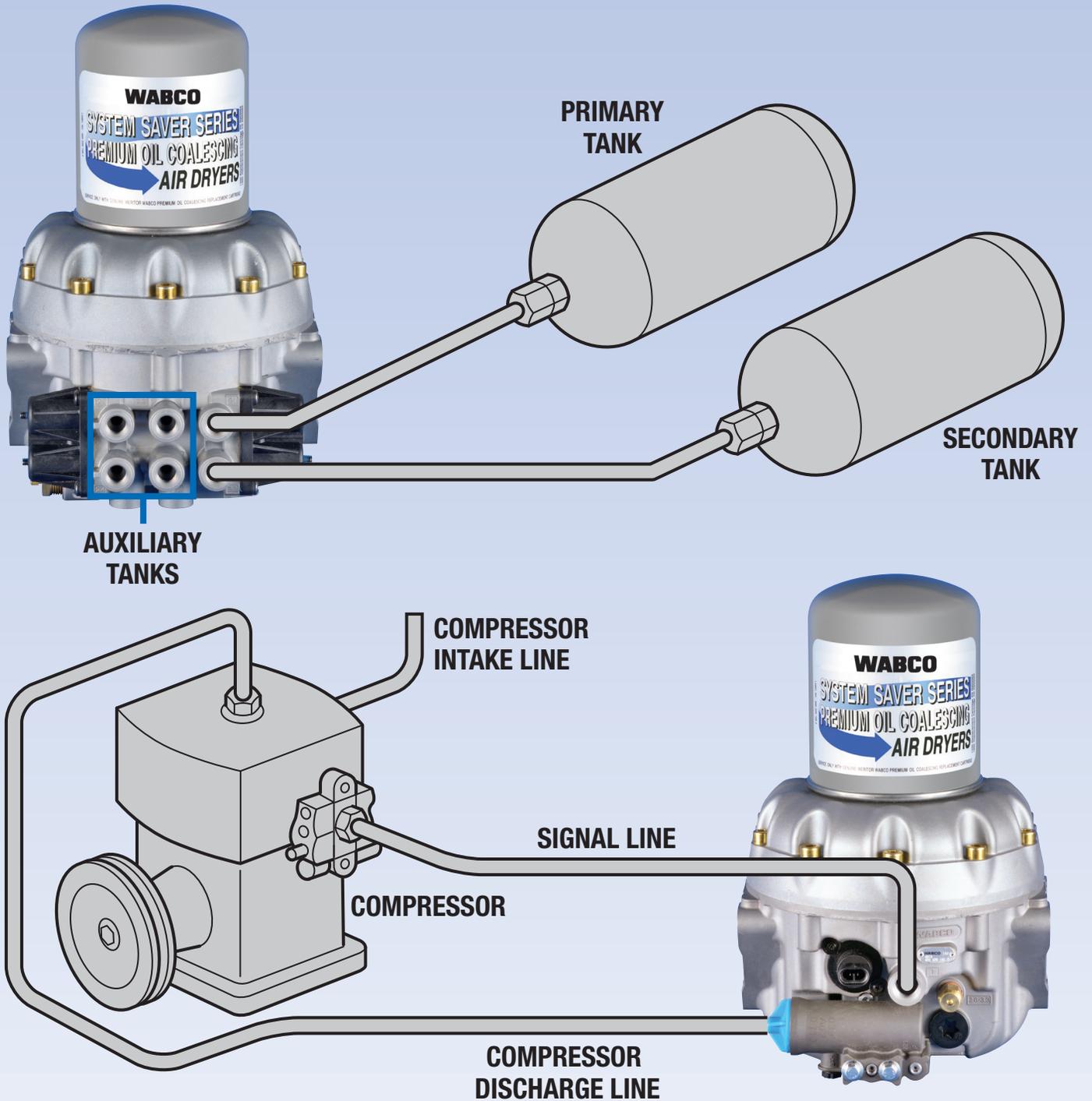
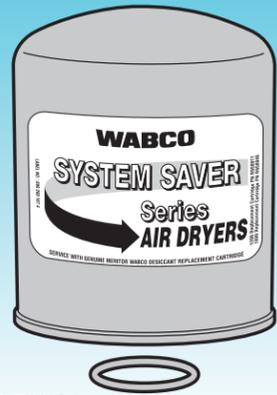


