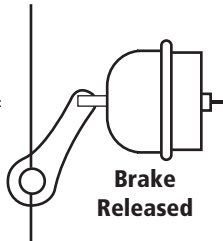


COMPLAINT/REMEDY

- 1 COMPRESSOR**
- PUMPS BEYOND "CUT-OUT"
 - Check gauge.
 - Check governor.
 - Be certain it pressurizes unloader port when above "cut-out".
 - Check unloader/plungers. Lube, repair or replace head.
 - WON'T 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.
 - WON'T 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.
 - WON'T 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 (Compressor Section #1).
 - 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 in venting at 140/150 PSI
 - Check unloader/governor.
 - "POPS" OFF AT LESS THAN 140 PSI
 - Replace.
 - LEAKS
 - Replace.
 - WON'T 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**
- WON'T DRAIN
 - Repair or replace.
 - WON'T 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**
- ALL BLEED BACK TO SUPPLY RESERVOIR
 - Periodic Test: bleed supply reservoir and observe gauges. Check valves should maintain rear and front reservoir pressure.
 - Replace valve if results are negative.
- 8 PRIMARY & SECONDARY RESERVOIR**
- EXCESS OIL/WATER
 - Drain as required.
 - Check automatic/manual drain valve #6 on wet tank for proper operation.
- 9 AIR GAUGE**
- INCORRECT READING
 - Calibrate or replace.
- 10 DUAL SYSTEM FOOT BRAKE VALVE**
- LEAKS AT EXHAUST WITH ALL BRAKES RELEASED
 - Check anti-compound double check valve #20.
 - Check anti-compound double check valve #20 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.
- 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 WHEN SERVICE BRAKES ARE APPLIED
 - Verify plumbing is correct. Possible supply and delivery hoses are reversed.
 - 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.
- 

COMPLAINT/REMEDY

- 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
- 15 HAND CONTROL VALVE - TRAILER SERVICE BRAKES**
- LEAKS AT EXHAUST PORT WHEN RELEASED AND FOOT VALVE IS APPLIED
 - Check manifold style tractor protection valve #16. Replace if necessary.
 - LEAKS AT EXHAUST PORT WHEN RELEASED AND TRAILER PARKING BRAKES ALSO RELEASED
 - Check anti-compound double check valve #20 for internal backflow into service control line, or trailer air system for backflow into tractor service control line.
 - LEAKS AT EXHAUST PORT WHEN RELEASED OR APPLIED AND ALL PARKING BRAKES IN PARKED POSITION
 - Hand control valve is defective. Repair or replace.
- 16 MANIFOLD STYLE TRACTOR PROTECTION VALVE WITH BUILT-IN DOUBLE CHECK VALVE**
- WILL NOT RESPOND TO TRAILER CHARGE VALVE
 - Defective valve. Repair or replace.
 - SUPPLY LINE TO TRAILER WITH SLOW BLEED-DOWN DOES NOT SHUT OFF TRACTOR AIR AND VENT BETWEEN 45 PSI AND 20 PSI
 - Check trailer charge valve #18, as it should "pop" to let T.P. valve vent trailer supply. Repair or replace.
 - LEAKS AT EXHAUST PORT OR TRACTOR SERVICE (BACK THROUGH HAND OR FOOT VALVE) OR TRAILER SUPPLY
 - Defective valve. Repair or replace.
 - FOOT VALVE EXHAUST PORT LEAKS WHEN HAND VALVE IS APPLIED
 - Replace.
 - HAND VALVE EXHAUST PORT LEAKS WHEN FOOT VALVE IS APPLIED
 - Replace.
 - PERIODIC TEST: ALTERNATELY LOOSEN EACH INLET LINE AND APPLY PRESSURE TO OTHER. IF LEAK IS DETECTED, REPLACE.
- 17 LOW PRESSURE INDICATOR SWITCH**
- BUZZER OR LIGHT INOPERABLE
 - Check ground and wiring on switch and buzzer/light.
 - Replace switch or buzzer/light.
 - WON'T OPERATE AT PRESSURES BELOW 60 PSI
 - Check dash gauge for accuracy.
 - Replace switch or buzzer/light.
- 18 MANIFOLD DASH VALVE WITH BUILT-IN TWO-WAY CHECK (RED OCTAGON) TRAILER CHARGE (YELLOW DIAMOND) TRACTOR PARK**
- PARK BRAKE WON'T RELEASE
 - Check for full system pressure delivery through valve.
 - PARK BRAKE WON'T APPLY
 - Repair or replace, if it will not release pressure.
 - LEAKS AT EXHAUST PORT IN PARK POSITION SERVICE BRAKES APPLIED
 - Check anti-compound double check valve #20.
 - LEAKS AT EXHAUST PORT IN PARK POSITION SERVICE BRAKES RELEASED
 - Repair or replace.
 - WON'T APPLY TRAILER IMMEDIATELY WHEN "PULLED"
 - Replace, if it won't exhaust. Repair or replace anti-compound double check valve #20 if air dryer #11 is functioning properly.
 - REAR TANK BLEED-DOWN ALSO BLEEDS FRONT TANK OR VICE VERSA
 - Periodic Test: Pressure should remain in one tank after the other is drained. Replace, if inoperative.

COMPLAINT/REMEDY

- 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 #21 Spring Parking Brake.
 - 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 RELEASE 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.
- 21 SPRING PARKING BRAKE (SERVICE ONLY SERVICE CHAMBER SIDE OF SPRING BRAKE)**
- PARK BRAKE DRAGS OR WON'T 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.

NOTE: 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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