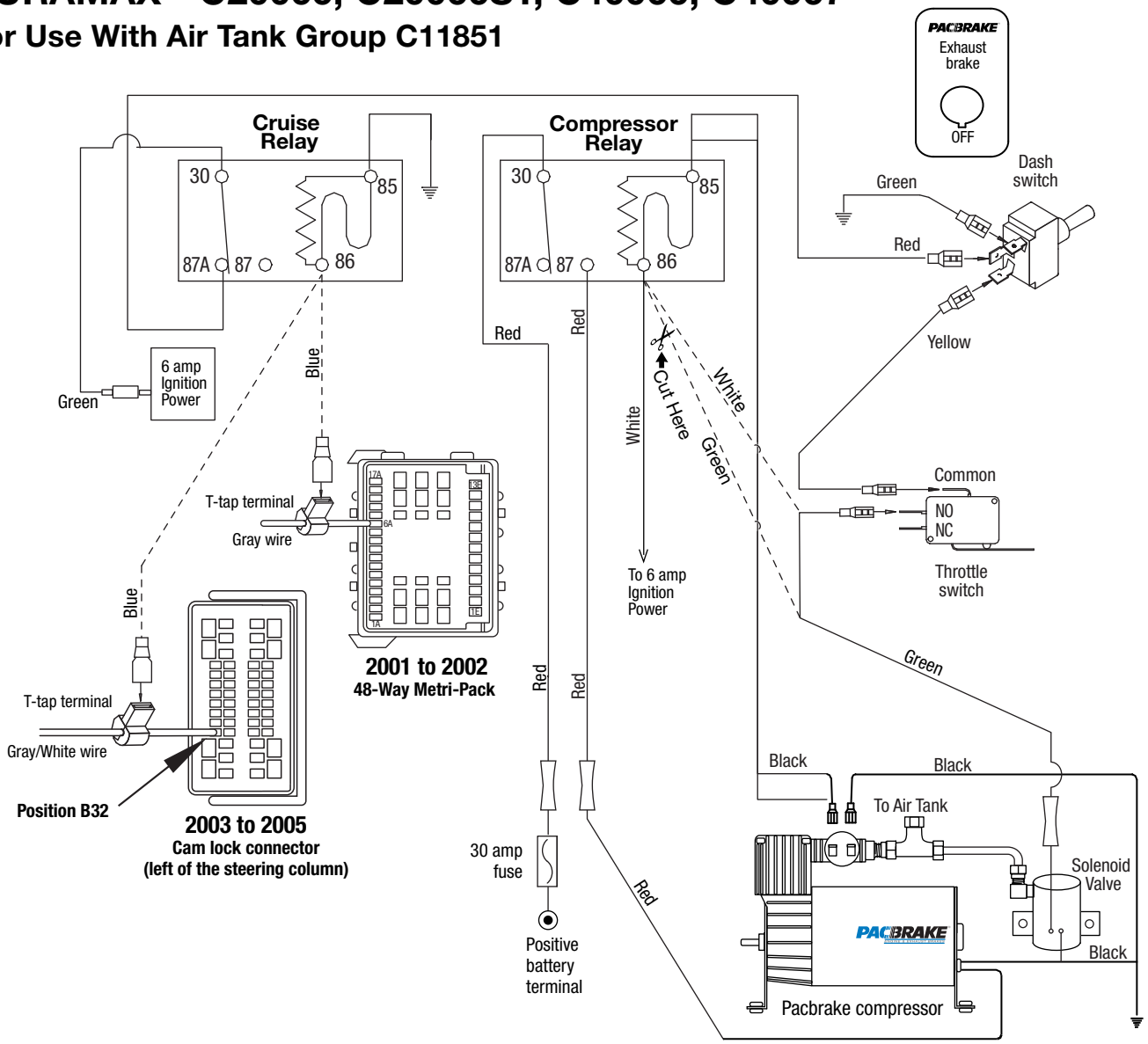
Pacbrake Exhaust Brake Wiring Schematic For:

DURAMAX - C20066, C20066ST, C40066, C40067

For Use With Air Tank Group C11851



When adding the air tank group to operate accessories other than the exhaust brake, a simple wiring change should be made.

At the throttle switch locate the WHITE wire connected to the N.O. terminal (shown with a dotted line), remove it and connect it to the 6 amp ignition power source. Locate the GREEN wire connected to pin 86 of the compressor relay (shown with a dotted line), cut this wire close to the relay receptacle, apply electrical tape to the relay side wire end. Using the narrow terminal supplied connect the GREEN wire to the throttle switch terminal the WHITE wire was removed from. It is a good idea to connect the WHITE wire through an ON/OFF switch. This allows the operator to select when the compressor is activated. A final check for air leaks should be performed. Turn the exhaust brake switch to ON, turn the ignition to ON, then (if installed) turn the compressor ON/OFF switch to ON. The compressor should pump until the air tank is full then shut off, wait one minute and the compressor should not cycle, if it does, an air leak exists. Next, turn the cruise control switch to OFF. This should start the compressor and the cylinder of the exhaust brake should extend. Once full system pressure of 105 PSI (for Fixed Orifice, 130 PSI for PRXB application) is achieved the compressor should shut OFF, wait one minute, the compressor should not cycle. If it does, an air leak is present and repair is necessary. Air leaks will shorten the life span of the compressor.

NOTE: Vehicles using PACBRAKE PRXB and an air tank require pressure switch C11578 be installed.
These instructions are for compressor assemblies built after Jan 1st, '05. The wiring differs from compressors built before Jan. 1 '05.

Please visit our website to view previous schematic: www.pacbrake.com.

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