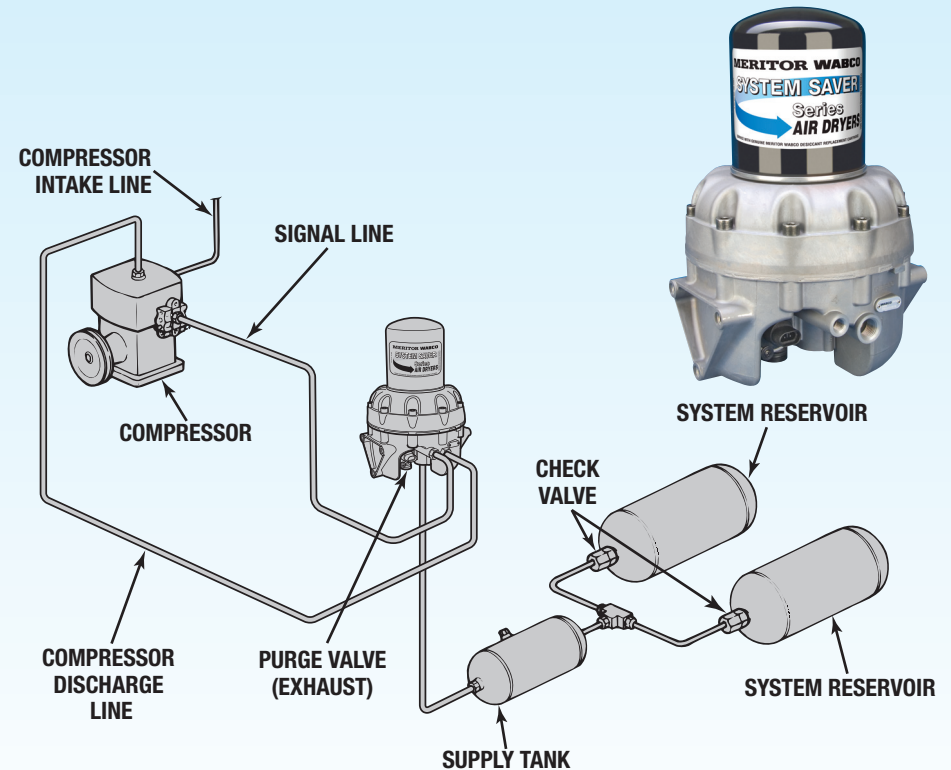


# System Saver 1200 Plus Series Air Dryers

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.	Purge valve frozen open (cold weather operation).  Debris under purge valve seat, such as particles from fittings or air inlet line. Purge valve washer installed upside-down. Wrong air line connected to dryer port 4 (unloader port). Purge valve snap ring not fully seated in groove.	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.  Disassemble and clean purge valve. Remove cartridge and clean dryer sump area.  Ensure lip on aluminum washer faces down, away from dryer. Verify correct air line installation and correct as needed. Seat snap ring fully into groove.
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).	High air system demands during compressor unloaded cycle. Air governor not working properly.	Increase air system capacity or reduce air demands. Inspect per manufacturer's instructions and repair/replace as needed.
Air dryer purges too often, perhaps as frequently as every 15 seconds, accompanied by excessive cycling of the compressor.	Leak in line between governor and dryer port 4. Excessive air system leaks. Excessive air system demands. Outlet check valve not sealing. Air governor has less than 16 psi range. Leaking air compressor unloader(s). Loose governor or leak at governor gasket.	Repair air line. Repair leaks. Increase air system capacity or reduce air demand. Inspect and replace outlet check valve as needed. Replace air governor. Inspect compressor. Repair/replace per manufacturer's instructions. Replace gasket and retorque fasteners.
Air dryer does not purge when compressor unloads (no blast of air from purge valve).	Air line between governor and air dryer port 4 kinked or plugged. Purge valve stuck closed. Air governor not working properly. Cut-out pressure never achieved by air compressor.	Repair air line. Replace purge valve. Inspect air governor. Repair/replace per manufacturer's instructions. Check for air leaks in system and repair as needed. If no leaks in system, check compressor output. Repair/replace per manufacturer's instructions.
Rapid "spitting" of air from purge valve in small amounts. Frequency varies with engine speed.	Holset E-Type compressor used, but non-1200E dryer installed. Compressor not completely unloading when cut-out pressure is reached. Normal for non-TCV air dryers.	Replace air dryer with an SS1200E air dryer. Inspect compressor. Repair/replace per manufacturer's instructions.