SYSTEM SAVER MCP SERIES AIR DRYERS

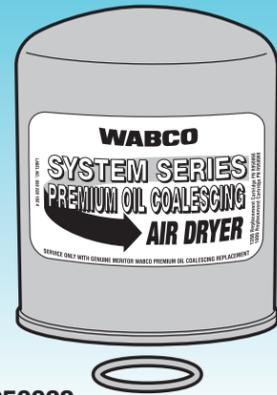


DESICCANT CARTRIDGE



R950011

COALESCING CARTRIDGE



R950068



DATE CODE INFORMATION

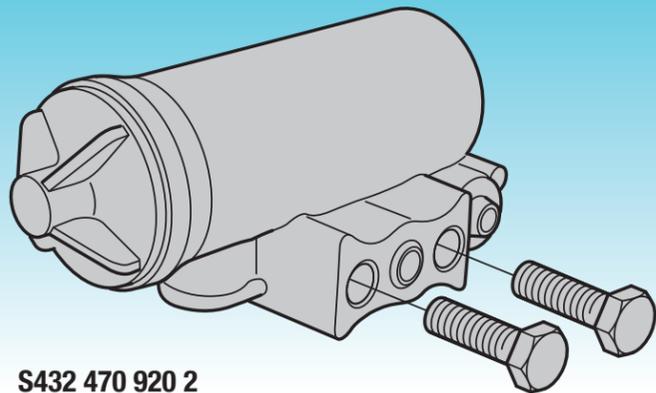
Date Code
First 2 Digits = Build Week
Last 2 Digits = Build Year

Manufacturing Location Code

WABCO XXX
1696
XXX XXX XXX X

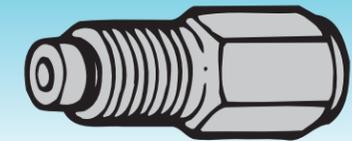
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GOVERNOR



