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Coding Information

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Title: EPA 2007 MaxxFoer 11 and 13Air Compressor Cycling on

Applies To: EPA 2007 MaxxFoer 11 and MaxxFoer 13 engines

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

09/04/2015 - Added coding to article

DESCRIPTION

Air system operation on chassis equipped with MaxxFoer 11 and 13 liter Big Bore engines.

SYMPTOMS

- Due to the normal operation of the air system on MaxxFoer 11 and 13 Liter Big Bore engines, customers may misconstrue or mistake the constant cycling of the air compressor as unusual characteristics.

NORMAL OPERATION

The MaxxFoer 11 and 13 Liter Big Bore engines utilize a constantly engaged air compressor with a frame mounted un-loader valve. This feature is common with European engines, and is preferred as it eliminates the harshness associated with the continuous engagement and disengagement of the air compressor. With the constant engagement, stress on the compressor and gear train is reduced, and fuel economy is improved.

The air system cycles continuously; as the compressor reaches approximately 120 psi, the frame mounted un-loader valve opens and purges air to the atmosphere. The valve will remain open slightly to eliminate the pressure strain on the compressor. When the air pressure reaches approximately 105 psi, the valve will close and air will be diverted back to the system's tanks. During normal engine operation, this cycle takes approximately 3 minutes from start to finish (with engine at an idle), and will be evident by the fluctuation of the primary air tank pressure gauge.

The engine also uses air controlled actuators for boost, EGR, and engine retarder functions. As the engine idles, air pressure must be relieved from the Boost Control Actuator (waste-gate actuator) via the Boost Control Solenoid to eliminate unnecessary boost pressure. The Boost Control Solenoid constantly "chatters" to relieve this pressure, exhausting air from the discharge port.

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