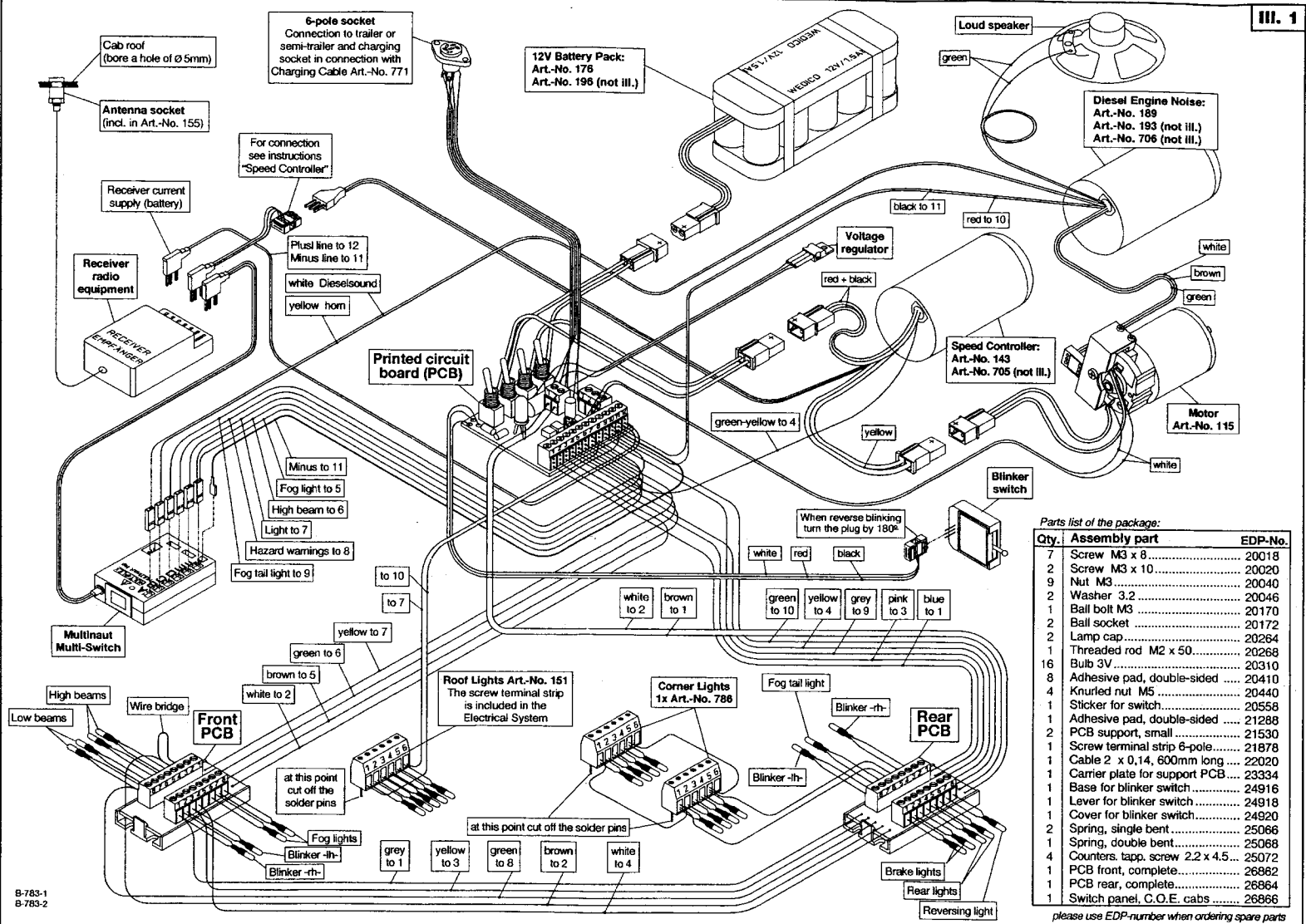


  
**WEDICO**  
**ASSEMBLY INSTRUCTION**  
**Electrical System**  
 for C.O.E. cabs  
**Art.-No. 783**



III. 1

**General Information**

On this Electrical System the various controlling processes work via a multi-frequency transmitting system. Usually each controlling process requires one separate line respectively one pair. By this Electrical System your trailer or semi-trailer gets all information via one only trip line. Two further lines are necessary for the voltage supply of the receiver board. This means that two lines on the 6-pole socket remain free and at disposal for any other special purpose. Please check as well the corresponding instructions for the Electrical System of your trailer or semi-trailer.

