

1. EC Air Braking System on the Motor Vehicle:

Defect	Cause
When air circuit 1 is pressureless, the whole of the service braking system does not function.	
In the release position, compressed air escapes to atmosphere at the exhaust of the brake valve.	
In the partial braking range, the rear axle is overbraked.	
In the release position, compressed air continuously escapes to atmosphere at the load-sensing valve on the rear axle.	
The pressure in the trailer's supply line (red) is lower than shown on the pressure gauge on the dashboard.	
When the unloader's cut-off pressure has been reached, the Tristop spring brake actuator has yet not ben released.	
After actuating the hand brake valve, compressed air continuously escapes into the atmosphere at the exhaust of the relay valve.	
While the engine is switched off compressed air escapes over a period of time at the exhaust of the air dryer into the atmosphere therefore the supply pressure decreases.	
After full brake application, the pressure in the trailer's control line (yellow) is too low.	
Compressed air continuously escapes to atmosphere at the exhaust of an ABS solenoid valve when the brakes are released. In the release position, compressed air continuously escapes to atmosphere at the load-sensing valve on the rear axle.	

2. EC Air Braking System on the Trailer

Defect	Cause
Within the partial braking range, the trailer runs up to its towing vehicle.	
The disconnected trailer is not braked automatically. The trailer is braked automatically.	
The fall in pressure per full brake application is greater than 0.7 bar.	
The front axle is overbraked in the lower partial braking range.	
In the release position, compressed air escapes to atmosphere at the exhaust of the ABS relay valve.	
When the trailer is connected, the air reservoirs receive no compressed air.	
After brake application, there are release problems on the front axle.	
In the release position, compressed air escapes to atmosphere from the relay emergency valve.	
After full brake application, there are release problems on the trailer.	
When the trailer is disconnected, compressed air escapes via the hose coupling of the supply line.	

3. EC Air Braking System on articulated buses/motor coaches

Defect	Cause
By actuating the brake valve compressed air escapes into the atmosphere at the exhaust of the solenoid valve of the halt brake.	
The unloader switches on and off permanently.	
After switching on the halt brake the pressure in the brake cylinders of the rear axle is too high.	
By actuating the hand brake valve the Tristop brake actuators do not respond.	
When the third or fourth circuit fails the Tristop brake actuators respond automatically.	
After actuating the hand brake valve, compressed air continuously escapes into the atmosphere at the exhaust of the Automatic Brake Pressure Control.	
When supply circuit 2 fails and the SBS is actuated only the 3rd. axle will be braked.	
In the driving position compressed air escapes into the atmosphere from the trailer control valve.	
In the driving position compressed air escapes into the atmosphere at the exhaust of the ABS valves on the middle axle.	
In an articulated bus axle 3 is overbraked permanently in the partial braking range (SBS).	