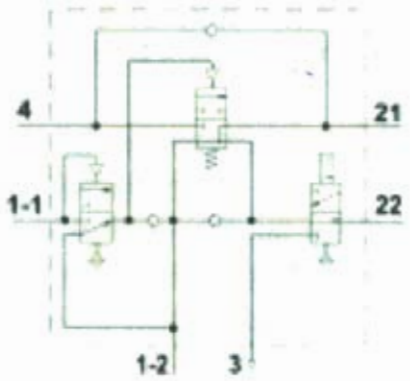
Transpecs
QUALITY ON THE MOVE

WABCO

Fleet operators

Market information

Park-release emergency valve (PREV) | 971 002 900 0



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Technical information release: **Wabco PREV ID # 971 002 900 0**

Trailers in the fleet may be equipped with Wabco's Park Release Emergency Valve (PREV) - subject to an approved exemption notice attached to the trailer (similar to the brake compliance plate).
The PREV replaces the standard Spring Brake Control & Yard Release valves to significantly enhance vehicle control & stability. The valve may be fitted as O.E. or as a retrofit package.
The valve will be located mid way down the side of the chassis rail & can be identified by the prominent Red & Black control knobs spaced 120mm apart, housed in one assembly.
The trailer equipped with a PREV & used in conjunction with EBS brake control systems will have proportional & modulated (ABS) braking through actuation of the service brakes, rather than the spring brakes, when the Emergency brake is operated.

If any of the following events occur;
- Emergency brake application (via cab control)
- Drop in supply line pressure (< 310 kPa)
- Supply line rupture ...

...the improved operational characteristic of the emergency brake function prevents wheel lock & the prevalent tyre damage associated with it. More importantly though a Service brake application provides optimum stability by ensuring full directional control of the vehicle is maintained.

Application of the park brake via the cab control will apply all Service Brakes on the trailer. Should the sytem pressure drop the trailer Spring Brakes will automatically apply.
When the trailer is presented for COF the park brake system performance is checked by pulling the Red control knob on the PREV assembly. The park brake control in the cab does not have to be applied during the park brake test at COF.

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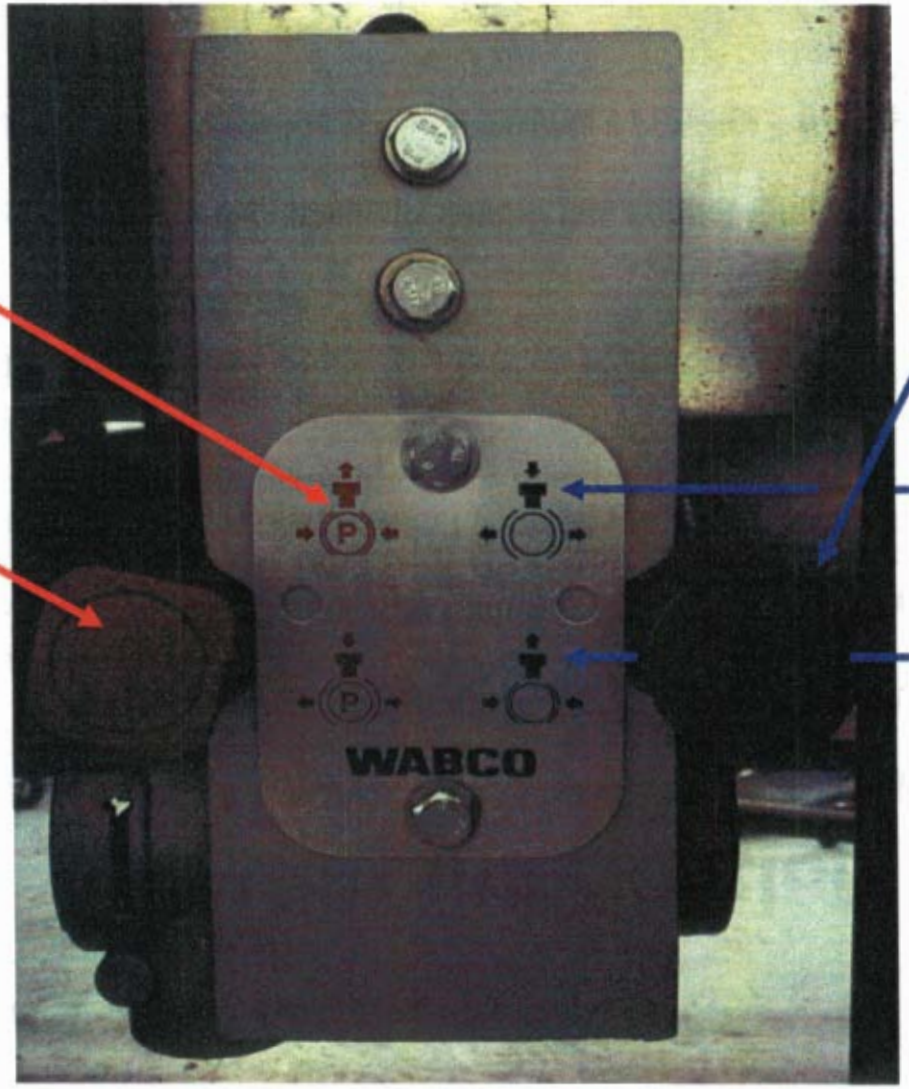
The trailer Park brake is applied by pulling the Red control knob.
The Parking Brake performance of the trailer is therefore checked on the Brake Roller Machine by pulling the Red park brake control knob.

If the trailer is detached from the prime mover, please apply the Park brake.



When the park brake is applied in the towing vehicle, the Service brakes are applied on the trailer.

The Black control knob is used to manouever the trailer when not connected to a prime mover.

Push the control knob in to release the Service brakes

– pull the control knob out to reapply the Service brakes.

If the control knob is left pushed in it will automatically 'pop-out' when the prime mover is re-coupled, the supply lines reconnected & the Park brake control in the cab is released.

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An Emergency Brake application will apply the Service brakes. The vehicle operator should notice the event & will be able to safely manouever the combination to a controlled stop.
However, if the operator is initially unaware of a problem the illuminated EBS/ABS warning lamp will indicate that a problem exists.
TEBS is a self-monitoring system & may generate a fault code similar to the example illustrated below.
The importance of monitoring & reporting the ABS/EBS warning lamp events cannot be stressed enough & must be reported immediately. It is recommended Service providers check the TEBS diagnostic memory at each service interval. This operation takes approx 5 minutes.

Pneumatic Control line/ Residual pressure

Residual pressure has been detected in the pneumatic control line (yellow coupling head).

The fault is detected when the desired-pressure sensor measures a pressure > 0.3 bar and the vehicle speed increases by 30 km/h.

(Plausibility: The vehicle cannot accelerate and brake at the same time.)

Are pipes kinked or blocked?

Is the trailer control valve in the towing vehicle OK?