

H OWNER'S MANUAL

LC Auxiliary Lift Axle Control Kits

SUBJECT: Installation and Operation Procedures

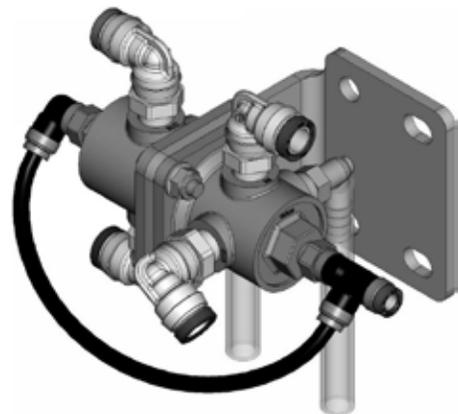
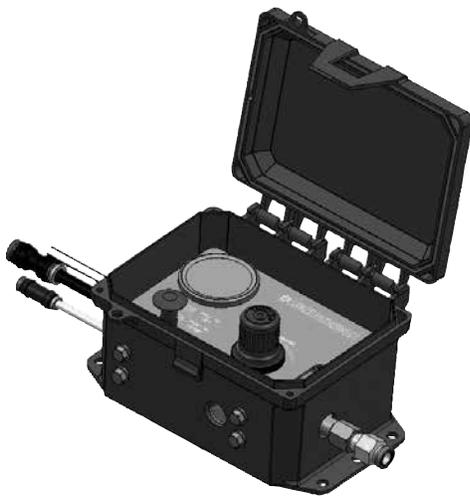
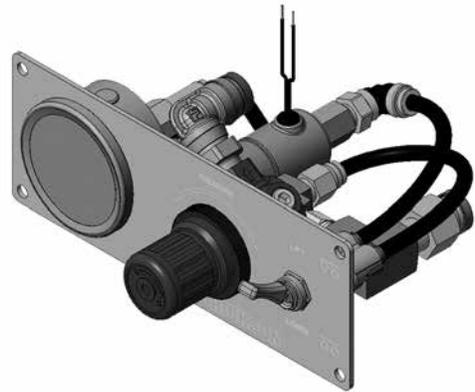
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SECTION 1

Introduction

This publication is intended to acquaint and assist maintenance personnel with the installation and operation of Hendrickson LC Auxiliary Lift Axle Control Kits on vehicles equipped with Hendrickson Auxiliary Suspensions.

NOTE:

USE ONLY HENDRICKSON GENUINE PARTS FOR SERVICING THIS SUSPENSION SYSTEM.

It is important to read and understand this entire publication prior to performing any installation and operation of the product. The information in this publication contains product images, safety information, product specifications, features and proper installation, service and maintenance instructions for Hendrickson LC Auxiliary Lift Axle Control Kits.

Hendrickson reserves the right to make changes and improvements to its products and publications at any time. Contact Hendrickson Tech Services for information on the latest version of this manual at 1-800-660-2829 (toll-free U.S. and Canada), 1-740-929-5600 (Outside U.S. and Canada), or email: liftaxle@hendrickson-intl.com.

The latest revision of this publication is also available online at www.hendrickson-intl.com.

SECTION 2**Important Safety Notice**

Proper maintenance, service, and repair is important for the reliable operation of the suspension. The procedures recommended by Hendrickson and described in this technical publication are methods of performing such maintenance, service and repair.

All safety-related information should be read carefully to help prevent personal injury and to assure that proper methods are used. Improper servicing may damage the vehicle, cause personal injury, render it unsafe for operation, or void manufacturer's warranty.

Failure to follow the safety precautions in this manual can result in personal injury and / or property damage. Carefully read and understand all safety related information within this publication, on all decals and in all such materials provided by the vehicle manufacturer before conducting any maintenance, service or repair.

■ **EXPLANATION OF SIGNAL WORDS**

Hazard "Signal Words" (Danger-Warning-Caution) appear in various locations throughout this publication. Information accented by one of these signal words must be observed to help minimize the risk of personal injury to service personnel, or the possibility of improper service methods, which may damage the vehicle or render it unsafe.



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

Additional Notes or Service Hints are utilized to emphasize areas of procedural importance and provide suggestions for ease of repair. The following definitions indicate the use of these signal words as they appear throughout the publication.



INDICATES AN IMMINENTLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED WILL RESULT IN SERIOUS INJURY OR DEATH.



INDICATES A POTENTIAL HAZARDOUS SITUATION WHICH, IF NOT AVOIDED CAN RESULT IN SERIOUS INJURY OR DEATH.



INDICATES A POTENTIAL HAZARDOUS SITUATION WHICH, IF NOT AVOIDED MAY RESULT IN MINOR OR MODERATE INJURY.

NOTE: AN OPERATING PROCEDURE, PRACTICE CONDITION, ETC. WHICH, IS ESSENTIAL TO EMPHASIZE.

SERVICE HINT: A HELPFUL SUGGESTION THAT WILL MAKE THE SERVICING BEING PERFORMED A LITTLE EASIER AND / OR FASTER.

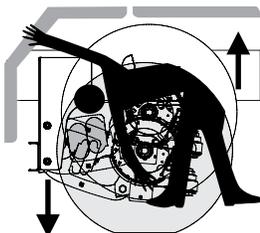


The torque symbol alerts you to tighten fasteners to a specified torque value. Refer to Torque Specifications Section of this publication.

■ **SAFETY PRECAUTIONS**



LIFT AXLE RAPID MOVEMENT



LIFT AXLE RAPID MOVEMENT CAN CAUSE SEVERE PERSONAL INJURY OR DEATH.

IF LIFT AXLE IS OPERATED BY AN AUTOMATIC OR SEMI-AUTOMATIC LIFT AXLE CONTROL SYSTEM, SUCH SYSTEM MAY CAUSE LIFT AXLE TO AUTOMATICALLY RAISE OR LOWER UNDER DIFFERENT CONDITIONS.

LIFT AXLE ACTIVATION AND MOVEMENT MAY VARY DEPENDING ON THE BRAND, CONFIGURATION, AND OPERATING CONDITION OF THE LIFT AXLE CONTROL SYSTEM AND / OR OTHER FACTORS. READ, UNDERSTAND, AND COMPLY WITH ALL APPLICABLE OPERATING INSTRUCTIONS AND SAFETY INFORMATION PROVIDED BY THE LIFT AXLE CONTROL SYSTEM MANUFACTURER AND VEHICLE MANUFACTURER.

ENSURE ALL PERSONNEL ARE CLEAR OF LIFT AXLE BEFORE AND DURING VEHICLE LOADING AND LIFT AXLE ACTIVATION UP OR DOWN.

CAUTION

LIFT AXLE ACTIVATION

DO NOT LOWER LIFT AXLE WHILE THE VEHICLE IS MOVING IN REVERSE OR TRAVELING AT MORE THAN 15 MPH. FAILURE TO DO SO CAN CAUSE COMPONENT DAMAGE.

CAUTION

REVERSE LOCKOUT OPERATION

DO NOT ACTUATE STEERABLE LIFT AXLE REVERSE LOCKOUT FEATURE (IF EQUIPPED) WHILE VEHICLE IS TURNING. FAILURE TO DO SO CAN CAUSE COMPONENT DAMAGE.

BEFORE TRAVELING IN REVERSE:

- ENSURE STEERABLE LIFT AXLE REVERSE LOCKOUT FEATURE (IF EQUIPPED) IS PROPERLY ACTUATED.
- RAISE ALL STEERABLE LIFT AXLES NOT EQUIPPED WITH REVERSE LOCKOUT FEATURE.

FAILURE TO DO SO CAN CAUSE COMPONENT DAMAGE.

WARNING

LOAD CAPACITY

ADHERE TO THE PUBLISHED CAPACITY RATINGS FOR THE AUXILIARY AXLE. ADD-ON AXLE ATTACHMENTS (I.E. SLIDING FIFTH WHEELS) AND OTHER LOAD TRANSFERRING DEVICES CAN INCREASE THE AUXILIARY AXLE LOAD ABOVE THE RATED AND APPROVED CAPACITIES WHICH CAN RESULT IN FAILURE AND ADVERSE VEHICLE HANDLING, POSSIBLY CAUSING PERSONAL INJURY OR PROPERTY DAMAGE.

