

Now, do I cut the wire to the ground or the wire to the ECU? In this case it matters while in the single stage braking circuit, it did not. In the past I would cut both ECU wires and install the BrakeSwitch in those wires. More recently, I have decided to cut the ground wire instead. Cutting the wire to the ground circuit makes it easier to use the same wiring scheme that I used in wiring the single stage engine/exhaust brake circuit. Otherwise I would need both pairs of **WHITE & RED** wires. It is now time to locate the document titled "**Freightliner Circuit - E5**". This is the above circuit with the pin connections labeled and the circuits to which the pins are connected. Having made the decision to cut the ground wire labeled, Circuit # 1204, I locate this **BLACK** insulated wire which goes to the harness, Pin **5B**. The BrakeSwitch device has six wires attached. The **PURPLE** wire is used to activate the switch. The **BLACK** wire is connected to a good chassis ground (I recommend the ground lug on the coach's firewall) both **WHITE** wires are one circuit and the second pair, **RED** wires are a second circuit) By cutting the ground Ckt #1204 wire I do not need to use the second pair **RED** wires, just tape them off. Using a Tiffin Phaeton with a two stage brake as an example, it is now time to access the brake switch wiring. On Tiffin coach's that wiring is under the driver's side console. Remove the screws securing the switch panel then you will be able to remove the harness from the back of the switch. Pull the harness out of the console where you can see to work on it. Looking at the pin connections on the document "**Freightliner Circuit - E5**", find the Black wire going to pin **5B** this is the wire to cut. Leave about three inches of wire between the end of the harness and where you are making the cut. Cut the wire (Ground, Ckt # 1204), splice one of the BrakeSwitch **WHITE** wires to each of the two ends of the wire you just cut (Ground, Ckt #1204). Now as I stated earlier take the **BLACK** BrakeSwitch wire to the firewall ground lug. I saved the best for last, locating the proper wire in which to connect the **PURPLE** BrakeSwitch wire. That wire can be found in several places. One is under the dash behind the steering column, or running up the steering column and a third place is under the stack of drawers on the Tiffin coaches. You need to find wire number **36E**, 36 will not work, nor will 36G or 36G*. It has got to be **36E**, when you find the correct wire, tap into it using a tap connector. When you have made all of the above connections, your engine brake or exhaust brake is now really **AUTOMATED**. Turn that switch to LO or HI and forget about it until you are driving in hazardous icy or slick conditions. At that point it is recommended that you turn OFF the Freightliner engine brake or exhaust brake switch.

NOW, when you remove your foot from the throttle pedal the coach will **COAST**. When in cruise control going downhill gaining speed, the coach will **COAST**. When you desire braking, depress the brake pedal. Not only will you get the service brakes you will also get the **ACTIVATION** of the engine/exhaust brake.