Air leak at turbo cut-off valve vent. Hole burned in piston.	Temperature of air coming into dryer is too high — not enough cooling takes place before dryer inlet.  Lip seal installed upside-down on piston. Lip must face UP (towards dryer). Valve bore worn excessively. Piston is broken.	Move dryer farther from compressor. Add additional compressor discharge line before air dryer. Add cooling coil or heat exchanger before air dryer. <b>NOTE: Inlet air temperature must not exceed 175°F (80°C).</b> Install lip seal correctly.  Inspect valve bore for wear. If a new turbo cut-off valve does not seal in a clean, lubricated bore, replace the air dryer. Replace the turbo cut-off valve.
Air dryer frozen (water collecting in base of dryer is freezing).	No electrical power to heater connector.  Low voltage to heater connector.  Heater assembly not working. Wrong voltage air dryer used; i.e., 12-volt air dryer used in a 24-volt system.	Check for a blown fuse. Repair heater circuit. <b>NOTE: There must be power to the heater connector the entire time the vehicle's ignition is "on."</b> Repair cause of low voltage, such as poor electrical ground, bad connections, corroded wire splices, etc. Replace heater assembly. Replace with correct voltage air dryer.
No air pressure build-up in system.	Air dryer not plumbed correctly (connections reversed).  Wrong air line connected to dryer port 4. Air governor not working properly. Air system leaks, such as compressor discharge line, air dryer, reservoirs, brake or suspension valves, etc. Air dryer leaks from purge valve.	Ensure compressor discharge line is plumbed to air dryer port 1, and air dryer port 21 is connected to vehicle's supply tank. Ensure dryer port 4 line is connected to the "UNL" port of the air governor. Inspect governor per manufacturer's instructions. Repair or replace as needed. Locate leak(s) and repair.  See purge valve conditions listed in this chart.
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.	Review application guidelines. For assistance, call the Meritor OnTrac™ Customer Call Center at 866-OnTrac1 (668-7221).



**MERITOR WABCO**  
Safety Strong. Efficiency Smart.

For more information, see Maintenance Manual 34 or dial our toll-free number: 866-OnTrac1 (668-7221).

### DESICCANT CARTRIDGE



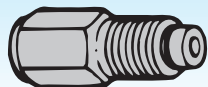
R950011

### COALESCING CARTRIDGE



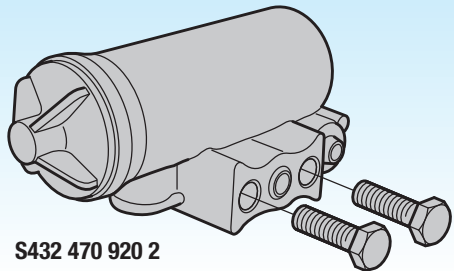
R950068

### PRESSURE RELIEF VALVE



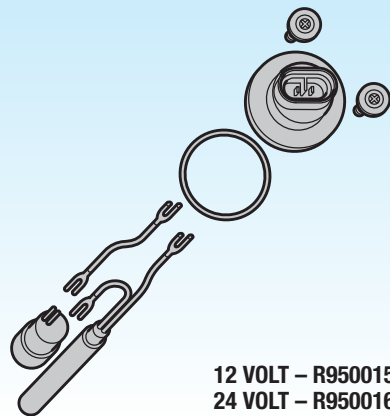
S2206-D-1226

### GOVERNOR



S432 470 920 2

### HEATER



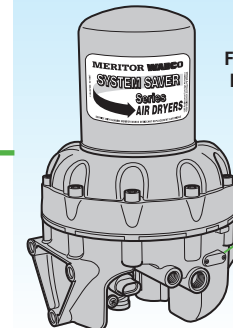
12 VOLT – R950015  
24 VOLT – R950016

### PURGE VALVE



R950014

### DATE CODE INFORMATION

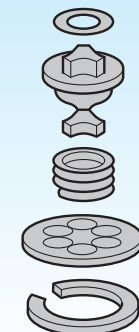


Date Code  
First 2 Digits = Build Week  
Last 2 Digits = Build Year  
Manufacturing Location Code



I.D. Tag No.  
Note: A Part Number with an "S" In Front of it Indicates a Rockwell WABCO Service Part Number.

### OUTLET CHECK VALVE



S432 470 922 2

### TURBO CUT-OFF VALVE



S432 470 921 2

