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Volvo truck abs wiring diagram

Disclaimer: Our products are under continuous development. Vehicles produced after this publication may have different specifications and repair methods. When this is determined to have a significant bearing on this manual, a new edition of this file will update the changes. Always check the latest information at the "Wiring Diagrams" location.

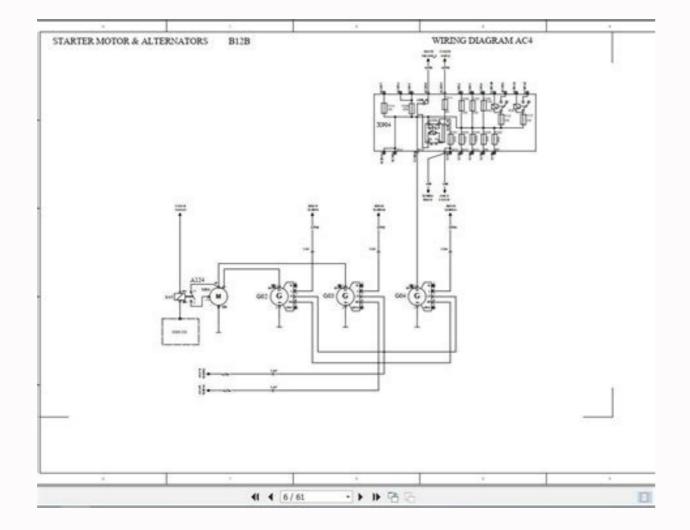
Utilization of Body Builder connectors ordered and provided by Volvo is strongly recommended as your power, lighting, and ground source for body installation, PTO installation, and operation.

Cutting into wiring harnesses is not recommended as it may affect CAN Bus messaging. Cutting into an OEM harness, should it be incorrectly used to supply power to PTO equipment. Be sure to consult with your local Volvo dealer when ordering trucks to ascertain proper connectors are supplied when the vehicles

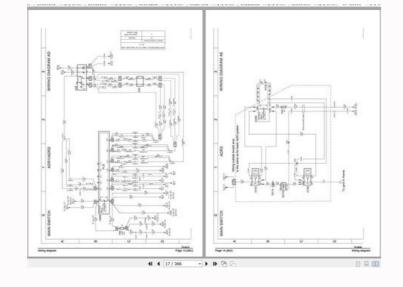
Cutting into wiring harnesses is not recommended as it may affect CAN Bus messaging. Cutting into an OEM harness will void the warranty of the harness, should it be incorrectly used to supply power to PTO equipment. Be sure to consult with your local Volvo dealer when ordering trucks to ascertain proper connectors are supplied when the vehicle is manufactured. All rights reserved. No part of this publication may be reproduced, stored in retrieval system, or transmitted in any form by any means, electronic, mechanical, photocopying, recording, or otherwise, without written permission of Volvo Group North America LLC. Request Assistance Request To request a PDF drawing or CAD file, please contact your dealer. Find a Dealer News & Events source /body-builder joon What is the minimum RPM I should operate my PTO, so that my vehicle will perform a diesel particulate filter (DPF) regeneration in PTO Mode - when a vehicle will perform must be run at a speed above the minimum speed setting can be affected by ambient temperature and/or altitude. Can the I-Shift operated in the tables in Body Builder Manual, Section 9, Table of Contents / Regeneration in PTO Mode. The minimum speed setting can be affected by ambient temperature and/or altitude. Can the I-Shift mounted PTO is engaged, it is only possible to move the truck in one gear (1st, 2nd, or 3rd) – the transmission will not shift gears when the PTO is active. The transmission will not disengage the PTO once it is turned on and recognized by the VECU or TECU via the factory-installed PTO switch. On Volvo I-Shift, with PTO engaged while in neutral, and then selecting Drive the PTO support that the I-Shift is an automated manual transmission with a clutch will reengage and the PTO will start to turn again. The transmission will not shift gears and driver is limited to about 6 MPH.