**Note!** To make easier the follow-up of the connecting wires within the wiring diagram, we suggest marking each line by a different colour. For a better understanding we are showing you the complete wiring diagram in two versions. **Illustration 1** shows the diagram in perspective and **III. 5** as a schematic presentation. **III. 2** shows how to insert the bulbs either into the 4-chamber rear lights or into the standard rear lights. **III. 3** is showing you the assembly of the blinker switch and **III. 6** and **7** the position of the front and rear circuit boards on the standard chassis frame. (Should you use a professional chassis frame please find the positions of the circuit boards shown in the corresponding instructions.) **III. 4** shows the attachment of the rear circuit board when using two differentials onto the standard chassis frame for semi-trailer tractors.

**Assembly of the circuit board and the 6-pole socket**

The switch panel has to be set into the seat rear panel. Fix it from outside by screwing the knurled nuts onto the four switches. The attachment of the 6-pole socket depends on the type of cab, respectively on the type of chassis:

**Semi-trailer tractor:** Set the 6-pole socket from inside into the pre-punched hole onto the cab's rear panel and secure it from outside with two screws M3 x 8 and nuts M3, wind up the excess of cable length and fix it into a free place inside the cab. On the Mercedes heavy-duty semi trailer tractor - so far using the standard frame - attach the 6-pole socket into the opening behind the small ballast box. For the attachment of the 6-pole socket onto the professional chassis please see the position described within the assembly instructions for professional chassis.

**Rigid trucks:** Use the special support for 6 resp. 8-pole, which has to be mounted between frame tail piece and bumper when using the standard frame. If you are using a professional frame the support has to be mounted onto the frame tail crosshead.

**Lighting LED on the printed circuit board (PCB)**

The lighting LED is a flashing two-colour diode. While on normal load the diode is flashing green, it flashes red on undervoltage (ca. 10.2V-). Then your NiCad drive battery has to be recharged.

**Attention!** Should you use lead batteries, even on normal load the diode may start flashing red. At high current consumption (extreme load on travelling motion) lead batteries always show remarkable fall of voltage.

**Roof lights**

For connection of the roof lights, Art.-No. 151, glue the 6-pole screw terminal strip with double-sided adhesive pad onto a free place underneath the cab roof.

**Attention!** In order to avoid shorts you have to cut off the solder pins on the screw terminal strip. Make always sure that on all connections the cable ends have not only to be stripped correctly but also in sufficient length, and that they were correctly contacted to the proper screw terminal strip.

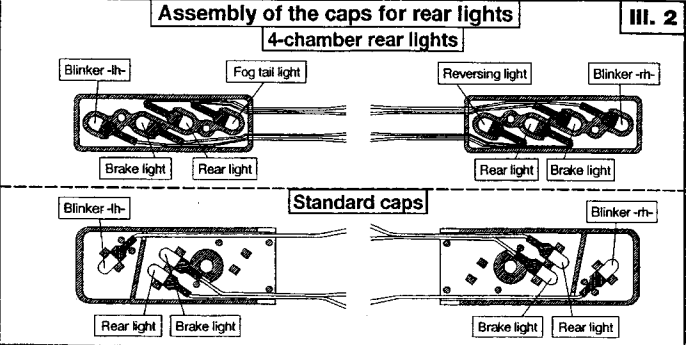
**Fixing the voltage regulator**

For cooling purpose screw the voltage regulator - supplied ready soldered onto three wires - onto the battery plate inside the cab.