CAUTION

DAILY / PRE-TRIP OPERATOR INSPECTION

DAILY (AND BEFORE EACH TRIP) INSPECT ALL LIFT AXLE COMPONENTS FOR PROPER OPERATING CONDITION AND PROPER INSTALLATION TO THE TRUCK / TRAILER FRAME. THIS ESSENTIAL **DAILY / PRE-TRIP OPERATOR INSPECTION** MUST ALSO INCLUDE A VISUAL INSPECTION OF ALL WHEEL SEALS AND GASKETS FOR LEAKS, A VERIFICATION OF PROPER OIL LEVEL IN THE HUBS (IF APPLICABLE), INSPECTION OF ALL LIFT AND RIDE AIR-SPRINGS FOR WEAR, AND INSPECTION OF ALL TIRES FOR PROPER INFLATION AND ABNORMAL WEAR PATTERNS. IDENTIFY AND REPAIR / REPLACE ANY LOOSE, DAMAGED OR IMPROPERLY INSTALLED COMPONENTS. FOR ADDITIONAL SERVICE, REPAIR, AND REBUILD INSTRUCTIONS, REFER TO THE CURRENT VERSION OF OTHER HENDRICKSON PUBLICATIONS THAT APPLY TO THE PARTICULAR LIFT AXLE SUSPENSION. SUCH PUBLICATION NUMBERS MAY INCLUDE, BUT ARE NOT LIMITED TO, OM-H754, OM-H757, TP-H633, AND H621, ALL OF WHICH ARE AVAILABLE ONLINE AT www.hendrickson-intl.com.

WARNING

REPAIR AND RECONDITIONING

THE REPAIR OR RECONDITIONING OF AUXILIARY AXLE COMPONENTS THAT ARE BENT, DAMAGED OR OUT OF SPECIFICATION IS NOT ALLOWED. ANY AXLE COMPONENTS FOUND TO BE DAMAGED OR OUT OF SPECIFICATION, MUST BE REPLACED. AXLE COMPONENTS CANNOT BE BENT, WELDED, HEATED, OR REPAIRED WITHOUT REDUCING THE STRENGTH OR LIFE OF THE COMPONENT. FAILURE TO FOLLOW THESE GUIDELINES CAN CAUSE ADVERSE VEHICLE HANDLING, POSSIBLE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE AND WILL VOID APPLICABLE WARRANTIES.

WARNING

PERSONAL PROTECTIVE EQUIPMENT

ALWAYS WEAR PROPER EYE PROTECTION AND OTHER REQUIRED PERSONAL PROTECTIVE EQUIPMENT TO HELP PREVENT PERSONAL INJURY WHEN YOU PERFORM VEHICLE MAINTENANCE, REPAIR OR SERVICE.

CAUTION

PROCEDURES AND TOOLS

A MECHANIC USING A SERVICE PROCEDURE OR TOOL, THAT HAS NOT BEEN RECOMMENDED BY HENDRICKSON, MUST FIRST SATISFY HIMSELF THAT NEITHER HIS SAFETY NOR THE VEHICLE'S SAFETY WILL BE JEOPARDIZED BY THE METHOD OR TOOL SELECTED. INDIVIDUALS DEVIATING IN ANY MANNER FROM THE INSTRUCTIONS PROVIDED ASSUME ALL RISKS OF POTENTIAL PERSONAL INJURY OR DAMAGE TO EQUIPMENT INVOLVED.

WARNING

IMPROPER JACKING METHOD

IMPROPER JACKING METHOD CAN CAUSE STRUCTURAL DAMAGE AND RESULT IN ADVERSE VEHICLE HANDLING, SEVERE PERSONAL INJURY OR DEATH. DO NOT USE AXLE BEAM OUTBOARD OF AXLE SPRING SEATS. REFER TO VEHICLE MANUFACTURER FOR PROPER JACKING INSTRUCTIONS.



WARNING

FASTENERS

DISCARD USED FASTENERS. ALWAYS USE NEW FASTENERS TO COMPLETE A REPAIR. FAILURE TO DO SO COULD RESULT IN FAILURE OF THE PART OR MATING COMPONENTS, ADVERSE VEHICLE HANDLING, PERSONAL INJURY, OR PROPERTY DAMAGE.

LOOSE OR OVER-TORQUED FASTENERS CAN CAUSE COMPONENT DAMAGE, ADVERSE VEHICLE HANDLING, PROPERTY DAMAGE, OR SEVERE PERSONAL INJURY. MAINTAIN CORRECT TORQUE VALUE AT ALL TIMES. CHECK TORQUE VALUES ON A REGULAR BASIS AS SPECIFIED, USING A REGULARLY CALIBRATED TORQUE WRENCH. TORQUE VALUES SPECIFIED IN THIS TECHNICAL PUBLICATION ARE FOR HENDRICKSON SUPPLIED FASTENERS ONLY. IF NON-HENDRICKSON FASTENERS ARE USED, FOLLOW TORQUE SPECIFICATIONS LISTED IN THE VEHICLE MANUFACTURER'S SERVICE MANUAL.

WARNING

MODIFYING COMPONENTS

DO NOT MODIFY OR REWORK PARTS WITHOUT AUTHORIZATION FROM HENDRICKSON. DO NOT SUBSTITUTE REPLACEMENT COMPONENTS NOT AUTHORIZED BY HENDRICKSON. USE OF MODIFIED, REWORKED, SUBSTITUTE OR REPLACEMENT PARTS NOT AUTHORIZED BY HENDRICKSON MAY NOT MEET HENDRICKSON'S SPECIFICATIONS, AND CAN RESULT IN FAILURE OF THE PART, ADVERSE VEHICLE HANDLING, POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE, AND WILL VOID APPLICABLE WARRANTIES. USE ONLY HENDRICKSON-AUTHORIZED REPLACEMENT PARTS.

THE VEHICLE MANUFACTURER SHOULD BE CONSULTED BEFORE MAKING ANY CHANGES TO THE VEHICLE'S FRAME. TYPICALLY, CUTTING OR ALTERING THE VEHICLE'S FRAME OR SIDE RAIL IS NOT PERMITTED AND MAY AFFECT THE MANUFACTURER'S WARRANTY COVERAGE.

ANY INSTALLATION DEVIATIONS MUST BE APPROVED IN WRITING BY HENDRICKSON'S PRODUCT ENGINEERING DEPARTMENT. FAILURE TO COMPLY WITH ANY OF THE ABOVE WILL VOID APPLICABLE WARRANTIES.

WARNING

DAMAGED AXLE COMPONENTS

IF A VEHICLE EQUIPPED WITH A HENDRICKSON AUXILIARY AXLE IS INVOLVED IN A CRASH, A THOROUGH INSPECTION OF THE AXLE MUST BE PERFORMED NOTING THE CONDITION OF THE AXLE BEAM, KINGPINS, AND KNUCKLE ASSEMBLIES, INCLUDING THE AREAS OF AXLE-TO-KINGPIN INTERFACE, FOR ANY DAMAGE, GAPS, KINGPIN MOVEMENT OR PLAY. IF ANY COMPONENT APPEARS DAMAGED, OR THE KINGPIN APPEARS TO CONTAIN ANY DAMAGE, GAPS, MOVEMENT OR PLAY, THE COMPLETE AXLE ASSEMBLY MUST BE REPLACED.

IN ADDITION, IN THE EVENT A CRASH RESULTS IN EXCESSIVE SIDE LOAD DAMAGE TO ADJACENT PARTS, SUCH AS A BENT WHEEL, HUB, OR SPINDLE, IT IS STRONGLY RECOMMENDED TO REPLACE SUCH ADJACENT PARTS AND THE COMPLETE AXLE ASSEMBLY.

CONTACT HENDRICKSON TECHNICAL SERVICES DEPARTMENT WITH ANY QUESTIONS. FAILURE TO REPLACE ANY DAMAGED COMPONENTS CAN CAUSE ADVERSE VEHICLE HANDLING, POSSIBLE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE AND WILL VOID ANY APPLICABLE WARRANTIES.