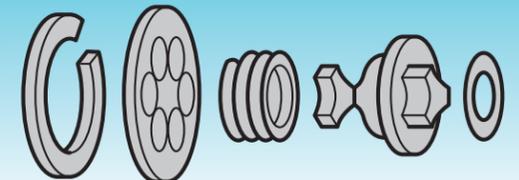
S432 470 920 2

PRESSURE RELIEF VALVE



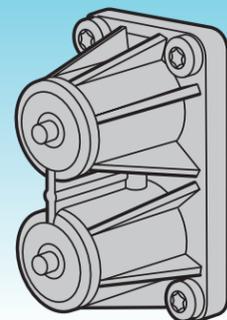
S2206-D-1226

OUTLET CHECK VALVE



S432 470 922 2

PRESSURE PROTECTION ELEMENTS



NON-SERVICEABLE

PURGE VALVE



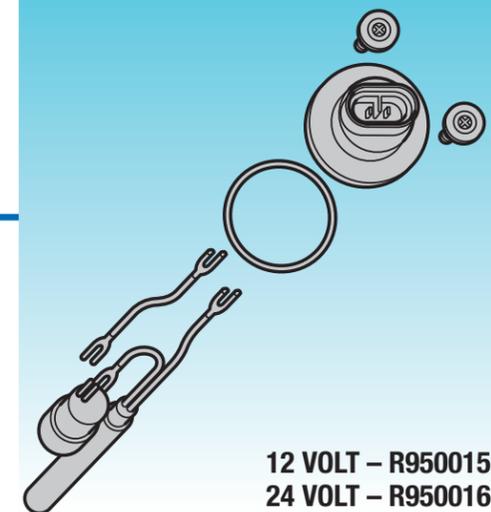
R950014

TURBO CUT-OFF VALVE



S432 470 921 2

HEATER



12 VOLT - R950015
24 VOLT - R950016

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.	<p>Purge valve frozen open (cold weather operation).</p> <p>Debris under purge valve seat, such as particles from fittings or air inlet line.</p> <p>Purge valve washer installed upside-down.</p> <p>Wrong air line connected to dryer port 4 (unloader port).</p> <p>Purge valve snap ring not fully seated in groove.</p>	<p>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.</p> <p>Disassemble and clean purge valve. Remove cartridge and clean dryer sump area.</p> <p>Ensure lip on aluminum washer faces down, away from dryer.</p> <p>Verify correct air line installation and correct as needed.</p> <p>Seat snap ring fully into groove.</p>
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).	<p>High air system demands during compressor unloaded cycle.</p> <p>Air governor not working properly.</p>	<p>Increase air system capacity or reduce air demands.</p> <p>Inspect per manufacturer's instructions and repair/replace as needed.</p>
Air dryer purges too often, perhaps as frequently as every 15 seconds, accompanied by excessive cycling of the compressor.	<p>Leak in line between governor and dryer port 4.</p> <p>Excessive air system leaks.</p> <p>Excessive air system demands.</p> <p>Outlet check valve not sealing.</p> <p>Air governor has less than 16 psi range.</p> <p>Leaking air compressor unloader(s).</p> <p>Loose governor or leak at governor gasket.</p>	<p>Repair air line.</p> <p>Repair leaks.</p> <p>Increase air system capacity or reduce air demand.</p> <p>Inspect and replace outlet check valve as needed.</p> <p>Replace air governor.</p> <p>Inspect compressor. Repair/replace per manufacturer's instructions.</p> <p>Replace gasket and retorque fasteners.</p>
Air dryer does not purge when compressor unloads (no blast of air from purge valve).	<p>Air line between governor and air dryer port 4 kinked or plugged.</p> <p>Purge valve stuck closed.</p> <p>Air governor not working properly.</p> <p>Cut-out pressure never achieved by air compressor.</p>	<p>Repair air line.</p> <p>Replace purge valve.</p> <p>Inspect air governor. Repair/replace per manufacturer's instructions.</p> <p>Check for air leaks in system and repair as needed. If no leaks in system, check compressor output. Repair/replace per manufacturer's instructions.</p>
Rapid "spitting" of air from purge valve in small amounts. Frequency varies with engine speed.	<p>Holset E-Type compressor used, but non-1200E dryer installed.</p> <p>Compressor not completely unloading when cut-out pressure is reached.</p> <p>Normal for non-TCV air dryers.</p>	<p>Replace air dryer with an SS1200E air dryer.</p> <p>Inspect compressor. Repair/replace per manufacturer's instructions.</p>
Air leak at turbo cut-off valve vent. Hole burned in piston.	<p>Temperature of air coming into dryer is too high — not enough cooling takes place before dryer inlet.</p> <p>Lip seal installed upside-down on piston. Lip must face UP (towards dryer).</p> <p>Valve bore worn excessively.</p> <p>Piston is broken.</p>	<p>Move dryer farther from compressor. Add additional compressor discharge line before air dryer. Add cooling coil or heat exchanger before air dryer.</p> <p>NOTE: Inlet air temperature must not exceed 175°F (80°C).</p> <p>Install lip seal correctly.</p> <p>Inspect valve bore for wear. If a new turbo cut-off valve does not seal in a clean, lubricated bore, replace the air dryer.</p> <p>Replace the turbo cut-off valve.</p>
Air dryer frozen (water collecting in base of dryer is freezing).	<p>No electrical power to heater connector.</p> <p>Low voltage to heater connector.</p> <p>Heater assembly not working.</p> <p>Wrong voltage air dryer used; i.e., 12-volt air dryer used in a 24-volt system.</p>	<p>Check for a blown fuse. Repair heater circuit.</p> <p>NOTE: There must be power to the heater connector the entire time the vehicle's ignition is "on."</p> <p>Repair cause of low voltage, such as poor electrical ground, bad connections, corroded wire splices, etc.</p> <p>Replace heater assembly.</p> <p>Replace with correct voltage air dryer.</p>
Cannot build up air pressure in the system.	<p>Pressure protection valves will not open.</p> <p>Port 21 should open between 100 and 105.9.</p> <p>Ports 22-24 should open between 108.8 and 114.6.</p>	Replace air dryer – pressure protection valves are not serviceable.
Water, oil, or sludge in air system tanks.	Desiccant contaminated with oil.	Replace desiccant. Inspect compressor per manufacturer's instructions.
Water in system tanks, everything else checks out okay.	Dryer not suitable for application.	For assistance, please contact WABCO Customer Care Center at 855-228-3203 or by email at wnacustomercenter@wabco-auto.com .

For more information, see Maintenance Manual 34 at www.wabco-na.com/literature.

For further product details, contact your distributor or the WABCO Customer Care Center at 855-228-3203.

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