

AIR SYSTEM MAINTENANCE FOR IDLE TRAILER INVENTORY

Best practices to ensure safe delivery and operation for your customer means a thorough review of the air system once your trailer inventory has sat for more than 6 months.

A WELL-MAINTAINED PNEUMATIC SYSTEM IS:

- ✔ Free of Debris (Including Insects) in the Air Lines
- ✔ Capable of Maintaining a Constant Pressure without Leakage
- ✔ Does Not Have Any Cracks in the Tubing or Rubber Air Lines
- ✔ Free from Kinks in Tubing and Rubber Air Lines
- ✔ Does Not Have Audible Air Leaks
- ✔ All Gladhand Seals are Free from Cracks or Other Damage

🔍 INSPECT

1. Inspect the entire length of air tubing and hoses to ensure there are no kinks or cracks in the rubber. Replace if found.
2. Check the gladhand seals and ideally replace them regardless of condition. Cracked or otherwise damaged seals must be replaced.

🔧 PRESSURIZE

1. Disconnect the **service (blue)** supply line from the brake valve. Be sure you are removing the **service** supply line. Supply pressurized air through service gladhand to ensure there are no contaminants in the lines. When you are finished, reconnect the **service** line to the air brake valve.
2. Repeat this process with the **emergency (red)** supply line.
3. With both **emergency** and **service** gladhands connected, pressurize with a shut-off valve and a pressure gauge.
4. Close the shut-off valve so that the system is pressurized and holding air.
5. Watch the gauge reading to ensure pressure is being held.
 - a. If pressure is not being held, open the shut-off valve while supplying air pressure to the system.
 - b. Review the entirety of the system, listening for audible air leakage. It is best to have soapy water with you to brush onto a potential leak area to identify where the leak is coming from. If it is leaking it will bubble.
6. Lastly, while the system is still supplied with pressure, drain the air tanks to ensure the expulsion of any moisture.



Kinked air brake tubing



Severely damaged gladhand & seal