

## Air Leaks

### Fix Air Leaks

The air compressor requires engine power to operate coach pneumatic systems. Leaks require the system to 're-pump' lost air, resulting in more power — and fuel — used.

### Air System Troubleshooting (excerpted from section 4B of MCI Maintenance Manuals)

<p>Excessive build-up and recover time. The compressor should be able to build air system from 85-100 PSI in 40 seconds with engine at full governed rpm. The manufacturer certifies that minimum compressor performance meets Federal requirements. Do not downsize the original equipment compressor.</p>	<b>A.</b> Dirty induction air filter	Inspect the engine or compressor air filter and replace if necessary.
	<b>B.</b> Restricted induction line	Inspect the compressor air induction line for kinks and restrictions and replace it as needed.
	<b>C.</b> Restricted discharge line or compressor discharge cavity	Inspect the compressor discharge port and line for restriction and carbon build-up. If carbon build-up exists, check for proper compressor cooling. Replace faulty discharge line sections.
	<b>D.</b> Slipping drive components.	Check for faulty drive gears and couplings. Replace as necessary.
	<b>E.</b> Excessive air system leakage.	Test for excessive system leakage and repair as necessary. Use the following as a guide. Build the system pressure-to-governor cut-out and allow pressure to stabilize for one minute. Using the dash gauge, note the system pressure and the pressure drop after two minutes. The pressure drop should not exceed 2 PSI in each reservoir.
	<b>F.</b> Sticking unloader pistons	Check the unloading mechanism operation. Check for proper compressor air governor operation. If the governor is operating properly, replace the unloader mechanism. Inspect for bent, kinked, or blocked tubing leading to or from the governor.
	<b>G.</b> Faulty Compressor	Replace or repair the compressor after determining none of the preceding installation defects exists.