More 3/29/2019 Quick Reference Guide for Body Builder Harness Body Builder Harness Body Builder Harness with Auxiliary Switch Overlay (Dash), VN W3035627 Dual power take off (PTO),

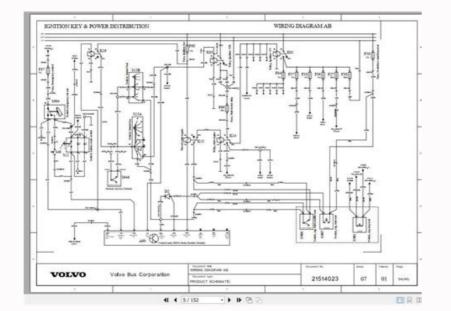
Switch Body Builder Module (BBM) Electronic Control Unit (ECU) Splice Pack (5K141B) Main Cab (OPT5) Main Cab (



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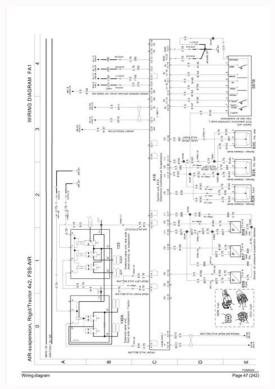
Request Assistance Request To request a PDF drawing or CAD file, please contact your dealer. Find a Dealer News & Events See all News & Events source /body-builder.json What is the minimum RPM I should operate my PTO, so that my vehicle will perform Regeneration during PTO mode? Regeneration in PTO Mode - when a vehicle is being operated in PTO mode and a diesel particulate filter (DPF) regeneration is commanded, the engine must be run at a speed above the minimum speeds listed in PTO Mode.



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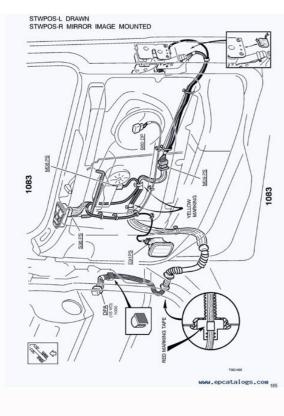
Be sure to consult with your local Volvo dealer when ordering trucks to ascertain proper connectors are supplied when the vehicle is manufactured.

All rights reserved. No part of this publication may be reproduced, stored in retrieval system, or transmitted in any form by any means, electronic, mechanical, photocopying, recording, or otherwise, without written permission of Volvo Group North America LLC. Request Assistance Request To request a PDF drawing or CAD file, please contact your dealer. Find a Dealer News & Events See all News & Events source /body-builder.json What is the minimum RPM I should operate my PTO, so that my vehicle is being operated in PTO mode and a diesel particulate filter (DPF) regeneration is commanded, the engine must be run at a speed above the minimum speeds listed in the tables in Body Builder Manual, Section 9, Table of Contents / Regeneration in PTO Mode. The minimum speeds listed by ambient temperature and/or altitude. Can the I-Shift change gears while transmission mounted PTO is active?



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Request Assistance Request To request a PDF drawing or CAD file, please contact your dealer. Find a Dealer News & Events source /body-builder.json What is the minimum RPM I should operate my PTO, so that my vehicle will perform Regeneration during PTO mode? Regeneration in PTO Mode - when a vehicle is being operated in PTO mode and a diesel particulate filter (DPF) regeneration is commanded, the engine must be run at a speed above the minimum speeds listed in the tables in Body Builder Manual, Section 9, Table of Contents / Regeneration in PTO Mode. The minimum speed setting can be affected by ambient temperature and/or altitude. Can the I-Shift change gears while transmission mounted PTO is active? When a I-Shift mounted PTO is engaged, it is only possible to move the truck in one gear (1st, 2nd, or 3rd) - the transmission will not disengage the PTO once it is turned on and recognized by the VECU or TECU via the factory-installed PTO switch. On Volvo I-Shift, with PTO engaged while in neutral, and then selecting Drive the PTO engaged while in neutral, when selecting Drive, the clutch is released, then the transmission shifts into gear.



Utilization of Body Builder connectors ordered and provided by Volvo is strongly recommended as your power, lighting, and ground source for body installation, and operation. Cutting into wiring harnesses is not recommended as it may affect CAN Bus messaging. Cutting into an OEM harness will void the warranty of the harness, should it be incorrectly used to supply power to PTO equipment. Be sure to consult with your local Volvo dealer when ordering trucks to ascertain proper connectors are supplied when the vehicle is manufactured. All rights reserved.

