WHEEL MONITOR

CTC 200

Cab Trailer Communication
Power Line Carrier Technology

Communications for Trucks and Trailers

Installation Manual
for the CTC-200 Modules

Wheel Monitor Installation Manual for the CTC-200 Modules

1. CTC-200 Features

- Lift Axle Control
- Reverse Beeper
- Trailer ABS Fault Light in Dash
- Trailer Low Air Reserve Pressure

2. ABS Fault Light Forward

The CTC-200 is capable of transmitting the ABS Fault light forward to the Cab. The Cab Module will activate the ABS light on the dashboard. The CTC-200 has the ability to determine if your trailer has ABS brakes that use PLC4Trucks.

If your trailer was built **after** March 1, 2001, it already has the ability to transmit the ABS fault light forward. If it was built before March 1, 2001, it may not be able to transmit the ABS light forward and may require the CTC-200 Trailer unit to transmit the signal.

3. Installation of the CTC – 200 Cab Module

For the CTC-200 Cab module, we recommend placement near the rear of the cab, or inside the cab, close to the J560 connector

3.1. Mounting

- The cab module should be mounted with the connector to the side.
- Place the module where it is to be mounted. Allow room for the wiring to connect to the unit.
- Mark the location and of the mounting holes and remove module.
- Drill ¼” (6.3 mm) holes for mounting.
- Mount the module with appropriate hardware.

3.2. Dash Indicator Lamps and Switches

- Your tractor may already have spare switches that can be used to control the CTC-200 functions.
- If it does not, then they will have to mounted on the dash.

- The CTC-200 Cab module has three signals on the dashboard, one input for a control switch, one output for an ABS light and one output for air pressure buzzer.
- Place dash template at desired location on dash
- Make sure of clearances behind the panel BEFORE drilling
- Mark out light and switch placement
- Make sure of clearances for wiring and the back of switches.
- Mount switches and lights.

3.3. Wiring the Cab modules and Dashboard

- With all lights and switches in place you can now run your wire.
- Plug the wire harness with the grey connector into the cab module.
- Be sure to leave slack in the wire for movement of the air-ride cab.
- Separate the **white, blue, and orange/white** wires from harness.
- Run a **red** wire from the fuse panel to the Lift axle switch.
- Run the **green, violet, black and the brown/white** wires through frame rail to the dashboard
- Drill or use existing hole through fire wall, close to dash switches
- Install tie wraps every 10-16” (25-40cm) to secure wire harness. Be sure to fasten the wiring harness to the cab 4-6” (12-15cm) away from the cab module to reduce wire strain.

3.4. Dashboard Wire Connections

NOTE All connections must be on a screw terminal or soldered and shrink wrapped.

- Connect one end of the **red** wire to the fuse panel and the other end to the lift axle switch. This may already be present if using an existing switch
- Connect the **brown/white** wire to the open side of the lift axle switch
- Connect the **green** wire to one side of the low air warning light and buzzer
- Connect the **violet** wire to one side of the ABS warning light
- Connect the **black** wire (ground) to ABS lamp and to the air warning buzzer

3.5. Chassis Connections

- Connect the **orange/white** wire, (+12 volt input) to the reverse transmission switch. This must be an environmentally sealed switch to eliminate short circuits caused by water.
- Connect the **blue** wire to the back of the J560 connector, (Pin 7 Blue). We recommend a 10 amp inline fuse be used on blue power supply.
- Connect the **white** wire to the back of the J560 connector, (Pin 1 White).

3.6. Cab Module Wire Description

P1	white	chassis ground
P3	orange/white	+12 volt input
P4	brown/white	+12 volt input
P9	violet	+ 12 volt output
P10	green	+ 12 volt output
P12	blue	+12v power supply

3.7. Initial power up

The CTC-200 is powered using the blue wire from the J560 connector. If your vehicle model year is 1998 or newer, the CTC-200 should power up when the key is turned to the on position. For trucks older than 1998, the CTC-200 will power up from a Lift axle switch or an auxiliary switch. The CTC-200 should be powered up whenever the vehicle is running.

4. Installation of the CTC T– 200 Trailer Module

4.1. Mounting CTC T - 200 modules

- For the CTC T-200 trailer module we recommend placement on the front of the trailer for retro-fit applications. This allows easy access to all required connections.
- For factory installation mount the module as near to a junction box as possible.

4.2. Mounting instructions for trailer

- The trailer module should be mounted with the connector to the side
- Place template at location where module is to be mounted. Allow room for the wiring to connect to the unit.
- Mark the location and of the mounting holes and remove template.
- Drill ¼” (6.3 mm) holes for mounting.
- Seal and mount modules with hardware supplied.

4.3. Wiring the trailer module

NOTE All connections must be on a screw terminal or soldered and shrink wrapped. The air tank pressure switch must have a **good ground connection to the harness**.

- Connect the **brown** wire to the lift axle solenoid (+12v out)
- Connect the **orange** wire to the reverse lights , beeper , steer lock valve
- Connect the **green / white** wire to the low air tank sensor. Connect the other side to the trailers white wire (ground).
- Connect the **violet / white** wire to the ABS fault light on trailer (green/white) on your ABS module
- Connect the **white** wire to the ground or white wire at J560 connector (Pin 1 White).
- Connect the **blue** wire to the auxiliary or blue wire at J560 connector (Pin 7 Blue)

4.4. Trailer Module Wire Description

P1	white	chassis ground
P3	violet/white	+ 12 volt input
P4	green/white	ground input
P9	orange	+ 12 volt output
P10	brown	+ 12 volt output
P12	blue	+12v power supply

Wiring Diagram