the park position the additional axle service chambers are released and any spring brakes fitted are applied.**

**GRANNING LYNX STAND ALONE EBS SYSTEM DIAGRAM**  
 (COVERING TRACTOR TO RIGID/DB, RIGID TO RIGID AND RIGID TO RIGID DB)  
 (ALSO COVERS TRACTOR TO TRACTOR MID OR TAG AXLE CONVERSIONS)



No. 400 651 252 0

EBS Modulator (premium) 480 102 060 0

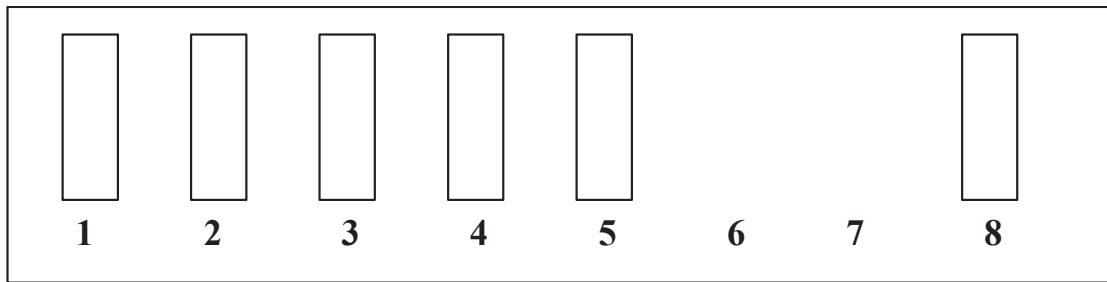


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## Granning Lynx UK additional axle fuse box

### Fuse positions



| <u>Fuse Number</u> | <u>Fuse Colour</u> | <u>Fuse Rating</u> | <u>System Related</u>                 |
|--------------------|--------------------|--------------------|---------------------------------------|
| 1                  | Neutral            | 25Amp              | EBS solenoid valve electrics Positive |
| 2                  | Blue               | 15Amp              | EBS electronics Positive              |
| 3                  | Blue               | 15Amp              | EBS electronics Negative (Ground)     |
| 4                  | Neutral            | 25Amp              | EBS solenoid valve electrics Negative |
| 5                  | Blue               | 15Amp              | EBS warning lamp                      |
| 6                  | NONE               | -                  |                                       |
| 7                  | NONE               | -                  |                                       |
| 8                  | Tan                | 5Amp               | Auto lower system                     |

### Cable assembly - locking mechanism

Opening the locking mechanism/ removing the protection cap

- Open the yellow locking sides of the ECU for assembling the cables. An open-end spanner size 13 is best suited for this purpose.
- Reach underneath the U-shaped yellow plastic locking mechanism with the spanner mouth from either the top or the bottom to open the plug connection.
- Having opened the connectors, remove the protection cap and fit the cable. Inserting and detaching cables or end caps (4/8 pins)
- Before you can insert or remove the cable plugs from the matching slot on the ECU frame, you must move the yellow locking slider to the open position. If the slider is in the locked end position (condition at delivery), you can use a size 13 open-end spanners to release the notch from either the top or from below (1a), see Fig 5 below.
- You then pull out the slider up to the cover end stop by hand in order to permit access to the plug guide.
- In a second step, insert the cable end (or protective caps) perpendicularly into the corresponding slot of the ECU. Ensure that the correct polarity and coding (connector-slot) is adhered to. They must only be inserted if the two parts match.  
The black protective caps are not coded and fit on every slot.
- Press the cable end into the slot (2) with a little initial force and move the locking slider back to its initial position (3), see following images. In this procedure, the latch hook of the slider latches in the ECU frame.
- The correct latching of the slider is confirmed by an audible "click" sound. Hereby the slider has also reached the end position of the stop and is aligned with the other closed locking mechanisms.