CAUTION

NAVIGATING A 90 DEGREE CURVE OR TURN

TO MINIMIZE PREMATURE TIRE WEAR OR POSSIBLE DAMAGE TO NON-STEERABLE LIFT AXLE COMPONENTS (IF APPLICABLE), THE LIFT AXLE MAY BE RAISED TO THE UP POSITION PRIOR TO NAVIGATING A 90 DEGREE OR TIGHTER CURVE OR TURN. COMPLY WITH ALL FEDERAL, STATE / PROVINCIAL AND / OR LOCAL WEIGHT, DIMENSION AND CONFIGURATION REGULATIONS UNDER LOADED AND UNLOADED CONDITIONS.

WARNING

LIFT AXLE CAMBER

UNAUTHORIZED WELDING OR MODIFICATIONS CAN CAUSE CRACKS OR OTHER LIFT AXLE STRUCTURAL DAMAGE AND RESULT IN ADVERSE VEHICLE HANDLING, SEVERE PERSONAL INJURY OR DEATH. DO NOT BEND, WELD OR MODIFY AXLE WITHOUT AUTHORIZATION FROM HENDRICKSON. AXLE CAMBER IS NOT ADJUSTABLE. DO NOT CHANGE THE AXLE CAMBER ANGLE OR BEND THE AXLE BEAM. BENDING THE AXLE BEAM TO CHANGE THE CAMBER ANGLE CAN DAMAGE THE AXLE AND REDUCE AXLE STRENGTH, CAN CAUSE ADVERSE VEHICLE HANDLING, POSSIBLY CAUSING PERSONAL INJURY OR PROPERTY DAMAGE AND WILL VOID APPLICABLE WARRANTIES.

WARNING

SUPPORT THE VEHICLE PRIOR TO SERVICING

PLACE THE VEHICLE ON A LEVEL FLOOR AND CHOCK THE WHEELS TO HELP PREVENT THE VEHICLE FROM MOVING. PRIOR TO SERVICING A VEHICLE IN THE RAISED POSITION, PROPERLY SUPPORT THE VEHICLE WITH SAFETY STANDS. DO NOT WORK AROUND OR UNDER A RAISED VEHICLE SUPPORTED ONLY WITH FLOOR JACKS OR OTHER LIFTING DEVICES, FAILURE TO DO SO CAN CAUSE DEATH, PERSONAL INJURY OR DAMAGE TO COMPONENTS.

WARNING

SUPPORT THE LIFT AXLE PRIOR TO SERVICING

PLACE THE VEHICLE ON A LEVEL FLOOR AND CHOCK THE WHEELS TO HELP PREVENT THE VEHICLE FROM MOVING. PRIOR TO SERVICING A LIFT AXLE IN THE RAISED POSITION, (1) PROPERLY SUPPORT THE LIFT AXLE WITH SAFETY STANDS, AND (2) RELEASE ALL AIR PRESSURE IN THE LIFT AXLE AIR SPRINGS AND RIDE SPRINGS. DO NOT WORK AROUND OR UNDER A RAISED LIFT AXLE SUPPORTED ONLY WITH FLOOR JACKS OR OTHER LIFTING DEVICES. FAILURE TO DO SO CAN CAUSE DEATH, PERSONAL INJURY OR DAMAGE TO COMPONENTS.

WARNING

AIR SPRINGS

PRIOR TO AND DURING DEFLATION AND INFLATION OF THE AIR SUSPENSION SYSTEM, ENSURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR FROM UNDER THE VEHICLE AND AROUND THE SERVICE AREA. FAILURE TO DO SO CAN CAUSE SEVERE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE.

WARNING

AIR SPRINGS

EXHAUST ALL PRESSURE IN LIFT AXLE AIR SPRINGS AND VEHICLE AIR SYSTEM BEFORE WORKING ON OR AROUND LIFT AXLE. FAILURE TO DO SO CAN CAUSE SEVERE PERSONAL INJURY OR DEATH.

CAUTION

AIR SPRINGS

INFLATE THE SUSPENSION SLOWLY AND MAKE SURE THE RUBBER BLADDER OF THE AIR SPRING INFLATES UNIFORMLY AND IS NOT BINDING. FAILURE TO DO SO CAN CAUSE DAMAGE TO THE AIR SPRING AND / OR MOUNTING BRACKETS AND WILL VOID APPLICABLE WARRANTIES.

WARNING

AIR SPRINGS

AIR SPRING ASSEMBLIES MUST BE DEFLATED PRIOR TO LOOSENING ANY ADJACENT HARDWARE. UNRESTRICTED AIR SPRING ASSEMBLIES CAN VIOLENTLY SHIFT. DO NOT INFLATE AIR SPRING ASSEMBLIES WHEN THEY ARE UNRESTRICTED. AIR SPRING ASSEMBLIES MUST BE RESTRICTED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND PRESSURES RECOMMENDED BY AIR SPRING MANUFACTURER. CONTACT HENDRICKSON TECHNICAL SERVICES FOR DETAILS. IMPROPER USE OR OVER INFLATION MAY CAUSE AIR SPRING ASSEMBLIES TO BURST, CAUSING PROPERTY DAMAGE AND / OR SEVERE PERSONAL INJURY.

WARNING

OFF ROADWAY TOWING

HENDRICKSON DOES NOT RECOMMEND TOWING A VEHICLE BY THE AUXILIARY AXLE. DOING SO WILL DAMAGE THE AXLE AND WILL VOID APPLICABLE WARRANTIES.

WARNING

PARTS CLEANING

SOLVENT CLEANERS CAN BE FLAMMABLE, POISONOUS, AND CAUSE BURNS. TO HELP AVOID SERIOUS PERSONAL INJURY, CAREFULLY FOLLOW THE MANUFACTURER'S PRODUCT INSTRUCTIONS AND GUIDELINES AND THE FOLLOWING PROCEDURES:

1. WEAR PROPER EYE PROTECTION.
2. WEAR CLOTHING THAT PROTECTS YOUR SKIN.
3. WORK IN A WELL VENTILATED AREA.
4. DO NOT USE GASOLINE OR SOLVENTS THAT CONTAIN GASOLINE. GASOLINE CAN EXPLODE.
5. HOT SOLUTION TANKS OR ALKALINE SOLUTIONS MUST BE USED CORRECTLY. FOLLOW THE MANUFACTURER'S RECOMMENDED INSTRUCTIONS AND GUIDELINES CAREFULLY TO HELP PREVENT PERSONAL ACCIDENT OR INJURY.

DO NOT USE HOT SOLUTION TANKS OR WATER AND ALKALINE SOLUTIONS TO CLEAN GROUND OR POLISHED PARTS. DOING SO WILL CAUSE DAMAGE TO THE PARTS AND VOID APPLICABLE WARRANTIES.

SECTION 3 Product Description

LC AUXILIARY LIFT AXLE CONTROL KITS are designed to accommodate a variety of lift axle applications and lift axle control requirements. One air kit is required per lift axle. Refer to Table 2-1 to review the standard lift axle kits categorized by the control mounting location and lift axle application.

TABLE 3-1

AVAILABLE MODELS

| | | INSIDE-MOUNTED | OUTSIDE-MOUNTED (COMPOSITE) | OUTSIDE-MOUNTED (STAINLESS) |
|------------------------------|---------------------|----------------|-----------------------------|-----------------------------|
| LIFT AXLE APPLICATION | Non-Steerable | LC-NSI_R2 | LC-UCO_R2 | LC-USO_R2 |
| | Steerable | LC-SSI_R2 | | |
| | Reverse Lift & Lock | LC-LSI_R2 | LC-LCO_R2 | LC-LSO_R2 |
| | Reverse Down & Lock | LC-RSI_R2 | LC-RCO_R2 | LC-RSO_R2 |
| | Reverse Caster | LC-ASI_R2 | LC-ACO_R2 | LC-ASO_R2 |

Outside-Mounted **LC Auxiliary Lift Axle Control Kits** also include an **Electric Override Switch**. The **Electric Override Switch** is intended to be installed in the cab to give drivers temporary override control without exiting the vehicle. When the Electric Override Switch is powered **ON**, it will override the push / pull knob position on the primary control to temporarily lift the axle from the cab. When the Electric Override Switch (or vehicle) is powered **OFF**, the axle is designed to redeploy to match the state of the push / pull knob in the primary control box. Lift in reverse functionality is maintained using the relay provided in the kit. The above-referenced functions require the respective air control kit and lift axle to be properly installed per Hendrickson instructions. Outside-Mounted lift axle controls are offered in either a composite or stainless steel enclosure.