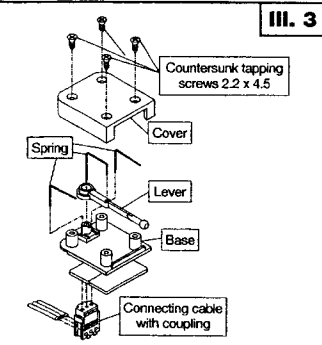
Parts list of the package:

Qty.	Assembly part	EDP-No.
7	Screw M3 x 8	20018
2	Screw M3 x 10	20020
9	Nut M3	20040
2	Washer 3.2	20046
1	Ball bolt M3	20170
2	Ball socket	20172
1	Lamp cap	20264
1	Threaded rod M2 x 50	20268
16	Bulb 3V	20310
8	Adhesive pad, double-sided	20410
4	Knurled nut M5	20440
1	Sticker for switch	20558
1	Adhesive pad, double-sided	21288
2	PCB support, small	21530
1	Screw terminal strip 6-pole	21878
1	Cable 2 x 0,14, 600mm long	22020
1	Carrier plate for support PCB	23334
1	Base for blinker switch	24916
1	Lever for blinker switch	24918
1	Cover for blinker switch	24920
2	Spring, single bent	25066
1	Spring, double bent	25068
4	Counters. tapp. screw 2.2 x 4.5	25072
1	PCB front, complete	26862
1	PCB rear, complete	26864
1	Switch panel, C.O.E. cabs	26866

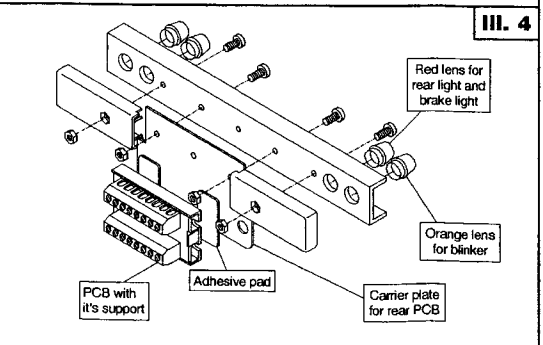
*please use EDP-number when ordering spare parts*



