

# IMPORTANT INFORMATION

## IMPORTANT INFORMATION FOR ELECTRICAL INSTALLATION

Every Vehicle has different exhaust brake interface requirements depending on the optional equipment, type of engine, transmission and Anti-lock brake systems. It is impossible to provide a wiring schematic for every combination of engine, transmission and Anti-lock braking system available on trucks today. It is also impossible to keep up with the rapid changes to vehicle electrical systems. Some vehicle manufacturers require the electronic control module to be turned on and some also require the dash switch be enabled, they do charge to perform the turn on at no preset cost. If you decide to interface with the factory wiring, it would be expedient to contact the vehicle manufacturer with the Vehicle Identification Number for their version of the exhaust brake wiring.

Upon request Pacbrake can provide a wiring schematic for most engine and transmission combinations but cannot be held responsible for it's compatibility with VOEM systems

The schematics provided in this manual are generic samples to meet the minimum requirements for exhaust brake operation.

Please consider the following requirements for exhaust brake actuation, choose which systems meet the customers needs:

- 1) The exhaust brake if possible should have a throttle switch or throttle switch relay, in order to prevent the exhaust brake from being applied when the engine is under power.
- 2) The exhaust brake if possible should have a cruise control relay installed, in order to prevent the exhaust brake from being applied when the engine is under power.
- 3) The exhaust brake must have an ABS (Anti-lock brake) disable relay installed, in order to turn the exhaust brake off if wheel skid occurs except if equipped with Allison Electronic Transmission.
- 4) If the exhaust brake is installed on a vehicle with an Allison electronic transmission, it must be interfaced, in order to provide the torque converter unlock feature and automatic downshifting.
- 5) If the exhaust brake is to be used as a warm up feature, it requires a special dash switch and relay in some cases.

The choice of the electrical actuation system should be discussed with the vehicle owner prior to starting the installation. The VOEM integrated system provides the most seamless interface with the other vehicle features, but is by far the most difficult and costly to install. The basic schematics provided in this manual are simple to install and are the most cost effective to the customer. Pacbrake Technical Service will assist you in choosing the correct control group for your choice of actuating system should you have difficulty.

## PACBRAKE SERVICE

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