As an alternative to the models listed in Table 3-1, the **LC-MCA_R2** and **LC-MSO_R2** air control kits are designed to lift the axle to the up position when the Electric Override Switch (or vehicle) is powered **OFF**. Likewise, this function requires the respective air control kit and lift axle to be properly installed per Hendrickson instructions.

- **LC-MCA_R2** – For steerable or non-steer axles. An Outside-Mounted composite enclosure containing the valve assembly, regulator and gauge. This kit does not include a push / pull valve. A separate **Electric Override Switch** is intended to be mounted in the cab to control the state of the axle. This kit also provides lift in reverse functionality.
- **LC-MSO_R2** – For steerable or non-steer axles. An Outside-Mounted composite enclosure containing the valve assembly, regulator, gauge and external valve stem. This kit does not include a push / pull valve. A separate **Electric Override Switch** is intended to be mounted in the cab to control the state of the axle. This kit also provides lift in reverse functionality.

LC Auxiliary Lift Axle Control Kits designed for steerable axles include a **Solenoid Valve** that can be wired to provide lift in reverse functionality. Steerable axles must be lifted when moving in reverse or locked from turning to prevent damage to the axle / suspension. Steerable axles including a lock straight feature require additional components found in the kits from the Reverse Lift & Lock or Reverse Down & Lock rows of Table 3-1. Steerable axles designed to be able to reverse their caster angle and steer in reverse require additional components found in the kits from the Reverse Caster row of Table 3-1.

NOTE:

STATE / PROVINCIAL LAW REGULATES THE MOUNTING LOCATION FOR THE LIFT AXLE CONTROLS. REFER TO THE DEPARTMENT OF TRANSPORTATION REQUIREMENTS FOR THE STATE OR PROVINCE THAT THE VEHICLE WILL BE OPERATING IN PRIOR TO SELECTING A CONTROL. THE STATE OF MARYLAND HAS SPECIFIC REQUIREMENTS THAT THE LC-MSO_R2 WAS DESIGNED TO MEET.

STANDARD COMPONENTS

All air kits come standard with one (1) primary control assembly, one (1) secondary assembly, one (1) quick-exhaust valve sub-kit, and one (1) pressure protection valve, for a single lift axle application. Reverse kits come with the previous components plus one (1) reverse control assembly.

FIGURE 3-1
Outside-Mounted Primary
Control Assembly (Composite)



FIGURE 3-2
Outside-Mounted Primary
Control Assembly (Stainless Steel)

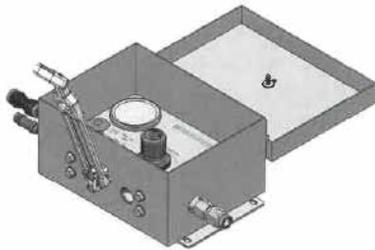


FIGURE 3-3
Inside-Mounted Primary
Control Assembly



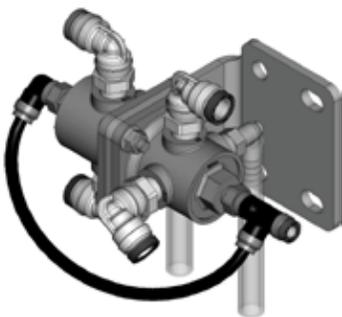
FIGURE 3-4
Secondary Assembly



FIGURE 3-5
Quick-Exhaust Sub-Kit



FIGURE 3-6
Pressure Protection Valve



OPTIONAL COMPONENTS

The following options will facilitate or enhance the installation and the operation of your air kit:

- **Brake Release Valve** – A pilot valve used to allow auxiliary lift axle brakes to apply normally when the suspension is in the **DOWN** position. However, when the auxiliary lift axle is in the **UP** position, the brakes are released to eliminate hang-ups during high centering and to conserve system air pressure, see Figure 3-7.
- **Mounting Bracket** – A mounting bracket designed to accompany air kits, see Figures 3-8 to 3-10.

FIGURE 3-7
Brake Release Valve R-001994

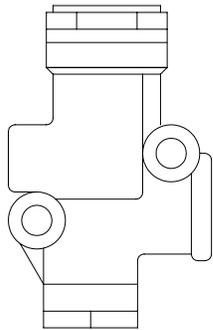


FIGURE 3-8
Single Panel Mount Bracket R-009800-1
For inside the cab

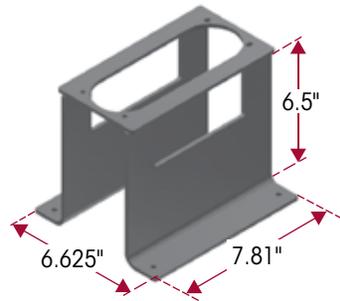


FIGURE 3-9
Double Panel Mount Bracket R-009800-2
For inside the cab

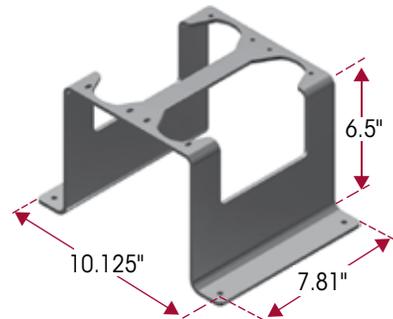
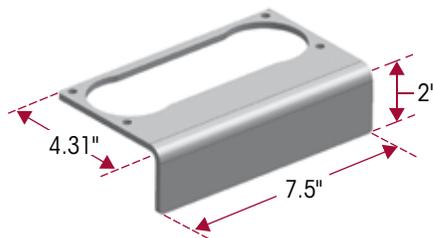


FIGURE 3-10
L-shape Panel Mount Bracket R-005771
For mounting the control panel on the side of the center console box
(Single Panel application only)





LC Air Kit Components

| HAUX LC AIR KITS: | | LC-NSI_R2 | LC-SSI_R2 | LC-UCO_R2 | LC-USO_R2 | LC-MSO_R2 | LC-MCA_R2 | LC-LSI_R2 | LC-LCO_R2 |
|---|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|  | PRIMARY CONTROL, INSIDE MOUNTED | X | X | | | | | X | |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (COMPOSITE) | | | X | | | X | | X |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (STAINLESS) | | | | X | | | | |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (COMPOSITE) MARYLAND SPEC. | | | | | X | | | |
|  | SECONDARY CONTROL | X | X | X | X | X | X | X | X |
|  | ELECTRIC OVERRIDE SWITCH | | | X | X | X | X | | X |
|  | QUICK-EXHAUST VALVE SUB-KIT | X | X | X | X | X | X | X | X |
|  | PRESSURE PROTECTION VALVE | X | X | X | X | X | X | X | X |
|  | REVERSE LIFT & LOCK VALVE ASSEMBLY | | | | | | | X | X |
|  | REVERSE DOWN & LOCK VALVE ASSEMBLY | | | | | | | | |
|  | REVERSE CASTER VALVE ASSEMBLY | | | | | | | | |



LC Air Kit Components (Continued)

| HAUX LC AIR KITS: | | LC-LSO_R2 | LC-RSI_R2 | LC-RCO_R2 | LC-RSO_R2 | LC-ASI_R2 | LC-ACO_R2 | LC-ASO_R2 |
|---|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|  | PRIMARY CONTROL, INSIDE MOUNTED | | X | | | X | | |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (COMPOSITE) | | | X | | | X | |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (STAINLESS) | X | | | X | | | X |
|  | PRIMARY CONTROL, OUTSIDE MOUNTED (COMPOSITE) MARYLAND SPEC. | | | | | | | |
|  | SECONDARY CONTROL | X | X | X | X | X | X | X |
|  | ELECTRIC OVERRIDE SWITCH | X | | X | X | | X | X |
|  | QUICK-EXHAUST VALVE SUB-KIT | X | X | X | X | X | X | X |
|  | PRESSURE PROTECTION VALVE | X | X | X | X | X | X | X |
|  | REVERSE LIFT & LOCK VALVE ASSEMBLY | X | | | | | | |
|  | REVERSE DOWN & LOCK VALVE ASSEMBLY | | X | X | X | | | |
|  | REVERSE CASTER VALVE ASSEMBLY | | | | | X | X | X |

SECTION 4

Installation

INSTALLATION TIPS

Use only air brake tubes that conform to S.A.E. J844 and ensure all tubing is free of kinks. Ensure that the minimum bend radii are achieved on all tubing prior to assembly.

