

# COILED AIR LINE INSPECTIONS: COMMON PROBLEMS TO LOOK FOR

Inspecting your air brake lines is an important part of every pre-check process. Be sure you're on the lookout for these common and preventable coiled air line issues.

## ✓ KINKS

Kinks in your air lines restrict & reduce air flow, affecting brake performance. A line is considered to have a kink when there is an indent that squeezes the tubing down to less than 2/3 of the normal tubing diameter.

Common spots to find kinks include the point at which the line is suspended as well as under the spring near the fitting on the gladhand end. Lines that are equipped with a handle or grip are less likely to kink.

## ✓ CUTS, CRACKS & WEAR

Inspect the full length of your coiled air tubing for cuts, cracks, and wear.

As coiled air assemblies age, the color will fade and the material becomes brittle. Hairline cracks are common and a clear indication that the line needs to be replaced. Check carefully for these small cracks.

Abrasions and other wear can reveal the white inner layer of tubing. This core layer is meant to contrast with the red or blue surface layer to aid in identifying wear points. You should not be able to see through to the inner layer or have any of the reinforcement braiding at the surface.

Keep an eye out for old or damaged springs which can have sharp edges that cause punctures and cuts in the tubing.

## ✓ AUDIBLE LEAKS

With the system pressurized, listen closely for the tell-tale sounds of a leak.

## ✓ SAG, DRAG & SNAG

In most cases, a tracker bar & spring(s) or pogo is needed to support your air (and electrical) lines above the deck plate and prevent them from dragging.

Sagging air lines are susceptible to damage due to snagging and chafing on frame rails, the catwalk, and on other obstructions. In the winter, sagging lines can also collect water and freeze. Excessive sagging is a sign of the poor coil memory found in worn out lines.

## ✓ CLAMPS

Use durable clamps with the appropriate sized holes for the outer diameter of the air lines. Never attach clamps directly to the tubing. Clamps should always be placed on a spring guard, preferably where the spring is coiled the tightest. Clamps that are placed on bare tubing are likely to cause kinks and restrict air flow.

## ✓ TANGLES

Tangled up air lines have a reduced working length and are the most common cause of breakaway failures. Your air lines need to maintain free movement so the full length can be utilized during tight turns.

