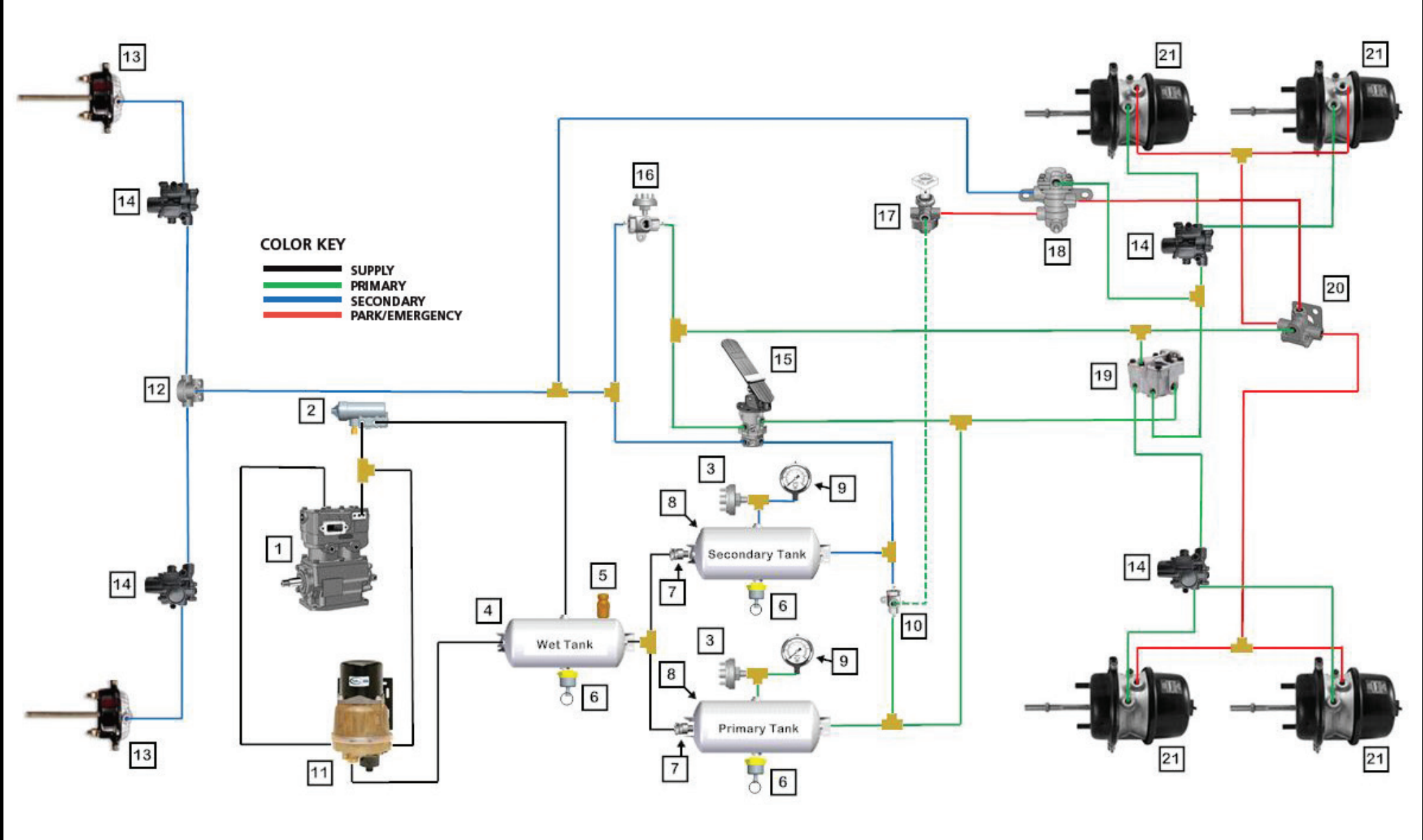




Truck Troubleshooting Guide

To learn more about the expansive line of products from Haldex, please visit haldex.com

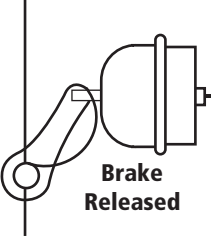
United States 816-891-2470
Canada 519-672-6722
Mexico 52-81-81569500



