

FEATURED PRODUCT

TRACKER BAR SPRING KIT

- Stretches to 40" at 35 lbs. pull force
- 2 times stronger than competitors
- Great spring memory
- Quick change - Save up to 5 min
- Durable PVC sleeve for protection
- Qwik-Snap™ Hose Holder



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TO BE ADDED TO OUR MAILING LIST AND FOR ALL PAST ISSUES

ABS Cabling vs. non-ABS Cabling

An antilock brake system (ABS) provides a significant reduction in stopping distances during panic situations. Particularly on wet and slippery roads, it prevents wheel lockup and skidding, which helps drivers maintain control and avoid crashes. For an ABS system to work at its full potential, use of ABS cabling is mandatory.

So what is the difference between ABS cabling and non-ABS cabling? Both cables are electrical assemblies that provide a similar function, however there are some significant differences.

ABS Cabling

The wiring in an ABS cable is thicker (1/8, 2/10 & 4/12 gauge wires.) An ABS cable was designed to carry a higher current with less voltage drop, maximizing connectivity while reducing heat & increasing safety. Generally, ABS cables carry the heaviest electrical load for aftermarket parts. They are designed to handle the high-demand 4S2M (4 solenoid, 2 module) ABS systems. Conversely, an ABS cable can also be used on a non-ABS equipped vehicle. ABS cabling is the best type of 7-way connection cabling that can be used for any application.

All ABS cables are distinguishable by a green colored jacketing.



- ALWAYS use an ABS Cable on a vehicle equipped with an ABS system. Never use a non-ABS cable which will reduce performance and possibly compromise the ABS system on a vehicle.
- When a trailer is ABS equipped and the tractor is not, always use an ABS cable.
- When a tractor is ABS equipped and a trailer is not, either an ABS, or a non-ABS cable is acceptable.

Non ABS Cabling

The wiring in non-ABS cables is smaller. (1/10 & 6/12 ga., 1/12 & 6/14 ga., 7/14 ga., etc.) They are a cheaper and lighter alternative to an ABS cable, but should only be used on non-ABS equipped vehicles. If a non-ABS cable is installed on a vehicle that is equipped with an ABS system, the ABS performance will be reduced and compromised. If the voltage drop is too great, the ABS system will not work. A truck with ABS cables will meet the DOT standard for stopping distance [ref. FMVSS121 Sec. 5.3.1]. Non-ABS cable designs may not.

All non-ABS cables are distinguishable by a black or blue colored jacketing.



You can tell that a truck has an ABS system installed from one or more of the following:

- Tractors manufactured on or after March 1, 1997 are required to have an ABS system [ref. FMVSS 121 Sections 5.1.6 & 5.2.3].
- Trailers manufactured on or after March 1, 1998 are required to have an ABS system [ref. FMVSS 121 Sections 5.1.6 & 5.2.3].
- An ABS equipped tractor will come standard with ABS cables from the manufacturer.
- An amber ABS light on the roadside at the rear of the trailer. The light will have an ABS sticker on or next to the light.
- A sticker on the trailer front wall indicating if ABS equipped.