1. Recommended minimum bend radii:
 - 1/4" Tube – 1.0 inch
 - 3/8" Tube – 1.5 inches
2. Use only dedicated tube cutters when preparing the tube ends for insertion into push-in fittings.
3. Ensure tube ends are square, free from all damage, and clean.
4. Ensure tube is fully inserted into fittings (tube ends are pushed past both the grip ring and the sealing O-ring).
5. Ensure fitted panels have enough free length of tube to ensure the tube in the fittings is not under any tension.
6. Ensure there is sufficient free electrical cable to prevent wires and connections from being under tension.
7. Store electrical connection inside the enclosure (outside-mounted kits only).
8. When installing the pressure protection valve, ensure the vent hole is facing down and the label is facing up.

PRIMARY AND SECONDARY CONTROL INSTALLATION

1. Refer to Figure 5-1 in the Plumbing and Wiring Diagram Section of this publication.
2. Assemble quick-exhaust valve components as shown (see Figure 4-1).
3. Attach quick-exhaust valve sub-assemblies to ride springs. Recommended orientation as shown (see Figure 4-2).
4. Install provided lift spring fittings (with blue ports) to lift springs
5. Mount secondary assembly to the vehicle frame, located near the lift axle for optimal plumbing. Secure secondary mounting bracket to frame with 3/8" fasteners. Be sure to utilize at least one of the top two holes and a second hole of your choice. **Do not install using just the two bottom holes.**
6. Mount primary control assembly in the preferred location.

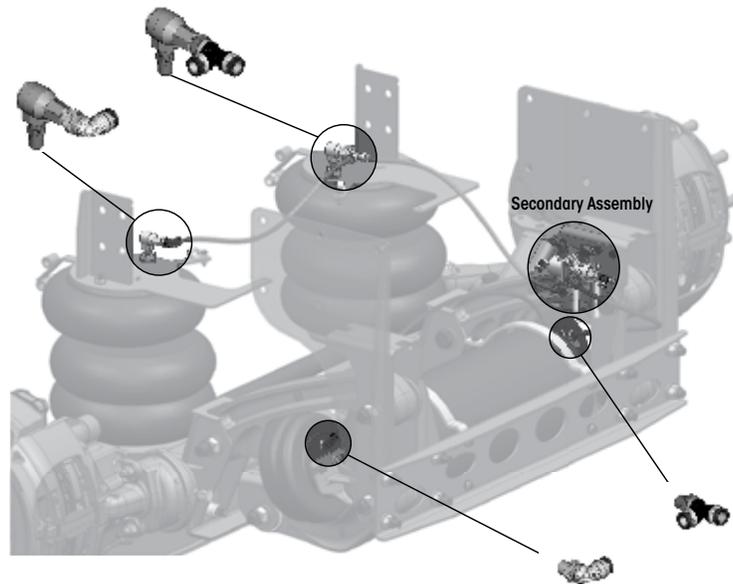
NOTE:

IF CONTROLS ARE INSIDE-MOUNTED, THE REGULATOR PANEL NUT IS INSTALLED LOOSELY BY HENDRICKSON FOR EASE OF INSTALLATION. TIGHTEN ONCE THE PRIMARY CONTROL IS POSITIONED IN THE MOUNTING BRACKET.

FIGURE 4-1



FIGURE 4-2



PNEUMATIC COMPONENTS

1. Route the airlines required for all kits, see Figures 4-3 and 4-4 for individual port locations.
 - a. Install the pressure protection valve (R-017521-13) as shown in Figure 5-1.
 - b. Route airline from Supply Air Tank to **GREEN PORT** on primary control and to **GREEN PORT** on secondary assembly.
 - c. Route airline from **PURPLE PORT** on primary control to secondary assembly for regulated airline.
 - d. Route airline from **BROWN PORT** on primary control to secondary assembly for piloted airline.
 - e. Route airline from **BLUE PORT** on secondary assembly to **BLUE PORTS** on lift spring fittings.
 - f. Route airline from **RED PORT** on secondary assembly to **RED PORTS** on Quick-Exhaust valves.

FIGURE 4-3
PRIMARY CONTROL OPTIONS

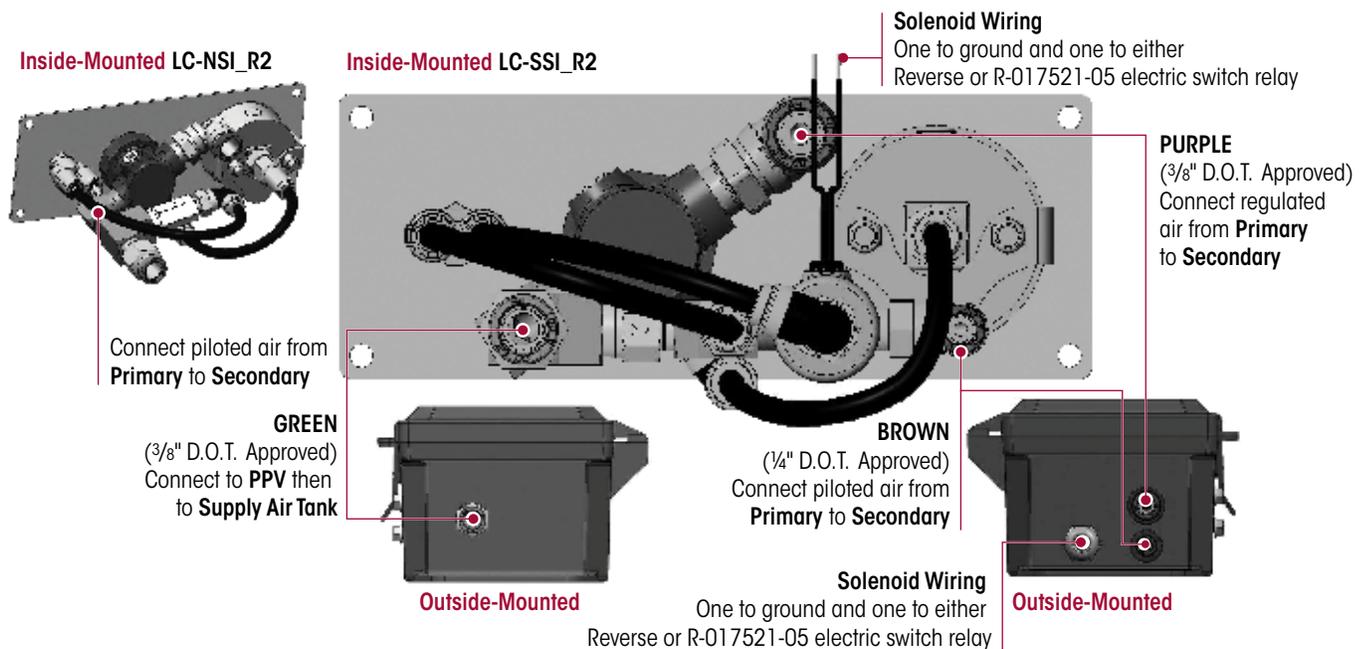
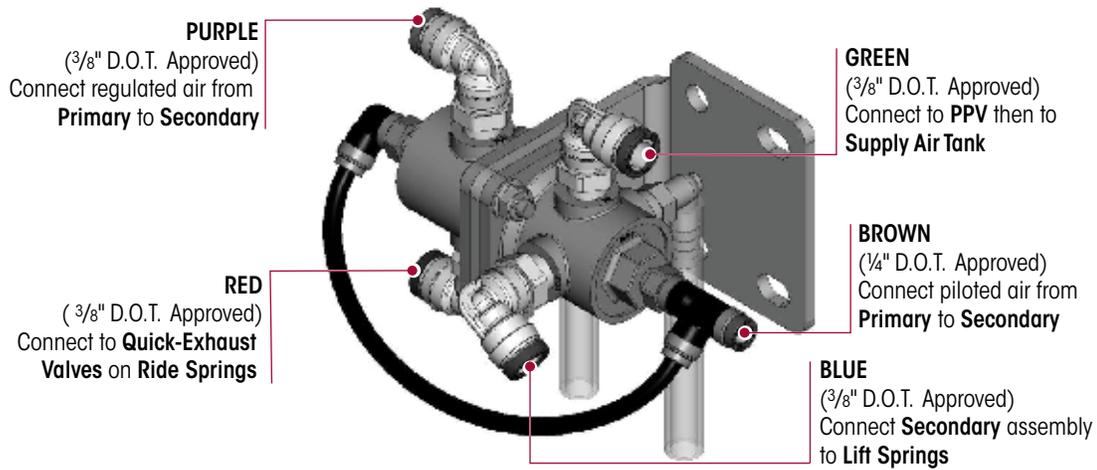