COMPLAINT/REMEDY

- 1 COMPRESSOR**
- PUMPS BEYOND "CUT-OUT"
 - Check gauge.
 - Check governor.
 - Be certain it pressurizes unloader port when above "cut-out".
 - Check unloader/plungers. Lube, kit or change head.
 - WONT PUMP AIR
 - Check gauge.
 - Check compressor drive.
 - Check inlet valves and plungers. If stuck, leak will be evident at intake when unloaded. Install unloader kit, head kit or head assembly.
 - SLOW PRESSURE BUILD-UP
 - Check gauge.
 - Check compressor drive.
 - Check intake for restriction.
 - Check discharge line for restriction.
 - Check unloader function. Lube or kit.
 - Check inlet and exhaust valves. Leak will be evident at intake when unloaded. Repair or replace head.
 - PUMPS EXCESSIVE OIL
 - Check oil return for restriction, kink or loop.
 - Check for gasket sealant obstructing drain.
 - Check for undersize return line (1/2" minimum).
 - Check for fitting restricting drain.
 - Check for intake vacuum (20" water maximum).
 - Check for excessive engine crankcase pressure (poor engine ventilation).
 - Check compressor ring wear. Exchange for service unit.
- 2 GOVERNOR**
- FLUTTERS
 - Check gauge.
 - Check unloader line size (5/16" x 5' maximum).
 - Check air actuated accessory. Is the air volume requirement greater than governor capacity?
 - Check for plugged governor reservoir line.
 - Repair, adjust or replace governor.
 - WONT PASS AIR TO UNLOADER TO "CUT-OUT" COMPRESSOR
 - Check governor reservoir line.
 - Repair or replace.
- 3 LOW PRESSURE INDICATOR SWITCH**
- BUZZER OR LIGHT INOPERABLE.
 - Check ground and wiring on switch and buzzer/light.
 - Replace switch or buzzer/light.
 - WONT OPERATE AT PRESSURES BELOW 60 PSI
 - Check dash gauge for accuracy.
 - Replace switch or buzzer/light.
- 4 WET TANK**
- EXCESS OIL ACCUMULATION
 - See PUMPS EXCESSIVE OIL (above).
 - EXCESS WATER ACCUMULATION
 - Drain daily. Install automatic drain on wet tank.
 - DAMAGED WET TANK
 - Replace.
- 5 SAFETY VALVE**
- "POPS" OFF EXCESSIVELY.
 - Check system pressure.
 - Valve operating properly if venting at 140/150 PSI
 - Check unloader/governor.
 - "POPS" OFF AT LESS THAN 140 PSI
 - Replace.
 - LEAKS
 - Replace.
 - WONT FUNCTION
 - Periodic Test: remove and test above 150 PSI with shop air.
 - Replace if non-functional.
- 6 MANUAL DRAIN VALVES**
- LEAKS
 - Replace.
- AUTOMATIC DRAIN VALVES**
- WONT DRAIN
 - Repair or replace.
 - WONT DRAIN IN COLD WEATHER
 - Replace with heated unit.
 - LEAKS - MALFUNCTIONS
 - Repair or replace.
 - Periodic Test: with system pressure stabilized (compressor unloaded) no leak evident at discharge port - make several foot brake applications to reduce wet tank pressure. Moisture should drain from discharge port.

COMPLAINT/REMEDY

- 7 SINGLE CHECK VALVE**
- ALLOW BLEED BACK TO SUPPLY RESERVOIR
 - Periodic Test: bleed supply reservoir and observe gauges. Check valves should maintain rear and front reservoir pressure.
 - Replace it if results are negative.
- 8 PRIMARY & SECONDARY RESERVOIR**
- EXCESS OIL/WATER
 - Drain as required.
 - Check automatic drain valve on wet tank for proper operation (See #6).
- 9 AIR GAUGE**
- INCORRECT READING
 - Calibrate or replace.
- 10 DOUBLE CHECK VALVE UNITES FRONT BRAKE AND REAR BRAKE RESERVOIRS TO FEED PARK CONTROL VALVE**
- REAR TANK BLEED-DOWN ALSO BLEEDS FROM TANK OR VICE VERSA.
 - PERIODICALLY TEST: PRESSURE SHOULD REMAIN IN ONE TANK AFTER THE OTHER IS DRAINED. REPLACE AS NEEDED.
- 11 AIR DRYER**
- AIR LEAKING CONSTANTLY FROM PURGE VALVE
 - Purge valve seal damaged. Replace.
 - Purge valve frozen.
 - HEATER INOPERATIVE
 - Blown fuse. Check fuse and replace with 8 - 10 amp fuse.
 - Broken wires or poor connections. Repair or replace wiring to heater.
 - SLOW WET TANK BUILD-UP
 - Filter and/or desiccant plugged. Service air dryer.
- 12 QUICK RELEASE VALVE**
- LEAKS AT EXHAUST PORT WITH ALL BRAKES RELEASED
 - Check and replace inversion relay valve #18 if back flow occurs into service delivery line.
 - LEAKS WHEN SERVICE BRAKES ARE APPLIED
 - Repair or replace.
- 13 SERVICE BRAKE CHAMBER**
- LEAKS
 - Replace diaphragm.
 - Cage park brake.
 - Reset clamps.
 - Adjust brakes.
 - WITH SERVICE BRAKES APPLIED STROKE IS AT OR BEYOND MAXIMUM LIMIT OF:
 - Type 9 1 3/8"
 - Type 12 1 3/8"
 - Type 16 1 3/4"
 - Type 20 1 3/4"
 - Type 24 1 3/4"
 - Type 30 2"
 - SLUGGISH APPLICATION OR RELEASE
 - Check basic brake.
 - Check for air line restriction/leak.
 - Align linkage.
 - Check chamber return spring.
 - Adjust brakes. Angle should approach 90° on application
 - Check for improper chamber or obstruction.
- 
- 14 ABS INLINE VALVES**
- FOR COMPLETE TROUBLESHOOTING INFORMATION REFER TO MODAL POWER TK-2 INSTALLATION & SERVICE MANUAL AND/OR ABS DIAGNOSTIC TROUBLESHOOTING GUIDE @ haldex.com

