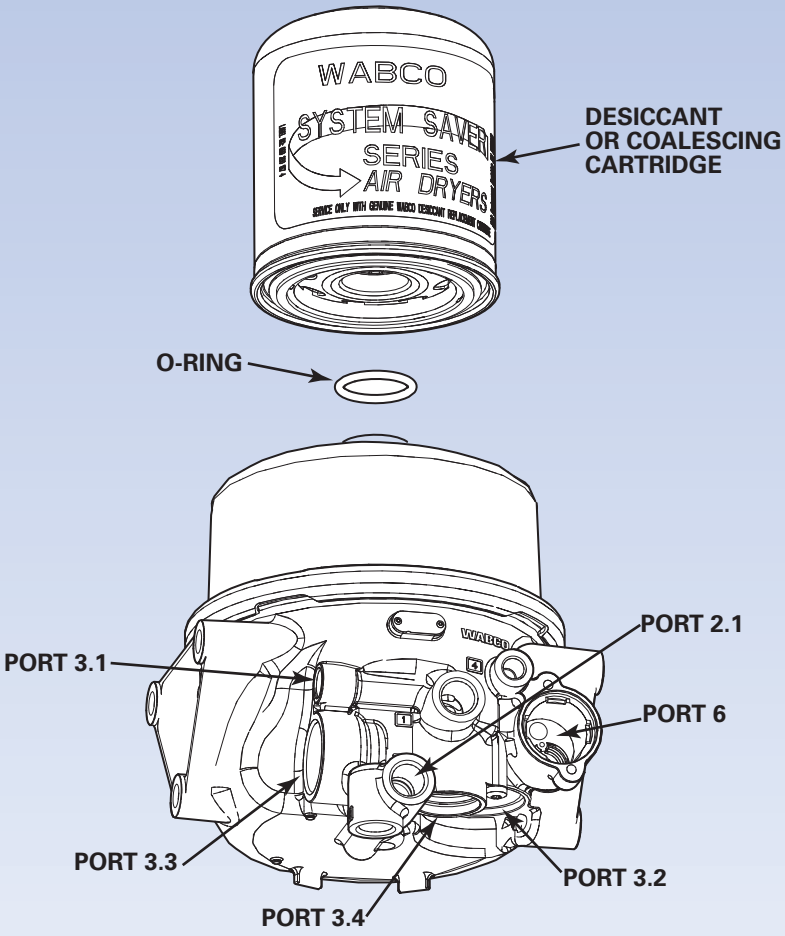
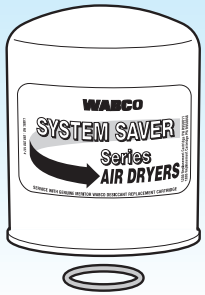
SYSTEM SAVER HP SERIES AIR DRYERS



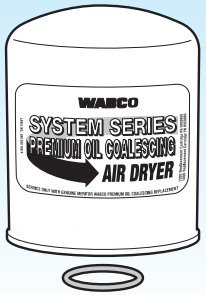
WABCO

DESICCANT CARTRIDGE



432 420 923 2

COALESCING CARTRIDGE



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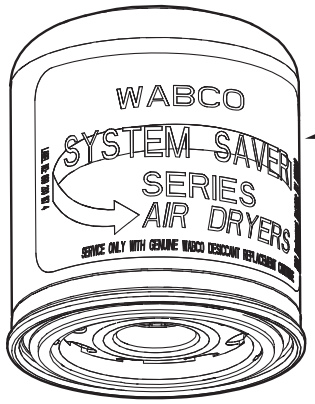
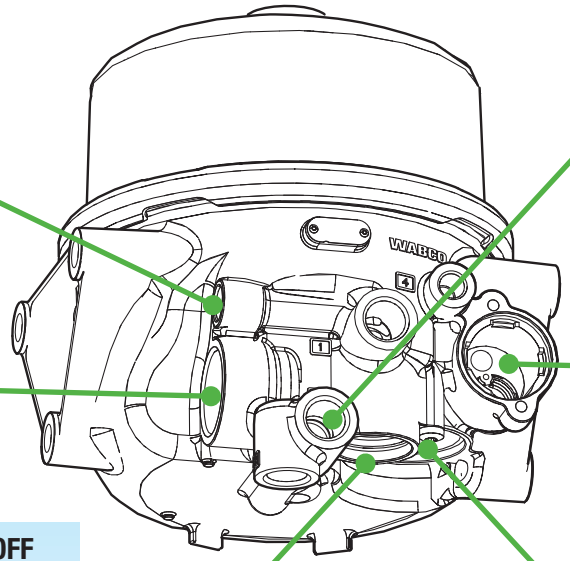
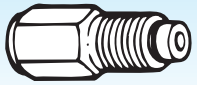


DESICCANT
OR COALESCING
CARTRIDGE

O-RING



PRESSURE RELIEF VALVE



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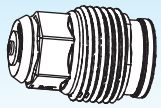
GOVERNOR