FIGURE 4-4
SECONDARY ASSEMBLY



ELECTRICAL COMPONENTS

1. If equipped with a **Two-Wire Solenoid Valve** – connect one (1) lead to a good vehicle ground and the other to a good reverse signal such as the reverse light wiring. **DO NOT** connect solenoid to reverse signal if equipped with Electric Override Switch (R-017521-05), see Figure 4-5. Move on to the Step 2.
2. If equipped with the **Electric Override Switch** – refer to the Plumbing and Wiring Diagram in Section 5 and make the following connections, see Figure 4-5.

NOTE:

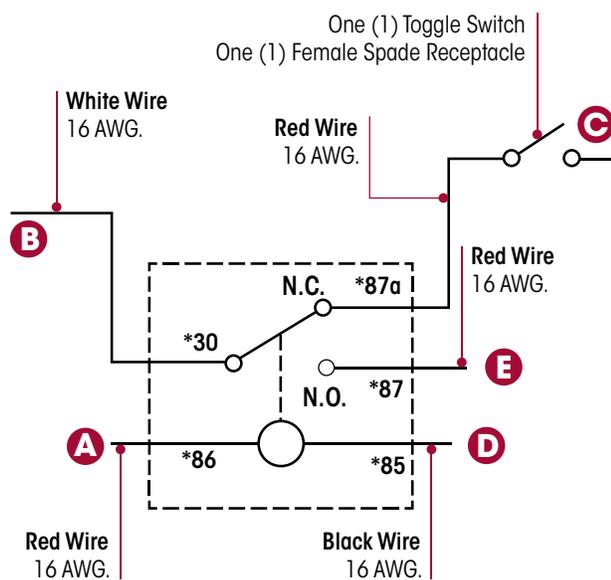
IF EQUIPPED WITH A NON-STEERABLE LIFT AXLE OR AN LC-MCA_R2 OR LC-MSO_R2 AIR CONTROL KIT THAT IS DESIGNED TO LIFT THE AXLE WHEN THE ELECTRIC OVERRIDE SWITCH (OR VEHICLE) IS POWERED OFF, SPECIAL WIRING INSTRUCTIONS ARE INCLUDED.

- a. Connect **A** red wire from Relay Terminal 86 to a good reverse signal. For non-steerable lift axle applications, do not connect. Cap off this wire to avoid grounding.
 - b. Connect **B** white wire from Relay Terminal 30 to the open lift axle control solenoid wire.
 - c. Connect **C** red wire from Relay Terminal 87a to the toggle switch and another from the open toggle switch terminal to a +12v DC power source. An Ignition **Accessory On** power source is recommended.
 - d. Connect **D** black wire from Relay Terminal 85 to a good vehicle ground.
 - e. Connect **E** red wire from Relay Terminal 87 to a +12v DC power source. An Ignition **Accessory On** power source is recommended.
 - i. For non-steerable lift axle applications – **DO NOT** connect. Cap off this wire to avoid grounding.
 - ii. For LC-MCA_R2 or LC-MSO_R2 air control kits that are designed to lift the axle when the Electric Override Switch (or vehicle) is powered off, **DO NOT** connect. Cap off this wire to avoid grounding.
3. **LC-LSI_R2/ LC-LCO_R2 / LC-LSO_R2 specific instructions:**
 - a. Find a position inside the frame or body to mount the **Reverse Lift & Lock Valve** (R-017519-00). Preferably near the lift axle.
 - b. Add a Tee in the Supply Line and route an airline to the **Reverse Lift & Lock (N.C. Port)**.
 - c. Add a Tee in the Primary / Secondary Pilot Line and route an airline to the **Reverse Lift & Lock (N.O. Port)**.

- d. Route an airline from the **Reverse Lift & Lock (COM Port)** to the Lock Straight Chambers mounted on the axle using a Tee as necessary.
4. **LC-RSI_R2/ LC-RCO_R2 / LC-RSO_R2 specific instruction:**
 - a. Find a position inside the frame or body to mount the **Reverse Down & Lock Valve (R-017520-00)**, preferably near the lift axle.
 - b. Add a Tee in the Supply Line and route an airline to the **Reverse Down & Lock (IN Port)**.
 - c. Route an airline from the **Reverse Down & Lock (CYL Port)** to the Lock Straight Chambers mounted on the axle using a Tee as necessary.
 - d. Follow the diagram on Electric Override Switch, see Figure 4-5.
5. **LC-ASI_R2 / LC-ACO_R2 / LC-ASO_R2 specific instruction:**
 - a. Find a position inside the frame or body to mount the **Reverse Caster Valve (R-017518-00)**. Preferably near the lift axle.
 - b. Add a Tee in the Supply Line and route an airline to the **Reverse Caster Valve (IN Port)**.
 - c. Add a Tee in the Lift Line and route an airline to the **Reverse Caster (PILOT Port)**.
 - d. Route an airline from the **Reverse Caster (COM Port)** to the Reverse Caster Chambers mounted on the suspension hanger using a Tee as necessary.
 - e. Follow the diagram on Electric Override Switch, see Figure 4-5.

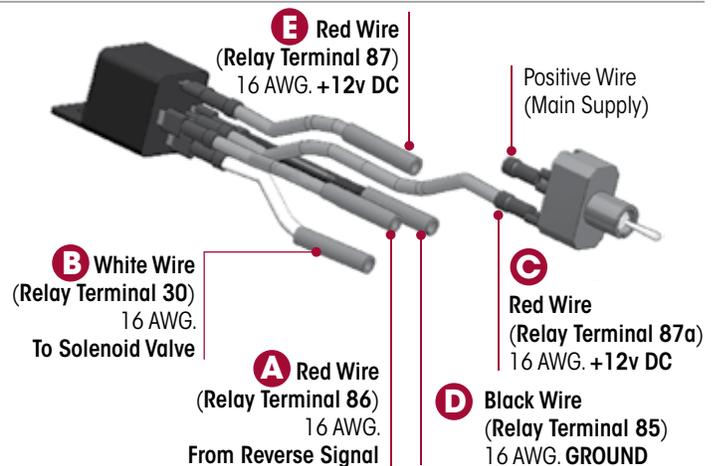
FIGURE 4-5

ELECTRIC OVERRIDE SWITCH



NOTE

* Relay Terminal



NOTES

1. Electric Override Switch is supplied with all Outside-Mounted air kits.
2. For **LC-MCA_R2** and **LC-MSO_R2** air kits, remove the red wire **E** and discard.
3. For non-steer, **DO NOT** connect wires **A** (Relay Terminal 86) or wire **E** (Relay Terminal 87). This disables lift in the reverse function but maintains the Lift Override function.

