3.2.1 Check Point Control Box

Pressure Check

**NOTE:** For correct adjustment of the control box pressure, make sure that the air supply of the trailer is a minimum of 20 psi (137.90 kPa) above the target tire pressure.

**NOTE:** Use a test set consisting of a calibrated pressure gauge, a fitting or tubing to attach to the control box, and valve to bleed off pressure. See Figure 85a.

1. Turn the system On/Off valve to the **CLOSED** position. See Figure 86.
2. Open the maintenance drain valve to deplete all air pressure from the system then close the maintenance drain valve. See Figure 86.
3. Turn the outlet ball valve to the **CLOSED** position.
4. Remove check point valve cap and connect the system pressure test gauge to the check point fitting on the outlet side, ensuring the bleed-off valve is in the closed position. See Figure 86.
5. Turn the system On/Off valve to the **OPEN** position to charge the control box system. See Figure 87.
6. Confirm the pressure setting on the gauge is approximately 3 psi (20 kPa) above the target tire pressure.
7. Go to Section 3.2.2 to adjust the regulator if necessary to correct the pressure setting.
8. Turn the system On/Off valve to the **CLOSED** position.
9. Open the system pressure test gauge bleed-off valve to relieve the pressure.
10. Disconnect the system pressure test gauge and reinstall the check point valve cap.
11. Turn the system On/Off and outlet ball valves to the **OPEN** position. See Figure 87a.
3.2.2 Control Box Adjustment Instructions

**NOTE:** During the adjustment process, the test gauge needle should react simultaneously to the regulator knob movement. If you go beyond the desired target pressure, the pressure must be returned to approximately 60 psi (413.69 kPa), then increased slowly until the desired target pressure has been reached.

1. Pull outward to unlock the regulator knob until a slight click is felt and heard. See Figure 88.
2. Turn the regulator knob counter-clockwise until the pressure on the system pressure test gauge decreases to approximately 60 psi (413.69 kPa).
3. Increase the pressure slowly by turning the regulator knob clockwise until the system pressure test gauge has reached 3 psi (20.68 kPa) above the desired target tire pressure.
4. Push the regulator knob inward until a slight click is felt and heard indicating it is locked.
5. Cycle the regulator and bleed the system pressure test gauge as follows:
   a) Turn the system On/Off valve to the CLOSED position.
   b) Open the bleed-off valve to relieve the pressure. See Figure 89.
6. Charge the system pressure test gauge as follows:
   a) Close the system pressure test gauge bleed-off valve.
   b) Turn the system On/Off valve to the OPEN position to charge the control box system. See Figure 90.
7. Observe the system pressure test gauge needle during the cycling process.

   **NOTE:** The test gauge needle should not move sluggishly towards the target pressure setting and should not go past the target pressure.
8. Repeat steps 5-7 again for a minimum of two times and until the system pressure test gauge pressure reading reaches the target pressure each time.
9. Turn the system On/Off valve to the CLOSED position.
10. Open the system pressure test gauge bleed-off valve to relieve the pressure.
11. Disconnect the system pressure test gauge and reinstall the check point valve cap.
12. Turn the system On/Off and outlet ball valves to the OPEN position. See Figure 87a.
13. Ensure that all tire pressures are reduced 5-10 psi (34.47-68.95 kPa) below the target tire pressure.
14. Install a decal inside the control box lid to record the tire pressure change and date of change. See Figure 91.
15. Close and secure the control box lid with the lid screws. Tighten the screws.

**CAUTION:** KNURLS ON TIRE HOSES ARE TO BE HAND-TIGHTENED TO THE THRU-TEE ONLY. DO NOT USE TOOLS. DAMAGE TO THE KNURLS CAN OCCUR.

16. Attach the tire hoses to the thru-tee at all tire positions. See Figure 92 and Figure 93.

**CAUTION:** THE SYSTEM VALVE STEMS AND HOSES MUST NOT CONTACT THE WHEELS AND BRAKE DRUMS. DAMAGE TO COMPONENTS CAN OCCUR.

17. Check the wheel-ends to confirm that the system hoses do not contact the wheels. See Figure 94.
18. If necessary, use a torque wrench set to 55 lb-in (6.21 Nm) to slightly rotate the thru-tee clockwise to reposition the hose away from the wheel.