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Request Assistance Request To request a PDF drawing or CAD file, please contact your dealer. Find a Dealer News & Events source /body-builder.json What is the minimum RPM I should operate my PTO, so that my vehicle will perform Regeneration during PTO mode? Regeneration in PTO Mode - when a vehicle is being operated in PTO mode and a diesel particulate filter (DPF) regeneration is commanded, the engine must be run at a speed above the minimum speeds listed in the tables in Body Builder Manual, Section 9, Table of Contents / Regeneration in PTO Mode. The minimum speed setting can be affected by ambient temperature and/or altitude. Can the I-Shift change gears while transmission mounted PTO is active? When a I-Shift mounted PTO is engaged, it is only possible to move the truck in one gear (1st, 2nd, or 3rd) - the transmission will not shift gears when the PTO once it is turned on and recognized by the VECU or TECU via the factory-installed PTO switch. On Volvo I-Shift, with PTO engaged while in neutral, and then selecting Drive the PTO stops turning. Why? Remember that the I-Shift is an automated manual transmission with a clutch. With the PTO engaged while in neutral, when selecting Drive, the clutch is released, then the transmission shifts into gear. When the driver takes his foot off the brake pedal and presses the throttle pedal the clutch will reengage and the PTO will start to turn again.

The transmission will not shift gears and driver is limited to about 6 MPH. More 3/29/2019 Quick Reference Guide for Body Builder Connector Housing Assembly and Terminal Part Numbers. Also end of frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector Housing Assembly and Terminal Part Numbers. Also end of Frame Lighting Connector # 4 (203D. Also Housing Pack (5K141B) Main Cab (OPT15) Main Cab (OP

Builder Connectors Connector/Fem Connector #1 (ELCE-PK) 280-GT, Unsealed 16-way Female Housing/Female Terminals BB Connector #2 (ELCE-PK) 280-GT, Unsealed 16-way Male Housing/Male Terminals BB Connectors 3 and 4. Delphi/Packard 250-GT, Unsealed 16-way Male Housing/Male Terminals BB Connectors 1 and 2. Cable kit 85146037 is for connectors 3 and 4. Delphi/Packard 250-GT, Unsealed 16-way Male Housing/Male Terminals BB Connectors 1 and 2. Cable kit 85146039 iri) 1219181 12191819 perminals-choose by conductor size: 0.35-0.50 mm² (0.013-0.019 ir²) 0.75-1.00 mm² (0.029-0.039 iri) 15304701 15304702 N/A Cable Seals-Not Required Cavity Plugs-Not Required Cavity Plugs-No

Description of Circuits included in ELCE-PK (Basic Prep Kit) This is the 'basic' prep kit; Available with all engines. Content is the same for all engines, but differs depending on transmission. Note: Verify fuse numbers and values with the fuse legend decal installed in your particular vehicle.

Connector #1 Type: 16-way, unsealed Packard GT 280-series (female housing w/ female terminals) Location: Between driver and passenger seat Present: Always present with ELCE-PK option (sales code L3-A1) Pin Circuit Gen 2 2018 Circuit Gen 1 Pre 2018 Description Notes A X03DH3 X03EA2 Body Builder Ground Return 30A Max. B HA10AB MABA1 Alternator "R" Terminal N/A C F19A1 F43A2 Fused, Unswitched Battery Power 30A "Body Builder" Maxi Fuse; 25A Max. D F35A1 F65A1 Fused, Ignition Switched Power 15A "IGN-X" fuse; draw 12A Max. E N122A1 N123A1 N123A1 Varies; typically Reduced Eng Load at Stop Input Typ. Reduced Engine Load at Stop Input G F49A4 F62F2 +12V when transmission in REVERSE Fed via "Body Builder Reverse" fuse; 5A Max.