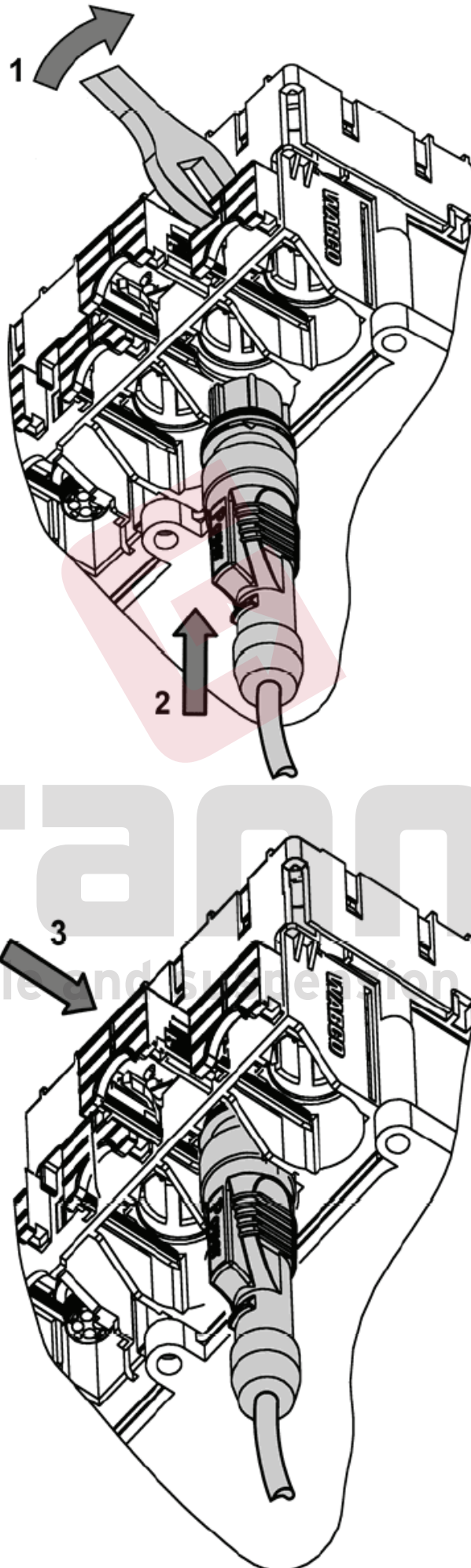
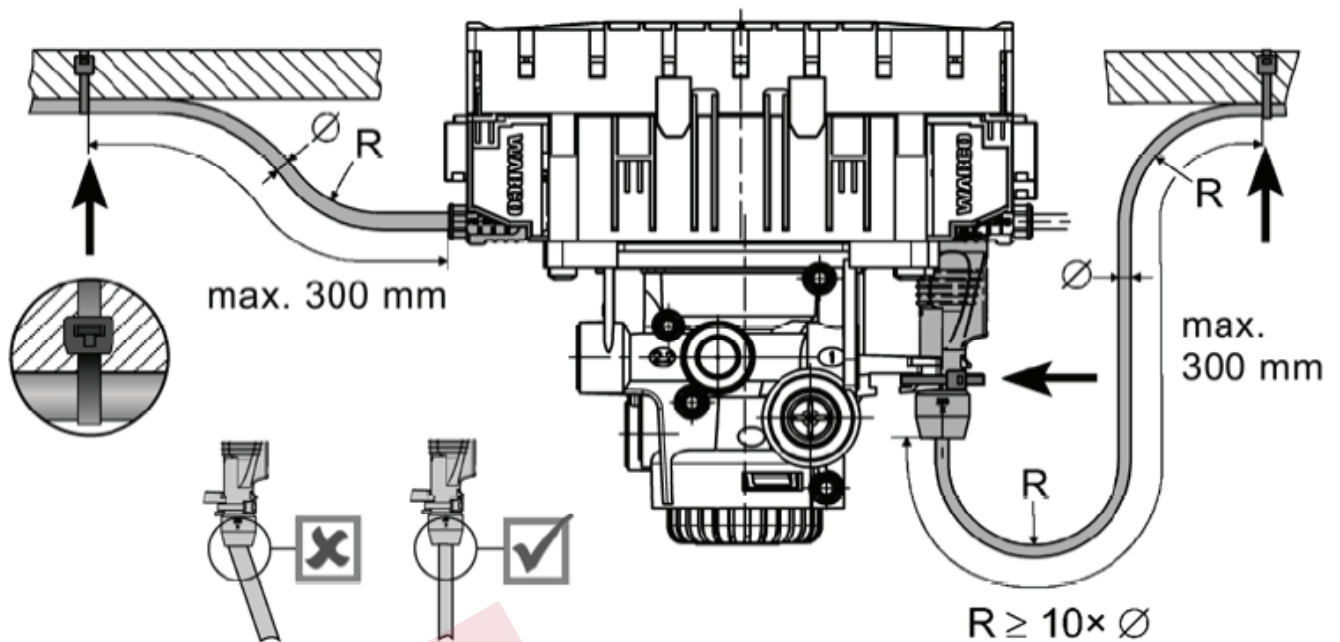


Fig 5 Cable locking mechanism operation



The ridge on the connector housing is designed as a slip-resistant surface. This facilitates pushing the connector into the ECU slot.

- Fix the cables (max. 300 mm cable length distance to the ECU) using cable ties. The 8-pin cables of the ports POWER, SUBSYSTEMS and MODULATOR must be fixed on the TEBS E using the fixing points provided.

**!** Fasten the cables and connectors in such a way that no tensile strains or transverse forces act on the plug connections. Fix the cable ties in such a way that the cables are not damaged (if you are using tools, please observe the instructions of the manufacturer of the cable tie). Avoid laying cables across sharp edges or near aggressive media (acids for example).