REVERSE CONTROLS

FIGURE 4-6

***Reverse Lift & Lock Assembly R-017519-00**

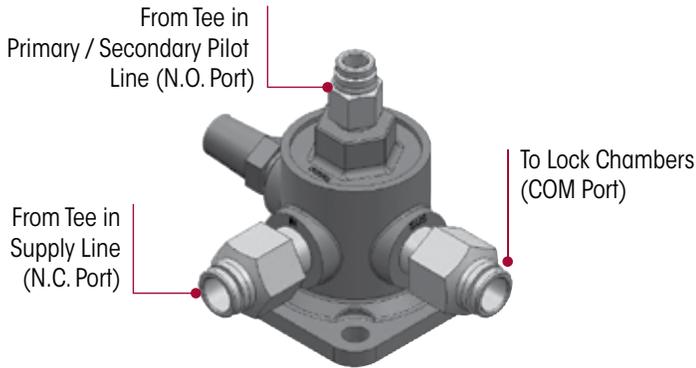


FIGURE 4-7

***Reverse Down & Lock Valve Assembly R-017520-00**

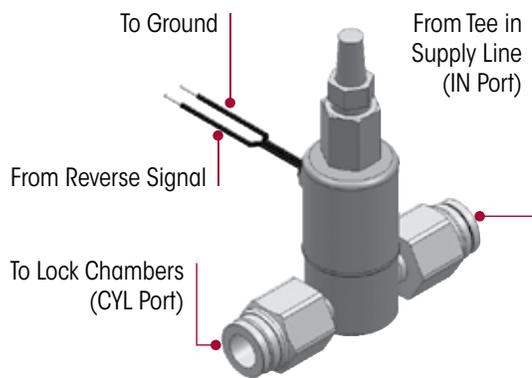
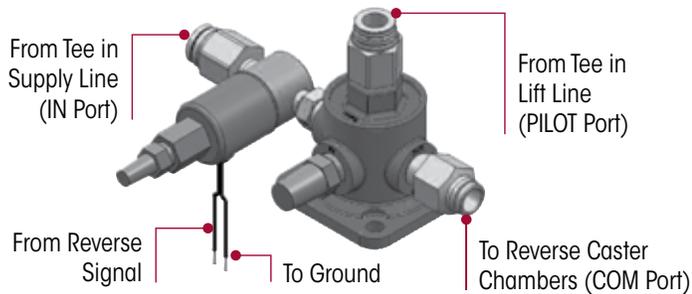


FIGURE 4-8

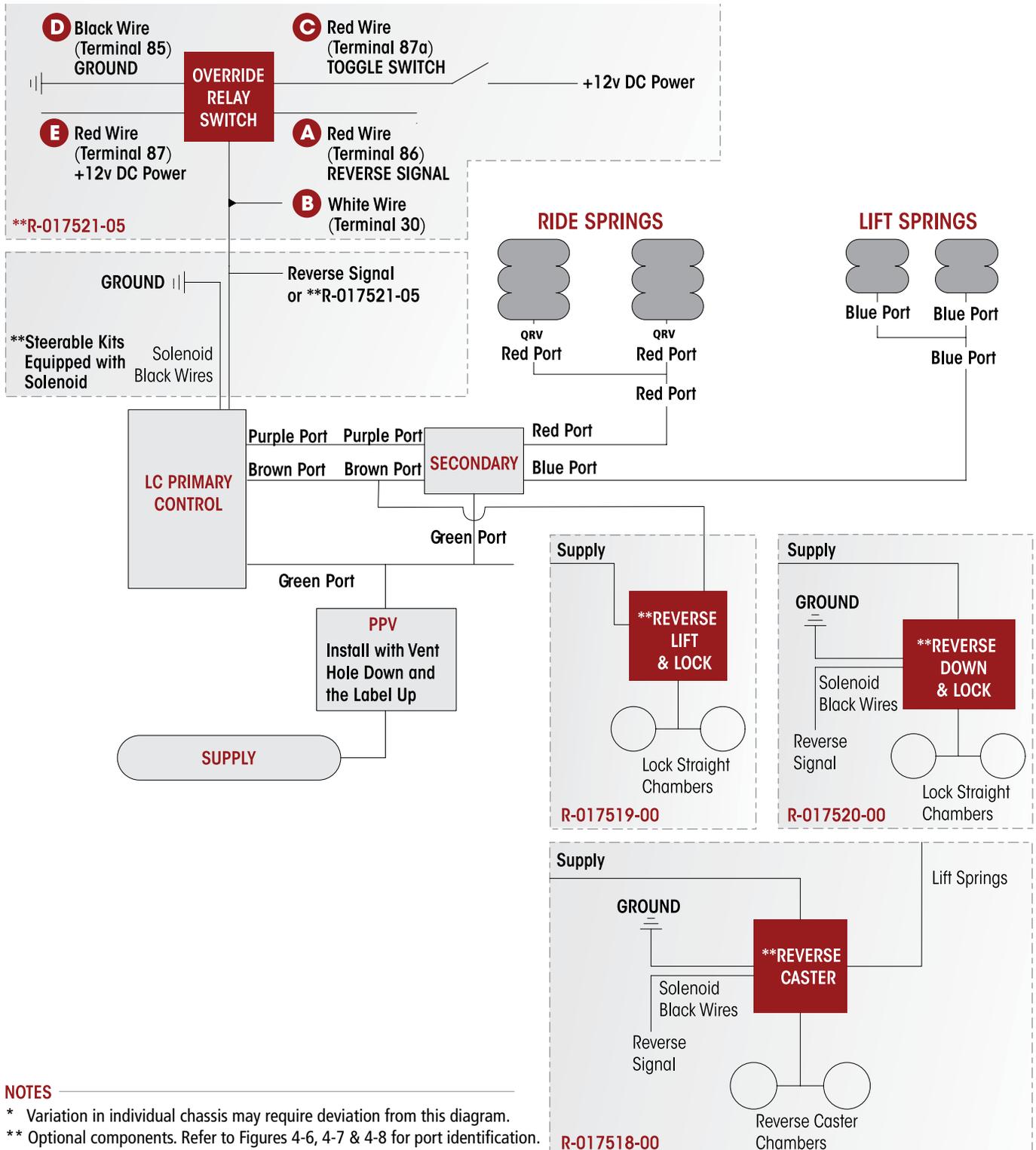
***Reverse Caster Assembly R-017518-00**



NOTE: *Orient filters downward

SECTION 5 Plumbing & Wiring Diagram

FIGURE 5-1



NOTES

- * Variation in individual chassis may require deviation from this diagram.
- ** Optional components. Refer to Figures 4-6, 4-7 & 4-8 for port identification.

SECTION 6

Suspension Operation

RAISING YOUR LIFT AXLE

1. If the vehicle is already running, please proceed to Step 6.
2. Set parking brake of truck.
3. Turn your vehicle ignition to **ON** position.
4. Press start switch and release when engine is started.
5. Allow the vehicle to idle until the vehicle air system pressure has reached the compressor cut-out pressure (usually 120 psi).
6. **If controls are Inside-Mounted** – Move the switch to **LIFT** position to immediately lift the axle.
7. **If controls are Outside-Mounted** – Ensure the vehicle is stopped and parking brake is set. Exit the vehicle, go to air control enclosure and open it. Move the push / pull valve to **LIFT** position to immediately lift the axle.
 - **Equipped with Electric Override Switch Part No. R-017521-05** – Turning the switch to the **ON** position will override the push / pull knob and raise the axle. Turning the switch off will immediately redeploy the axle. Likewise terminating power to the switch, such as turning the vehicle off, will immediately redeploy the axle.
8. Visually confirm the axle is lifting.

NOTE:**VEHICLE SYSTEM AIR PRESSURE MAY DROP DURING SUSPENSION LIFTING PROCESS.**

9. Lift axle should be completely lifted when the vehicle's air system pressure returns to the air compressor cut-out point (usually 120 psi).
10. Hendrickson recommends raising the lift axle when not in use and when off-road.

LOWERING YOUR LIFT AXLE

1. If the vehicle is already running, please proceed to Step 6.
2. Set parking brake of truck.
3. Turn your vehicle ignition to the **ON** position.
4. Press start switch and release when engine has started.
5. Allow the vehicle to idle until the vehicle air system pressure has reached the compressor cut-out (usually 120 psi).