H F47A1 F64A1 Fused, Ignition-Switched Power 15A "IGN-Y" fuse; draw 12A Max. J F46A1 F29A1 Fused, Ignition-Switched Power 15A "IGN-Z" fuse; draw 12A Max. K CAKJ5C5 MAKA1 Stalk PTO engine speed increase Active High Input L CALJ5F5 MALA1 Stalk PTO engine speed decrease Active High Input M F65A3 F34C3 Remote PTO1 Output Active High Output; 4A Max. N CA1AN F34E3 Remote PTO1 Input/Activation Active High Input P N/A N/A Empty R N/A N/A Empty R N/A N/A Empty S N/A transmission installed) Pin Circuit Gen 2 2018 Circuit Gen 1 Pre 2018 Description Notes A N/A N/A Empty B FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A112 Typical PTO Enable Output C FR15A87 NAEA1 N.C. contact of relay controlled by A114 Typical Neutral Indicator for PTO F FR16A87A NAFA1 N.C. contact of relay controlled by A114 G FR16A30 NAGA1 COM contact of relay controlled by A114 H N103A2 N103A2 Switch Return (Ground) Use for all Allison-connected active low inputs J N117A2 N117A2 N117A2 N117A2 Allison defined Typically AutoNeutral Input K N143A1 N143A1 Allison defined Typically PTO Enable Input L XO3BA XO3BA Allison ECU Power Ground Use for ground-connected Allison defined Typically Range Inhibit Input P N125A1 N125A1 N125A1 Allison defined Typically Speedometer Output R N113A1 N113A1 Allison defined Output; varies by application S N105A1 N105A1 Allison-defined circuits (Axxx) will depend on the chosen Vocational Package. Always refer to Allison Documentation for details. Note: Allison-defined circuits numbered "Axxx": Refer to Allison Transmission documentation or Body Builder Transmission service bulletins (using the "Axxx" circuit references) to determine the exact function of each Allison circuit, as they can vary depending upon the vocational package chosen. Note: Unless otherwise indicated, all part numbers are Delphi / Packard: Connector/Item Supplied on vehicle Mate required to plug into vehicle Connector #1 Packard 280-GT series (unsealed), 16- way; Female housing & Terminals Housing & Terminals Housing & Terminals Housing & Terminals Female Terminals, size as required Male Terminals: Packard PN 15326952 VOLVO PN 20378995 Packard PN 15326956 VOLVO PN 3186494 Terminals Female Terminals, size as required Male Terminals: Packard PN 15326952 VOLVO PN 20378995 Packard PN 15326956 VOLVO PN 3186494 Terminals Female Terminals Female Terminals Female Terminals. $15304723 \ (0.75 \sim 1.00 \ \mathrm{mm^2})$ Packard $15304724 \ (1.50 \sim 3.00 \ \mathrm{mm^2})$ Packard $15304725 \ (4.00 \sim 5.00 \ \mathrm{mm^2})$ Connector #2 Packard 280-GT series (unsealed), 16- way; Female housing & Terminals Housing & Terminals Housing & Terminals Packard PN $15326956 \ \mathrm{VOLVO}$ PN $3186494 \ \mathrm{Packard}$ PN $15326952 \ \mathrm{VOLVO}$ PN 20378995 Terminals: Male Terminals: Male Terminals: Male Terminals: Packard 15304711 (0.75 ~ 1.00 mm²) Packard 15304711 (0.75 ~ 1.00 mm²) Packard 15304711 (0.75 ~ 1.00 mm²) Packard 15304712 (1.50 ~ 3.00 mm²) Packard 15304711 (0.75 ~ 1.00 mm²) Packard 15304711 (0.75 ~ 1.00 mm²) Packard 15304712 (1.50 ~ 3.00 mm²) Packard 15304711 (0.75 ~ 1.00 mm²) Packard 1530471 Note that each circuit is fused by either a Maxifuse in the Power Module, and/or a minifuse in the standard Fuse and Relay Center. Observe the maximum current capabilities of each circuit. Note: Verify fuse numbers and values with the fuse legend decal installed in your particular vehicle. Circuit Fuse/Fuse Size Maximum Usable Current F43A1 F43/10A/30A 25 A (80% of fuse rating) F65A1 F65/15A 12A F64A1 F64/15A 12A F64A1 F64/ F65A1 circuit (Fuse F65) and F64A1 circuit (Fuse F64) These circuits are in the electrical 'path' of the PLC4TRUCK signal as it makes its way from the trailer (AUX circuit) to the tractor ABS ECU. Do not use the F65A1 or F64A1 circuit for powering items such as: • large inductive or capacitive loads such as electric motors or continuously-activated solenoids • add-on equipment which uses a type of Power Line Carrier (PLC) communication which is not compatible with the PLC4TRUCK signal Doing so may affect t connecting to a trailer equipped with the PLC4TRUCK system (basically, any air-braked trailer manufactured after March, 2001), it will be the user's responsibility to ensure that any add-on electrical equipment does not interfere with the trailer ABS malfunction. Ground Circuit (X03EA2) This ground circuit should be used as much as possible for all body builder ground needs. It connects to a ground stud on the vehicle firewall which is a central ground point for all vehicle electrical loads. Note the maximum current capacity of the circuit (dictated by the 6.0mm2 conductor size) of 30A. Reverse Circuit (F63H2) This is a 10A (max) circuit, live when the transmission is placed into REVERSE gear. It shares a relay (RLY14) and fusing (F63) with the lift-axle logic: when the transmission is not in reverse, circuit F63H2 receives power. Note: OVERLOADING CIRCUIT F63H2 (and causing F63 to blow) WILL PREVENT PROPER OPERATION OF THE LIFTAXLES Allison Controlled Relays (NADA1/NAGA1) - Allison Transmission documentation, or the Body Builder Transmission University Nation Transmission Controlled by the Allison Transmission documentation, or the Body Builder Transmission University Nation U service bulletins, for details on the exact functions of these circuits, as they differ depending upon which vocational package was chosen.