COMPLAINT/REMEDY

- 15 DUAL SYSTEM FOOT BRAKE VALVE**
- LEAKS AT EXHAUST WITH ALL BRAKES RELEASED
 - Check anti-compound double check valve #20.
 - Check inversion relay valve #18 for back flow into service control line.
 - CAUTION: CHOCK WHEELS
 - LEAKS AT EXHAUST WITH FOOT BRAKE APPLIED
 - Foot valve defective. Repair or replace.
 - LEAKS AT EXHAUST WITH ALL PARK BRAKES SET IN PARK POSITION AND FOOT BRAKE RELEASED
 - Foot valve defective. Repair or replace.
- 16 STOP LIGHT SWITCH AND DOUBLE CHECK VALVE**
- LEAKS
 - Replace.
 - FAILS TO SIGNAL A GOOD BULB THROUGH SOUND WIRING AT 3-6 PSI
 - Replace.
- 17 PUSH-PULL PARKING BRAKE VALVE**
- PARK BRAKE WONT RELEASE
 - Check for full system pressure.
 - PARK BRAKE WONT APPLY
 - Repair or replace if valve will not release pressure.
 - LEAKS AT EXHAUST PORT WITH SERVICE BRAKES APPLIED
 - Check inversion relay valve #18.
 - LEAKS AT EXHAUST PORT WITH SERVICE BRAKES RELEASED
 - Repair or replace.
- 18 INVERSION RELAY VALVE WITH THE LOSS OF REAR SERVICE BRAKES, APPLICATION OF SPRING BRAKE BY USING THE EMERGENCY SECTION SHOULD BE AVAILABLE ALONG WITH FRONT SERVICE BRAKE BY APPLYING FOOT VALVE**
- PERIODICALLY TEST BY BLEEDING REAR SERVICE TANK AND OBSERVING FRONT BRAKE AND REAR SPRING BRAKE APPLICATION UPON DEPRESSING FOOT PEDAL. REPAIR OR REPLACE, IF AFTER CHECKING PIPING IS NOT FUNCTIONING PROPERLY.
 - LEAKS
 - Repair or replace.
- 19 RELAY VALVE**
- LEAKS AT EXHAUST PORT WITH ALL BRAKES RELEASED
 - Check seal in spring brake for back flow of spring "hold-off" pressure through service port to open exhaust on valve. Replace Spring Parking Brake #21 Spring.
 - Check and replace inversion relay valve #18, if back flow occurs into service delivery line.
 - Check reservoir port for evidence of contamination, check supply lines for rusty fittings or carbon deposits. Repair or replace.
 - LEAKS AT EXHAUST PORT WITH SERVICE BRAKES APPLIED
 - Exhaust valve not seating properly. Repair or replace.
- 20 QUICK RELEASE AND DOUBLE CHECK VALVE COMBINATION**
- FOOT VALVE EXHAUST LEAK PARK BRAKES RELEASED YELLOW DASH CONTROL VALVE EXHAUST LEAK IN PARK POSITION AND SERVICE BRAKES APPLIED
 - Check anti-compound double check valve portion for feedback to foot or dash control valve. Repair or replace.

COMPLAINT/REMEDY

- 21 SPRING PARKING BRAKE (SERVICE ONLY SERVICE CHAMBER SIDE OF SPRING BRAKE)**
- PARK BRAKE DRAGS OR WONT RELEASE
 - Check for: Improper adjustment, restriction or broken line. Diaphragm failure. System pressure too low. Improper manual release. Broken return spring (spring side). Quick release of relay malfunction. Broken power spring.
 - Replace entire unit or piggy-back emergency section.
 - SLUGGISH PARK APPLICATION
 - Check for: Diaphragm failure. Improper manual release. Broken power spring.
 - LEAKS WHEN PRESSURIZED FOR PARK BRAKE RELEASE
 - Check for: Ruptured spring side diaphragm. Push rod seal leakage (may be evident at relay valve #19).
 - SERVICE CHAMBER MALFUNCTION
 - See service brake chamber #13.

FOR FURTHER TECHNICAL ASSISTANCE CONTACT YOUR HALDEX DISTRIBUTOR, YOUR HALDEX SALES REPRESENTATIVE OR CALL (800) 643-2374 AND CHOOSE OPTION 2 TO SPEAK WITH A TECHNICAL ADVISOR.



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