Fig 6, Cable fixing instructions

## Repairs and Diagnostics

**NOTE: Trained Wabco agents can be used to diagnose system faults indicated by the red light. BUT the system parameters should only be changed by or under direct instruction / authorisation of Granning Lynx UK Engineering Failure to do so will result in voiding Granning Lynx UK liability for this product.**

- At NO time should the RSS function within the Trailer EBS units (TEBS) be switched on.
- Faults that occur can generally be diagnosed by a trained EBS service centre by reference to the Wabco reference guide, by using the trouble shooting section of this manual or by contacting Granning Lynx UK engineering department.
- If the TEBS unit is to be removed due to a hardware fault, the ECU data file should be copied exactly to the new unit and Granning Lynx UK informed of this action. If the system data is unrecoverable Granning Lynx UK Engineering should be contacted to supply the original data file for uploading.
- Also for a unit change, note the installation position of the unit, as this is critical to the system program. Also please note pipe sizes and fittings that were fitted at installation, as these can be critical to system function especially the additional axle tank supply line to the TEBS unit via the pressure protection valve. Correct fittings are diagrammed previously in this manual.
- If fittings are to be changed or replaced then exact replacements or fittings of similar quality should be used as not to impair the systems integrity.
- If the pressure protection valve fails, a direct replacement should be installed or an alternative valve could be utilised adhering to the following conditions:
  - Port sizes should not be reduced as this will affect the air systems volume availability and will impair system function
  - Max pressure output of the valve should be fixed at 8.5bar
- If the charging valves are replaced then the replacements should be set to the correct opening pressure as detailed at the front of this manual and these pressures are vehicle specific, and the following conditions also adhered to:
  - The valve must be a Non-Feedback type valve
  - The valve should be fitted directly to the front or drive service tanks.
  - All fittings should be of comparable quality to originals.
  - Failure to replace the valves correctly will void Granning Lynx UK liability for this system.
- The data and Granning Lynx UK additional axle system are unique to the conversion at the time of installation. The vehicle configuration, type and dimensions should not be altered in any way without written confirmation from Granning Lynx UK.



## TEBS Unit Pipe Sizes Chart

| <u>Wabco Port No.</u> | <u>Port size</u> | <u>Min. Pipe Size Diameter</u> | <u>Connects To</u>                        |
|-----------------------|------------------|--------------------------------|---|
| 1                     | M22              | 16mm                           | Tank supply via pressure protection valve |
| 2                     | M16              | 12mm                           | Direct to service chambers                |
| 4                     | M16              | 12mm                           | Signal from TCV output yellow line        |
| 5                     | M16              | 8mm                            | Additional axle suspension bellows        |

- **Blanks and connector covers for TEBS electrical connections should not be removed, unless necessary to connect equipment + they should always be replaced afterwards. This applies for both the Wabco and Knorr EBS units to ensure the ingress of water is prevented as this could result in shorting across pins which will result in:**
  - **Unit not functioning correctly**
  - **Increased system degradation**
  - **Adversely affecting service life and any warranty claims.**

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## **Troubleshooting Guide**

| <b><u>Problem</u></b>  | <b><u>Fault</u></b>  | <b><u>Solution</u></b>  |
|--|--|---|
| No warning light for 3 seconds at ignition on  | <ul style="list-style-type: none"> <li>-Warning light bulb</li> <li>-Warning lamp Disconnected</li> <li>-System power has been disconnected</li> <li>- Fuse has blown (No.2)</li> </ul>          | <ul style="list-style-type: none"> <li>-Check axle is not lifted, no light when lifted as system is off</li> <li>-Check TEBS unit power connection (power supply and warning lamp connection)</li> <li>-Check fuses</li> </ul>  |
| Warning lamp stays on brightly more than 3 seconds at ignition on  | <ul style="list-style-type: none"> <li>-Possible intermittent fault</li> <li>-Diagnosis or service may have been performed, sensors changed or disconnected</li> </ul>                           | <ul style="list-style-type: none"> <li>-Drive Truck at speed of greater than 10kmph, light should extinguish when new sensor etc, is seen to be working</li> <li>- If Not see other faults</li> </ul>   |
| While vehicle in motion, warning light illuminates brightly when foot brake is applied, goes out again when released | <ul style="list-style-type: none"> <li>-System has lost main power supply</li> <li>- Brake system operating on brake light feed only, ABS function available, but no EBS load sensing</li> </ul> | <ul style="list-style-type: none"> <li>-Check system fuses</li> <li>-Check TEBS unit power connections</li> <li>-Check system relays</li> </ul>   |
| Warning lamp brightly illuminated constantly   | Sensor or hardware fault   | <ul style="list-style-type: none"> <li>-Take to Wabco/Knorr approved EBS service agent for diagnosis to check system Error log</li> <li>-Refer to Wabco/Knorr documentation regarding error(s) highlighted at diagnosis.</li> <li>-Some faults may be intermittent and can be cleared from memory.</li> <li>-If on diagnosis faults are not shown to be component fault or standard fault referred to by TEBS unit manufacturer, please contact Granning Lynx UK Engineering for system specific advise.</li> </ul> |
|  |  |   |