Stalk PTO Engine Speed INC/DEC (MAKA1, MALA1) These circuits are provided for "remote" adjustment of the engine speed while operating in "stalk PTO" mode. They are connected to relays which operate in parallel with the "SET+" and "SET-" stalk switches, and will allow trimming of the PTO engine speed just as if the in-cab controls were used, except for the added requirement that the vehicle's park brake must be set in order to use these "remote" control On/Off switch must remain "on".

The 'base' PTO set speed should be selected before exiting the cab. These circuits are usable on both VOLVO and Cummins engines (VNL only), with the same mode of operation. Refer to the "Stalk PTO" topic in the "PTO Functions" section of this document. PTO1 Input/Enable and Output (F34E3, F34C3) - VOLVO Engine Only These circuits provide access to the single PTO function on the ELCE-CK prep

package. For a complete description of the PTO1 Input/Enable and Output functions of the VECU, please refer to the Engine ECU. Refer to the Engine ECU. Refer to the ELCE-EK prep package for available pre-wired

circuits, and also to Cummins Engine Company documentation for PTO operation with these engines. Notes: 1.

20481361 Packard PN 15332177VOLVO PN 20481359 Terminals Packard 15304702 (0.75 ~ 1.00 mm²) Packard 12191812 (0.75 ~ 1.00 mm²) Packard 12191811 (0.35 ~ 0.50 mm²) Notes: 1.

