

## PNEUMATIC

1. Be sure air supply is compatible with trailer requirements. With multi-axle trailers (three or more, with a lift) the recommended air displacement of compressor should be 16cfm with a compression cut in a 100-105 psi and a cut out at 120-125 psi. This will ensure the best operation of trailers air systems under most circumstances.
2. Drain “All Reservoirs Daily”.
3. Make sure air supply is clean. Air supply should be free of oil, moisture and contaminants that will harm valves and other components of the system.
4. DO NOT contaminate air lines with any alcohol based products. Pouring alcohol in the air lines will cause lubrication on ‘O Rings’ in valves to dry up, resulting in seal deterioration and valve problems. This will directly and adversely affect trailer brakes, accessories and valve warranty.
5. Replacement hardware – hoses, tubing and fittings must be of equivalent size, length, type and strength of O.E.M/ (original equipment manufacturer).
6. Use only genuine original product replacements. Valves may look identical but there could be dramatic differences inside that may affect the systems.
7. Never disconnect a pressurized air line or plug. Be sure pressure has first been depleted.
8. Always block vehicles wheels when working under a trailer. Depleting a vehicle’s air may, under certain circumstances cause it to roll.
9. Never exceed recommended air pressure. Maximum air pressure 125psi. Always wear glasses when working with air and never look directly into the air stream or direct at others.
10. Never re-plumb or replace valves with different ones unless by an authorized licensed trailer mechanic.

ANY CHANGE FROM ORIGINAL DESIGN COULD CAUSE THE TRAILER NOT TO CONFORM TO ‘CMVSS OR FMVSS 121’ REGULATIONS.

## **CAUTION LOW AIR PRESSURE**

Running a Titan Trailer under a condition of low air pressure, under the recommended 100-105 psi cut in and 120-125 psi cutout, will adversely affect the operation of trailer systems in high usage times. Consequences of running with low air pressure could be:

1. Excessive wear on brake linings as spring brakes start to apply.
2. Excessive drum heating with dragging brakes.
3. Loss of control of lift axles since air will be directed to service brake system before other systems (protected to 75 psi)
4. Lift axle tires dragging, with the combination of little air in ride system and spring brakes activating, there will be no weight on axle to prevent dragging and no air to lift axle.

For Titan's multi-axle trailers we recommend that the tractor compressor's air displacement should no be less than 16 cm. This will ensure that best operation of the air systems under most circumstances.

## **TYPICAL AXLE PLUMBING**

1. Trailer conforms to all rules and regulations under CMVSS & FMVSS 121
2. Trailers are plumbed as per Meritor design.
3. For most applications 3/8" synflex tubing has been used. For custom applications 1/2" or 1/8" synflex may have been used in certain areas. Check size and length carefully if replacing.
4. Supply line pressure must be protected to 70 psi form all systems, under CMVSS or FMVSS 121, as in original design.