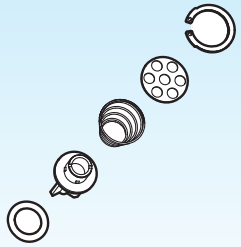


432 480 003 2

TURBO CUT-OFF VALVE ASSEMBLY

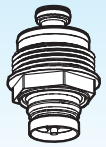
432 480 005 2

OUTLET CHECK VALVE



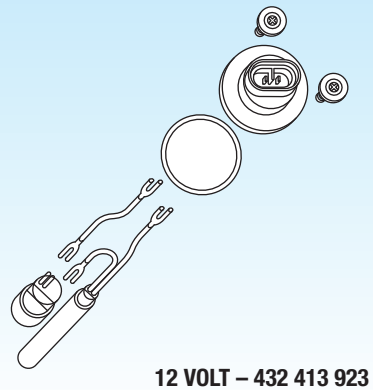
432 470 922 2

PURGE VALVE ASSEMBLY



432 480 002 2

HEATER



12 VOLT – 432 413 923 2
24 VOLT – 432 413 924 2

CONDITION	POSSIBLE CAUSE	SOLUTION
Dryer leaks from purge valve during compressor loaded cycle. The leak may cause excessive compressor cycling or prevent the system from building air pressure.	Purge valve frozen open (cold weather operation).	Check heater. Repair/replace if necessary. Make sure governor to dryer port 4 line is free of water/oil. Remove and inspect purge valve and clean water/oil from top of piston.
	Debris under purge valve seat, such as particles from fittings or air inlet line.	Remove purge valve cartridge and inspect for contamination. Remove if possible, or replace purge valve cartridge. Remove desiccant cartridge and clean sump area.
	Turbo cut-off valve is cracked or O-rings are leaking.	Remove turbo cut-off valve. Clean dryer bore and check for damage. Replace turbo cut-off valve if damaged component is found. Lubricate O-rings.
	Leaks in governor signal line between port 4 and compressor.	Repair signal line or fittings as necessary. Make sure downward slope of signal line from compressor to dryer.
Regeneration cycle too long (more than 30 seconds), accompanied by loss of pressure in the supply tank.	Outlet check valve not seating.	Inspect and replace outlet check valve as needed.
Regeneration cycle too short (less than 10 seconds).	High air system demands during compressor unloaded cycle.	Increase air system capacity or reduce air demands.
	Air governor not working correctly.	Verify that dryer governor is operating at correct pressures and that signal changes levels in one second or less. Replace if necessary.
No regeneration cycle. No airflow from purge valve after initial purge blast (dryer decompression).	Air dryer connections reversed at dryer.	Verify correct dryer installation per system diagram.
	Blocked/contaminated, internal dryer orifice.	Replace dryer.
Air dryer does not purge when compressor unloads (no blast of air from purge valve).	Purge valve stuck closed.	Replace purge valve.
	Air governor not working correctly.	Inspect air governor. Repair/replace per instructions.
	Cut-out pressure never achieved by air compressor.	Check for air leaks in system and repair as needed. If no leaks in system, check compressor output. Repair/replace per manufacturer's instructions.
Air dryer purges too often, perhaps as frequently as every 15 seconds, accompanied by excessive cycling of the compressor.	Leak in line between compressor and dryer port 4.	Repair air line.
	Line between the outlet of the dryer and the wet tank has a check valve installed.	Line between dryer and wet tank must be unobstructed.
	Leaks in the air system.	Repair leaks.
	Excessive air system demands.	Increase air system capacity or reduce air demand.
	Outlet check valve not seating.	Inspect and replace outlet check valve as needed.
	Leaking air compressor unloader(s).	Inspect compressor. Repair/replace per manufacturer's instructions.
On air dryers equipped with turbo cut-off valves, the air flows out of purge valve entire time compressor is unloaded. **NOTE:** On air dryers not equipped with turbo cutoff valves, the compressor unloads through the dryer, so a steady flow of air is normal.	Turbo cut-off valve not sealing.	Replace turbo cut-off valve.
	Outlet check valve not seating.	Replace outlet check valve.
Rapid "spitting" of air from purge valve in small amounts. Frequency varies with engine speed. **NOTE:** With non-TCV style air dryers, the compressor unloads through the dryer, so a steady flow of air is normal.	Compressor not completely unloading when cut-out pressure is reached. "Non-TCV" means a dryer with no turbo cut-off valve function.	Inspect compressor. Repair/replace per manufacturer's instructions. Make sure there are no leaks in the unloader signal line between the compressor and port 4 of the dryer.
Air dryer frozen (water collecting in base of dryer is freezing).	No electrical power to heater connector.	Check for a blown fuse. Repair heater circuit. **NOTE:** There must be power to the heater connector the entire time the vehicle's ignition is ON.
	Low voltage to heater connector.	Repair cause of low voltage, such as poor electrical ground, bad connections, corroded wire splices, etc.
	Heater assembly not working.	Replace heater assembly.
	Wrong voltage air dryer used; i.e., 12-volt air dryer used in a 24-volt system.	Replace with correct voltage air dryer.
No air pressure build-up in system.	Air dryer not plumbed correctly (connections reversed).	Ensure compressor discharge line is plumbed to air dryer port 1, and air dryer port 21 or 22 is connected to vehicle's supply tank.
	Air governor not working correctly.	Inspect the governor and replace it, if needed, with a WABCO governor kit.
	Air system leaks, such as compressor discharge line, air dryer, reservoirs, brake or suspension valves, etc.	Locate leak(s) and repair.
	Air dryer leaks from purge valve.	Refer to purge valve conditions listed in this chart.
Water, oil, or sludge in air system tanks.	Desiccant contaminated with oil.	Replace desiccant. Inspect compressor per manufacturer's instructions.
Water in system tanks.	Dessicant saturated. Maintenance interval not followed.	Replace the dessicant cartridge with a genuine WABCO cartridge.
Water in system tanks, everything else checks out okay.	Dryer not suitable for application.	Review the application guidelines. Refer to TP9672. For assistance, call the WABCO Customer Care Center at 855-228-3203.

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