

# MERITOR® TIRE INFLATION SYSTEM (MTIS™) DIAGNOSTICS

## POTENTIAL ISSUES AND SOLUTIONS

### LUBRICANT HAS STAINED THE THRU-TEE.

#### The wheel-end is overfilled with lubricant.

A. If the thru-tee is stained with oil, determine first if it is a result of an overpacked wheel-end. If the wheel-end is overpacked, when the hub heats up it will force oil out of the hub cap vents. This is not a MTIS system malfunction.

B. Refill the wheel-end with the correct amount of lubricant.

#### A hubcap without vent extensions is installed onto an oil-lubricated wheel-end, staining the thru-tee.

Install a hubcap with vent extensions.

### THE WARNING LIGHT IS ON.

#### The system is delivering air during initial system charging.

The system is functioning correctly.

Note: if the warning light is ON for more than 10 minutes after start-up, inspect wheel-end components.

#### The system is delivering air to a leaking tire.

A. Remove the tire inflation system hose at the thru-tee.

B. Press the tire pressure gauge to the hose and read the pressure.

C. If the tire pressure is correct, reconnect the hose to the thru-tee by hand-tightening the knurled fitting. **Do not tighten with pliers.**

D. If the tire pressure is not correct, repair or replace the tire.

#### The system is delivering air to a leaking system component.

A. Apply a non-corrosive leak finding solution to all air hose connections (thru-tee, tire valve stem, control box hoses and valves, axle air fitting and tees) \*if applicable

B. If a leak is located, replace the malfunctioning component.

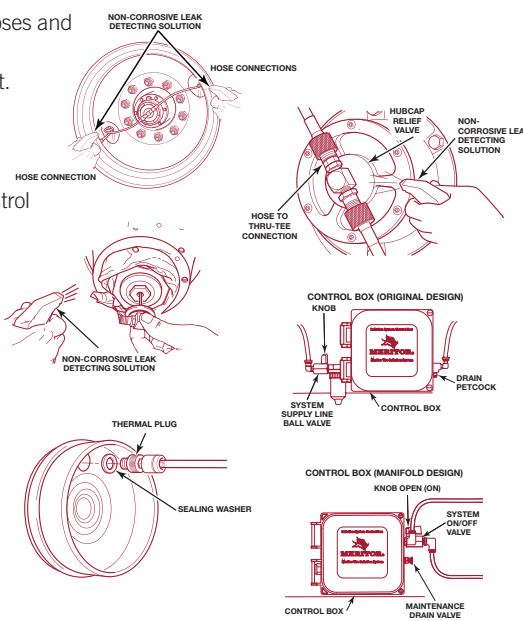
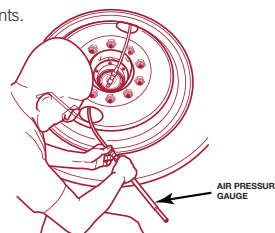
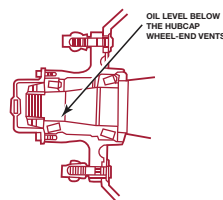
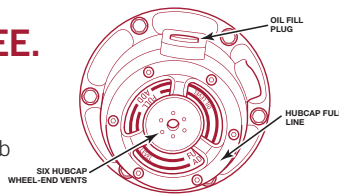
C. To check for leaks on an internal axle component, apply a non-corrosive leak-finding solution to the hub cap relief valve.

D. If a leak is identified, turn ON the shut-off valve at the control box and drain the air using the drain petcock. Remove the thru-tee and hub cap.

E. Place a cloth around the spindle to protect the inner wheel-end components from contamination, and reinsert the thru-tee into the stator. Turn OFF the shut-off valve at the control box to allow airflow. Apply a non-corrosive leak finding solution to the thru-tee, stator, ThermALERT plug and axle press plug. Listen and watch for bubbling. Tighten or replace components as determined. Refer to maintenance manual MM14P for recommended repair and installation guidelines.

#### The system wiring is incorrect.

Correct the system wiring. Refer to manual 14P (MM14P) for proper wiring instructions.



### THE WARNING LIGHT IS OFF DURING SYSTEM OPERATION, WITH AIR FLOWING THROUGH THE SYSTEM.

#### The trailer is not supplied with 12-volt power.

Supply 12-volt power to the trailer.

#### The warning light is inoperative.

Replace the warning light.

#### The flow sensing switch is inoperative.

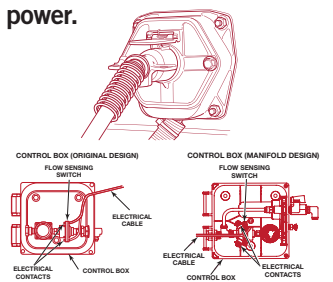
Replace the flow sensing switch.

#### The system wiring is damaged.

Repair the system wiring.

#### The system wiring is incorrect.

Correct the system wiring. Refer to manual 14P (MM14P) for proper wiring instructions.



### TIRE PRESSURE IS LOW.

#### The shut-off valve is on.

Turn off the shut-off valve to allow airflow.

#### The system pressure setting is too low.

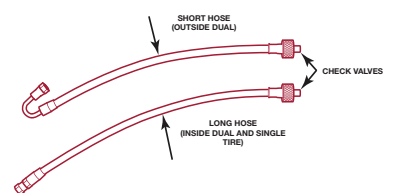
Increase the system pressure setting. Follow manual 14P (MM14P) guidelines for proper regulator adjustment procedures.

#### The hoses have incorrect valve cores installed.

Replace the hoses with Meritor original equipment.

#### The system is delivering air to a leaking system component.

Tighten or replace following manual 14P (MM14P) instructions.



### TIRE PRESSURE IS HIGH.

#### The tire is manually over-inflated.

Reduce the tire pressure. The system will inflate to the correct level.

#### The system pressure setting is too high.

Follow the regulator adjustment procedures in manual MM14P to adjust tire pressure to target pressure setting.



### WHAT YOU NEED

- 12V DC power to 7 pin connector
- External air supply (120 PSI minimum)
- Current detector
- Clean cloth
- Spray bottle with non-corrosive leak finding solution (soapy water)
- Tire pressure gauge (high quality preferred)

**RUN WITH THE BULL**

