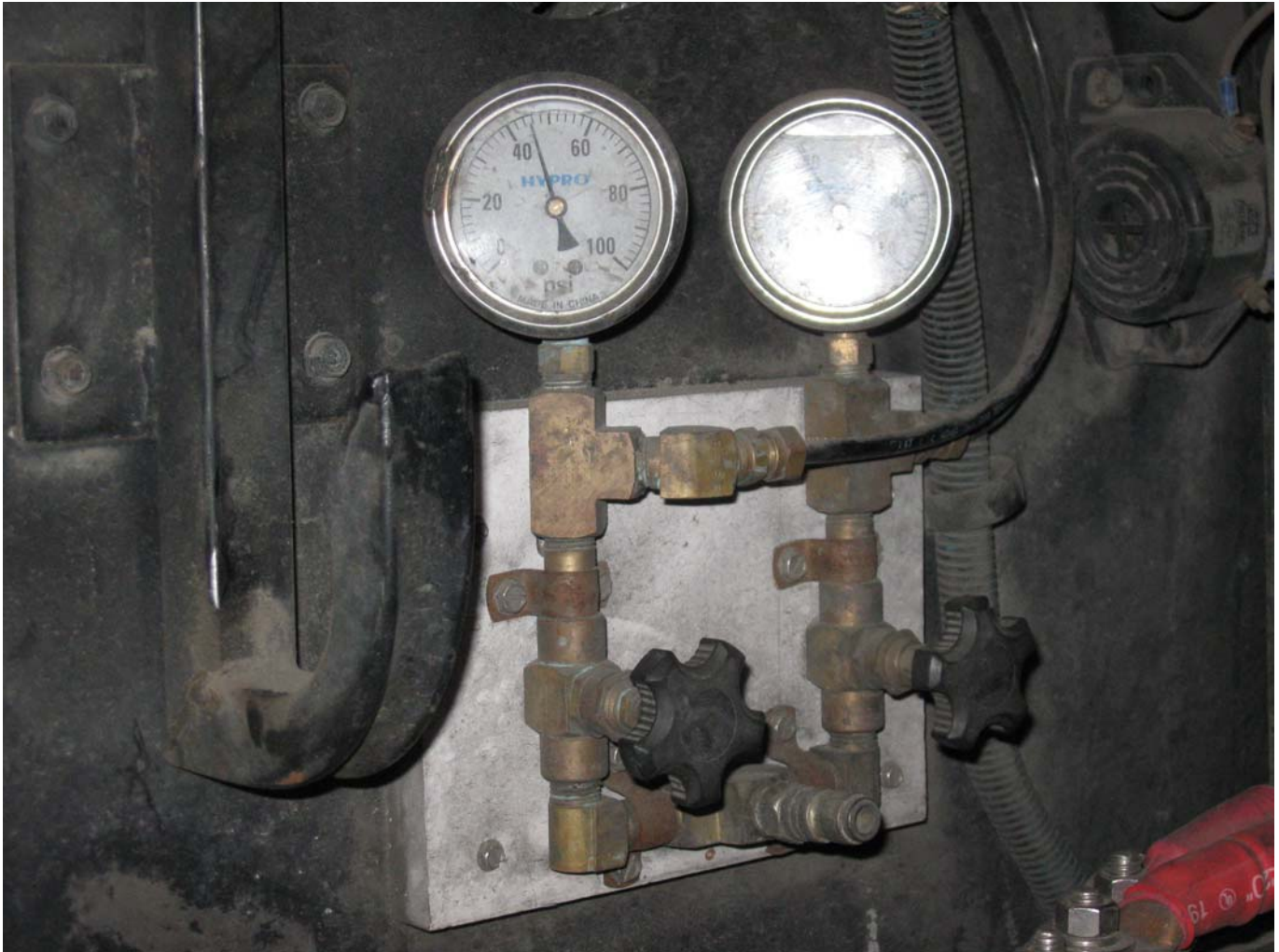


Air Assist Control

When I first got the Breakaway, I noticed that the air assist on the rear was under inflated, and finding the inflation point was difficult. There were 2 tire inflators under the bumper and was very difficult to get to let alone setting up to a more or less correct pressure. I added a small sub-panel above the coach batteries that improved the situation greatly!



By connecting an air hose to the assembly, I could inflate the air bags to what ever pressure was needed, typically I run 40-60 lbs depending on the load I carry. However, when I installed the T105 batteries, the hot lead of the batteries was right under the area where I would run the air line and of course I did make contact with it and had a huge spark! Must be a better way.

When I replaced the cruise control with the electronic unit from a Chevy 2500 truck, there was a air line that came from the air governor on the air compressor that was now not needed. I have been thinking for some time about this as it could be a source of air for the air assist and possibly tire inflation. This needed a redesign of the sub-panel but shouldn't be hard at all. I just had to make sure that if anything happened to the added hose, that in the event of a hose failure, I wouldn't loose air for the braking system.



I added a shut off valve (can't be seen well in this photo but is there) just below where the feed hose is attached. When ready to fill the bags or air the tires, I simply open the feed valve and then open the corresponding valve for each bag. If I need to deflate or adjust the bag pressure lower, I leave the fill valve off and open the lower valve and then again open each bag valve accordingly to let air out of the hose connector. Very easy and straight forward to adjust the air pressure in each bag.

If I want to use the hose connector for a source of air for inflation of tires or other uses, I open the first inlet valve and then after connecting the hose open the second valve down by the hose connection. I carry a hose with female connector at both ends. I had to use a male connector on the panel so that I could use this as a bleed off of the air in the bags.

I could have used air regulators in stead of the valves for each bag control but I have no confidence in them and if they fail, they could cause a lose of air while running. I am experimenting with a reduced orifice connector so that if I replace the valves with regulators, in the event of complete failure of the air bag control system, the air lose would be so low that the air compressor would be able to over come this problem. Of course, if used for tire inflation, this restriction would have to be bypassed. Probably will be the next mod to the system once the details are worked out.

Ed
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