ELCE-PK is standard equipment on all VHDs (truck and tractor), unless specified otherwise. 2. ELCE-PK is available with all engines. 3. ELCE-PK is available with all transmissions; additional content is included when Allison transmission is specified. 4. The wiring for the PTO Relay (RLY07), PTO DASH SWITCH, and "PTO" fusing are present in every VHD; the components themselves are only installed when one of the available PTO-prep options are ordered. 5. The function of all Allison Transmission circuits (Axxx) will depend on the chosen Vocational Package; REFER TO ALLISON DOCUMENTATION FOR DETAILS. VHD Body Builder Wiring W3119185 "Complete" Prep Kit; Including BBM ECU; ELCE-CK (Sales Code: L3-C1) The "complete" prep kit adds a body builder module (BBM) electronic control unit (ECU) and associated wiring to the standard "basic" prep kit. The ELCE-CK kit is only available with a VOLVO engine. The following tables list the pinout and mating connectors which are part of the ELCE-CK package, located on the cab floor between the seats. Description of Circuits Included in ELCE-CK ("Complete" Prep Kit) In addition to all the circuits listed above in the ELCE-PK package, the ELCE-PK package, the ELCE-PK package, the ELCE-PK package adds the body builder module (BBM) electronic control unit (ECU), together with the following circuits brought out to two additional connectors located between the seats (same location as -PK package). Connector # 3 Connector # BB-EK Type: 16-way, unsealed Packard GT 150-series (female housing w/ female terminals) Location: Between driver and passenger seat Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 2018 Circuit Gen 1 Pre 2018 Description Notes A X03DB16 X03EA21 Ground return for all BBM-connected Inputs B MB5A3 MB5A3 +V Power for BBM-connected Switches Limit to -10 switches per +V output C MB19A1 MB19A1 +V Power for BBM-connected Switches Limit to -10 switches per +V output D MA18A2 MA19A1 PTO3 Input/Enable F MA20A1 MA20A1 PTO4 Input/Enable G MA4A1 MA4A1 PTO1 Engine Speed Control Input Active High Inputs H MB21A1 M See VECU (ELCE-PK) for PTO1 Input/Enable M MB3A1 PTO3 Output N MB4A1 PTO4 Output P MA1A1 Remote PTO Engine Speed INCrement S F44BS N/A Hood Position Switch Optional Connector #4 Connector # BB-EK Type: 16-way, unsealed Packard GT 150-series (male housing w/ male terminals) Location: Between driver and passenger seat Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 1 Pre 2018 Circuit Gen 1 Pre 2018 Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present: Always present with ELCE-CK option (sales code L3-C1) Pin Circuit Gen 2 Present (sales code L3-C1) Pin Circuit Gen 2 Present (sales code L3-C1) Pin Circuit Gen 2 Present (sales code L3-C1) Pin Circuit Gen 3 Present (sales code L3-C1) Pin MA27A1 MA27A1 Engine Shutdown #2 Input (See Note 1) Normally Closed (N.C.) Switch to Ground C MA7A1 MA17A1 Engine Speed Limit Input Active High Input E MA25A1 Engine Torque Limit Input Active Low Input F MA26A1 MA26A1 Road Speed Limit Input Active High Input D MA17A1 MA17A1 Engine Speed Limit Input Active High Input D MA17A1 MA17A1 Engine Speed Limit Input Active High Input D MA17A1 MA17A1 Engine Speed Limit Input Active High Input D MA17A1 MA17A1 Engine Speed Limit Input D MA17A1 MA Active Low Input G MA24A1 MA24A1 PTO Neutral Interlock Input Active Low Input H MA28A1 MA29A1 MB10A1 Remote Throttle Enable Input Active Low Input, See Note 2 and 3 L MB10A1 MB10A1 Remote Throttle V-Ref (5V) Output See Note 2 and Note 3. Use twisted-trio wiring for these three circuits M MB9A1 MB9A1 Remote Throttle Sensor/Signal Input N MB22A1 Remote Throttle Sensor/Signal Input N MB22A1 Remote Throttle Ground Reference P MB28A1 MB28A1 Road Speed Output ("C3" Output R MB16A1 MB16A1 System Warning Output Active Low Output S MB18A1 MB18A1 Databus Triggered Output Active Low Output Notes: 1. Engine Shutdown Input #1 is always enabled in software, and once enabled in software, and once enabled will shutdown the engine unless ground is present at that input. 2. For stationary 2nd Throttle use, it is recommended to add a redundant Park Brake pressure switch in series with the Remote Throttle Enable Input (see schematic). This will allow remote throttle only while the park brake is set. DO NOT tie into the factory-installed Park Brake pressure switch for this purpose. 3. For non-stationary 2nd Throttle use, an Accelerator Pedal with Idle Validation Switch (IVS) is required. Circuits for the IVS are not brought out to Body Builder Connector #4. Refer to the BBM ECU section of this document for details on the circuitry needed for a 2nd driving position. All part numbers shown are Delphi / Packard, unless otherwise noted. Connector/Item Supplied on vehicle Mate required to plug in to

ELCE-CK is standard equipment on VHD trucks; optional on VHD trucks on VHD truck on Truck owner's, operators, service and maintenance manuals, error codes list, DTC, spare parts manuals & catalog guard and relays (Velocity of Volvo FM, FH, version 2 – Fuses box diagram and relays (Velov FM, FH, version 2 – Fuses box

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