III. 2



III. 3

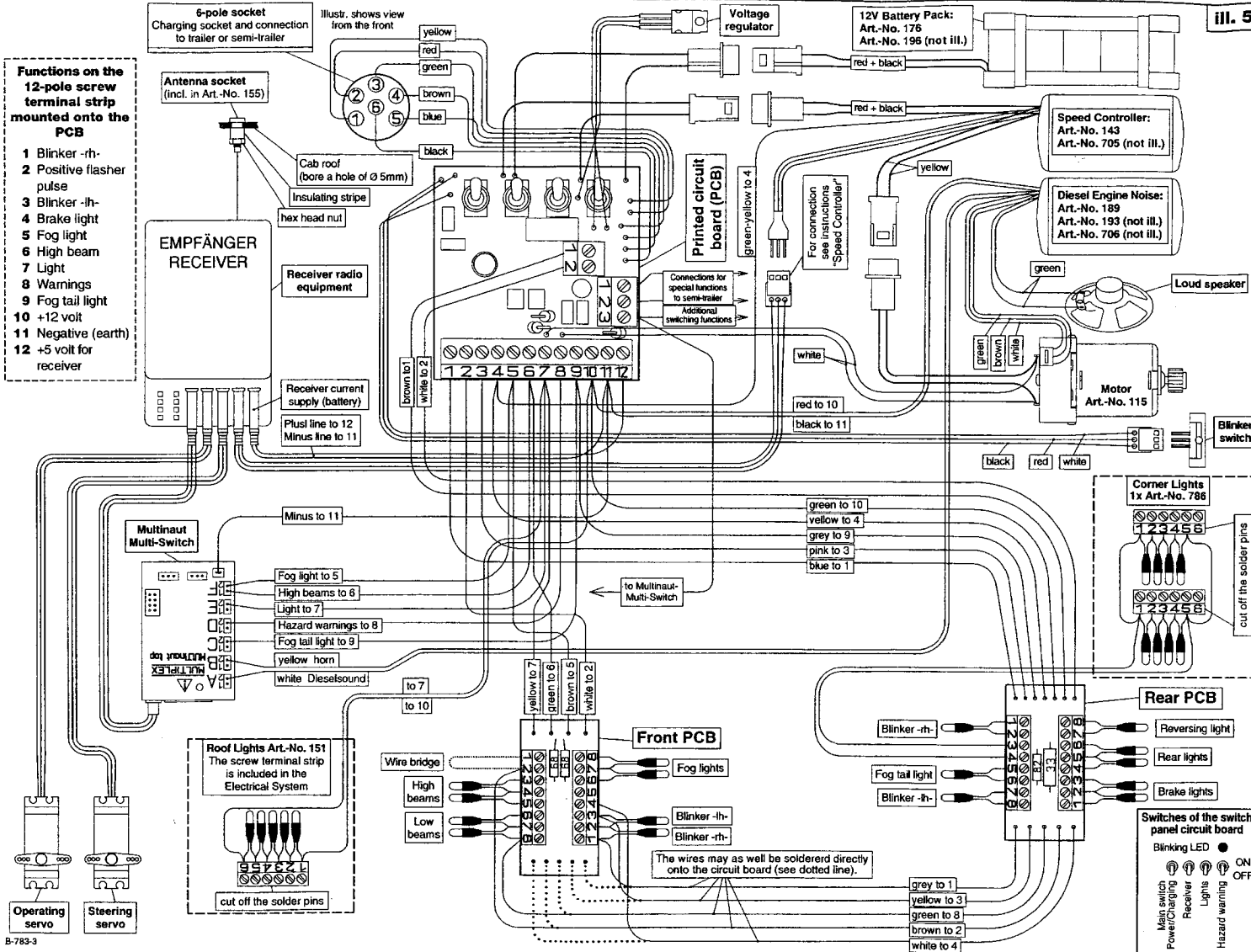


III. 4

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B-783-2

**Functions on the 12-pole screw terminal strip mounted onto the PCB**

- 1 Blinker -rh-
- 2 Positive flasher pulse
- 3 Blinker -lh-
- 4 Brake light
- 5 Fog light
- 6 High beam
- 7 Light
- 8 Warnings
- 9 Fog tail light
- 10 +12 volt
- 11 Negative (earth)
- 12 +5 volt for receiver



III. 5

**Blinker switch**

Insert both single-bent springs into the holes of the base and lay them into the already existing slots. That spring twice-bent insert into both lever holes and pin the lever eye onto the bearing bushing. Fix the cover onto the base using four countersunk tapping screws. Then glue two double-sided adhesive pads - side by side - into the recesses of the base.

If you are using a standard chassis you have to degrease the steering servo and then to glue the blinker switch that way onto the steering servo, that the coupling sits close to the fore case edge of the servo. Then use screw M3 x 8 to fix the ball bolt onto the right steering lever and add two ball sockets onto the enclosed threaded rod. Adjust the distance between the ball sockets that the wheels are positioned straight out when the blinker switch is in dead position. Clip the ball sockets onto the switch lever and onto the ball bolt. Depending on the size of the servo the threaded rod probably has to be slightly bent.

Should you use a professional chassis please see the corresponding instructions for the location of the blinker switch.

**Reversing lamps**

Please solder the white wires of the switch panel onto the solder pins of the motor. Should the reversing lamps do not work when driving backwards you have to interchange the white wires on the solder pins of the motor.

**Bulbs on the rear bumper**

Please see ill. 2 for the attachment and position of the bulbs in the caps of the rear lights. **Attention!** Danger of shorts! Don't squeeze the bulb-cables when mounting the bumper onto the frame end.

**Troubleshooting of defective bulbs**

All bulbs are of 3-volts and connected in series. Contrary to motor cars, these bulbs are not connected with their two connecting cables directly to the power supply. Only the both ends of a complete chain - consisting of several bulbs - are connected directly to the power supply; those bulbs in between are only connected among each others. On this type of circuit one single defective bulb interrupts the circuit and the complete chain of bulbs stops lighting. The easiest way to locate such a defective bulb is by jumping the leads to each bulb, one after the other. That bulb actually being bridged is the defective one when the chain suddenly starts lighting again.

It probably may seem overly complex, but the reason for the use of such circuit type is that - in relation to its power consumption - the lightness of a 12-volt bulb is remarkably less the light of 3-volt bulbs. This type of series connection used by ourselves signifies a power consumption of 0.1A for each chain of up to 5 bulbs. If using 12-volt bulbs, for instance, the comparable consumption would be of 0.3 A.

**Position of the printed circuit boards on the chassis**

The fore circuit board both circuit boards are marked on their underside: the front PCB by **V** and the rear PCB by **H**. For the position of these boards on the standard chassis see ill. 6 and 7. When using two differentials on your semi-trailer tractor please see ill. 4 for the position of the rear PCB. Lay the circuit boards into their supports and attach them onto the frame using double-sided adhesive tape.

**Remote controlled operation of the functions**

The following functions can be switched on/off via a suitable radio unit: **Lights, hazard warnings, fog lights, fog tail lights, Diesel engine sound and horn.** Thereby the positive pole of each consuming unit has to be connected directly to the +12V. The negative pole of those consuming units have to be connected via a radio-controlled Multi-Switch (e.g. MULTInaut by MULTIPLEX) to the minus pole (earth). The Multi-Switch has to be connected directly to the receiver. For a corresponding wiring you will need suitable connecting cables (mostly servo connecting cables) of which one needs the negative line (mostly black) only; it has to be connected to those consuming units to be used. Although being a combination of consumer- and connecting cables, each of these connections is shown within the wiring diagrams as a continuous line.

**High beams**

If the Multi-Switch you are using offers a sufficient number of control channels you can also use the double headlamps for separate function of either low- or high beam. If you cannot use this option, then connect terminal 1 and 2 onto the fore circuit board with an isolated wire bridge. Both headlights will work then as double headlights.

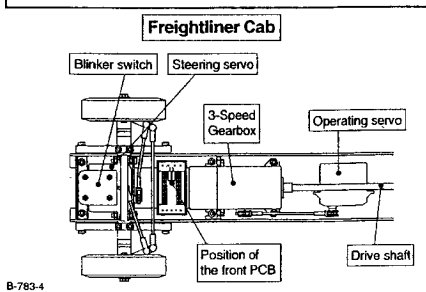
**Charging the battery**

Those switches mounted onto the circuit board carry out the functions shown on the r-side on the bottom of ill. 5. When the main switch has been turned off, contact points 5 (+) and 6 (-) of the 6-pole socket are being connected to the battery.

**3-pole screw terminal strip of the circuit board**

For an additional function (max. 100 mA) operated via the Multi-Switch a connecting cable may be added onto terminal 3 of the 3-pole screw terminal strip. Terminals 1 and 2 are connected directly to the 6-pole socket via the brown and green wires. These terminals are free and at disposal for any special purpose.

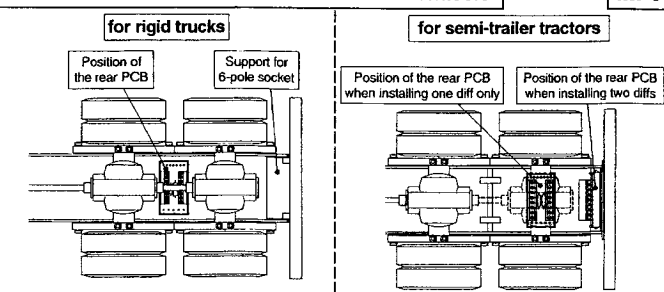
**Position of the front PCB's on the standard chassis**



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III. 6

**Position of the rear PCB's on the standard chassis**



III. 7