DO NOT LOWER LIFT AXLE WHILE THE VEHICLE IS MOVING IN REVERSE OR TRAVELING AT MORE THAN 15 MPH. FAILURE TO DO SO CAN CAUSE COMPONENT DAMAGE.

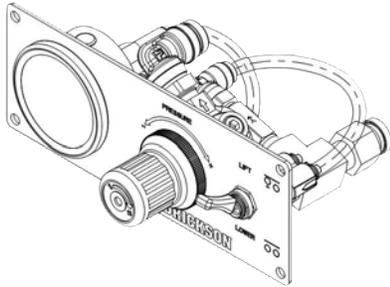
6. **If the controls are Inside-Mounted** – Move the switch to **LOWER** position to immediately lower the axle.
7. **If the controls are Outside-Mounted** – Ensure the vehicle is stopped and the parking brake is set. Exit the vehicle, go to air control enclosure and open it. Move the push / pull valve to **LOWER** position to immediately lower the axle.
 - **Equipped with an Electric Override Switch Part No. R-017521-05** – If the axle fails to deploy, toggle the override switch in the cab to the **OFF** position.
8. Using the regulator, adjust air pressure on the gauge to the appropriate air pressure for vehicle load conditions. See air pressure load charts in the applicable Hendrickson Auxiliary Lift Axle Owner's Manual Literature No. OM-H754 (Steerable) or Literature No. OM-H757 (Non-Steerable).

NOTE:**AIR SYSTEM PRESSURE MAY DROP DURING SUSPENSION LOWERING PROCESS.**

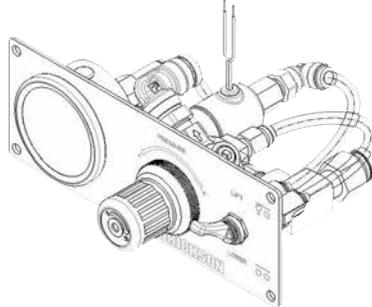
9. Lift Axle should be completely lowered and supporting the pre-determined load when system air compressor cut-out point is reached (usually at 120 psi).

SECTION 7 Replacement Parts List

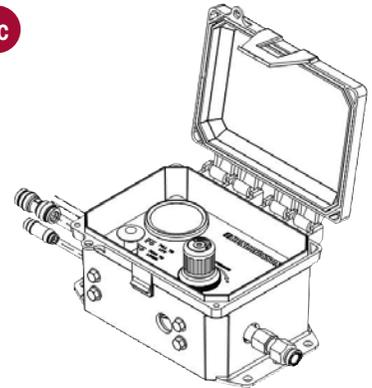
1a



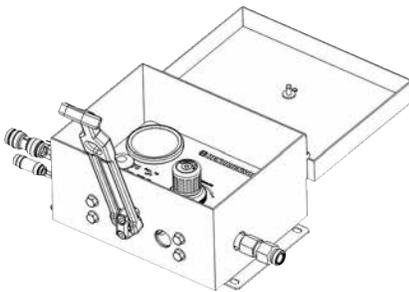
1b



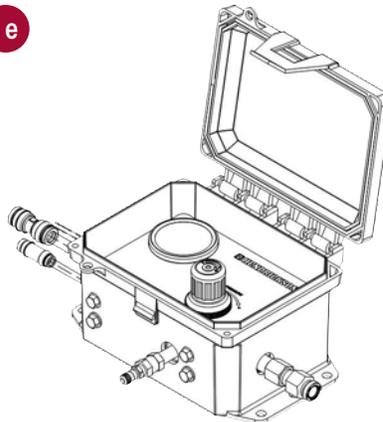
1c



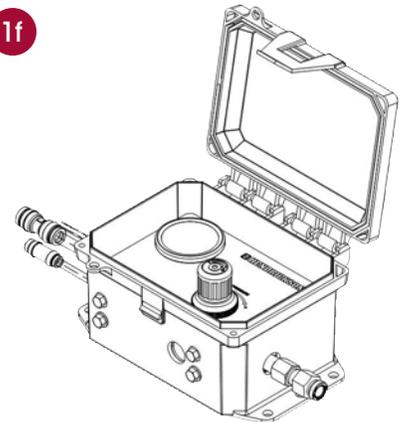
1d



1e

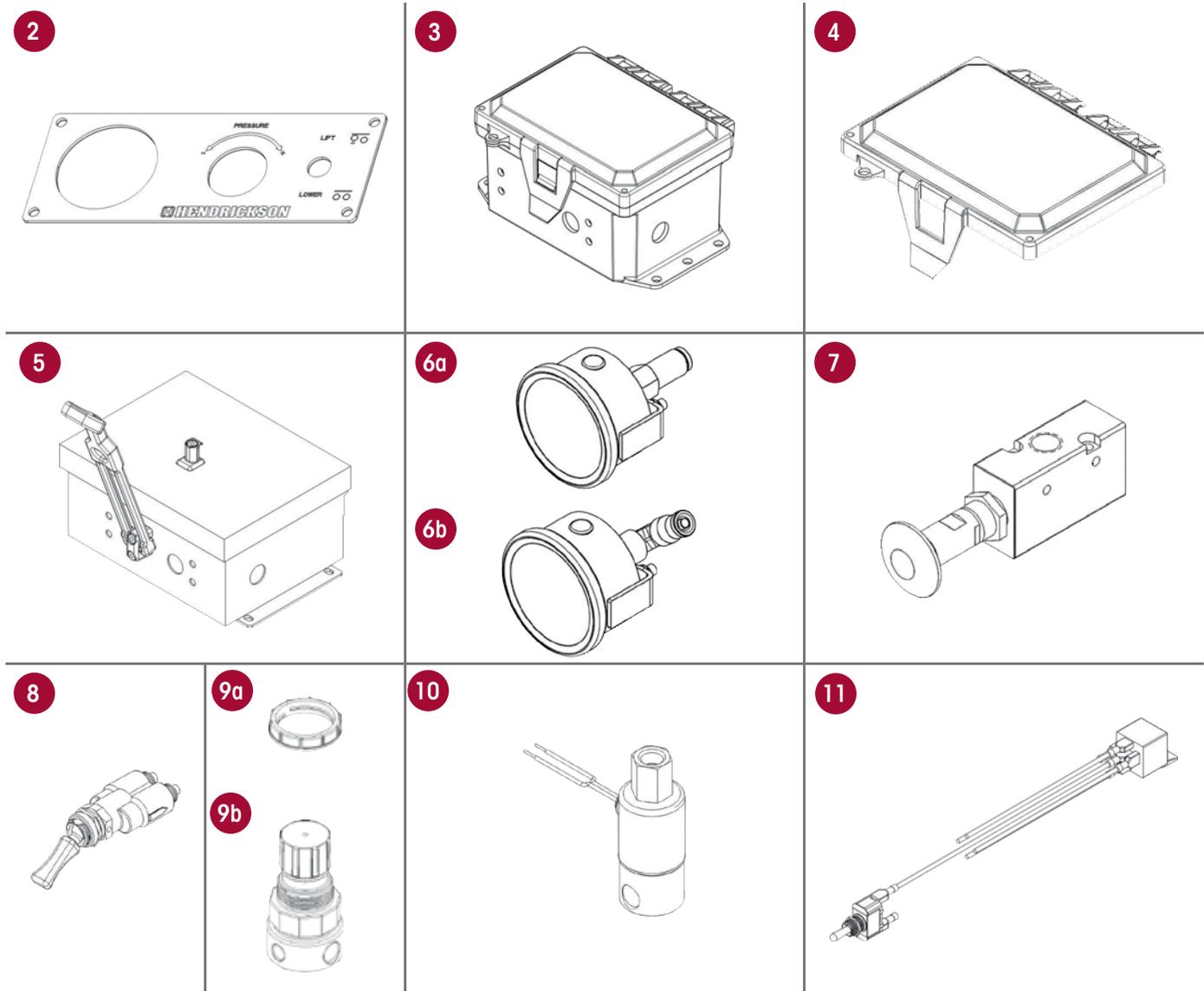


1f



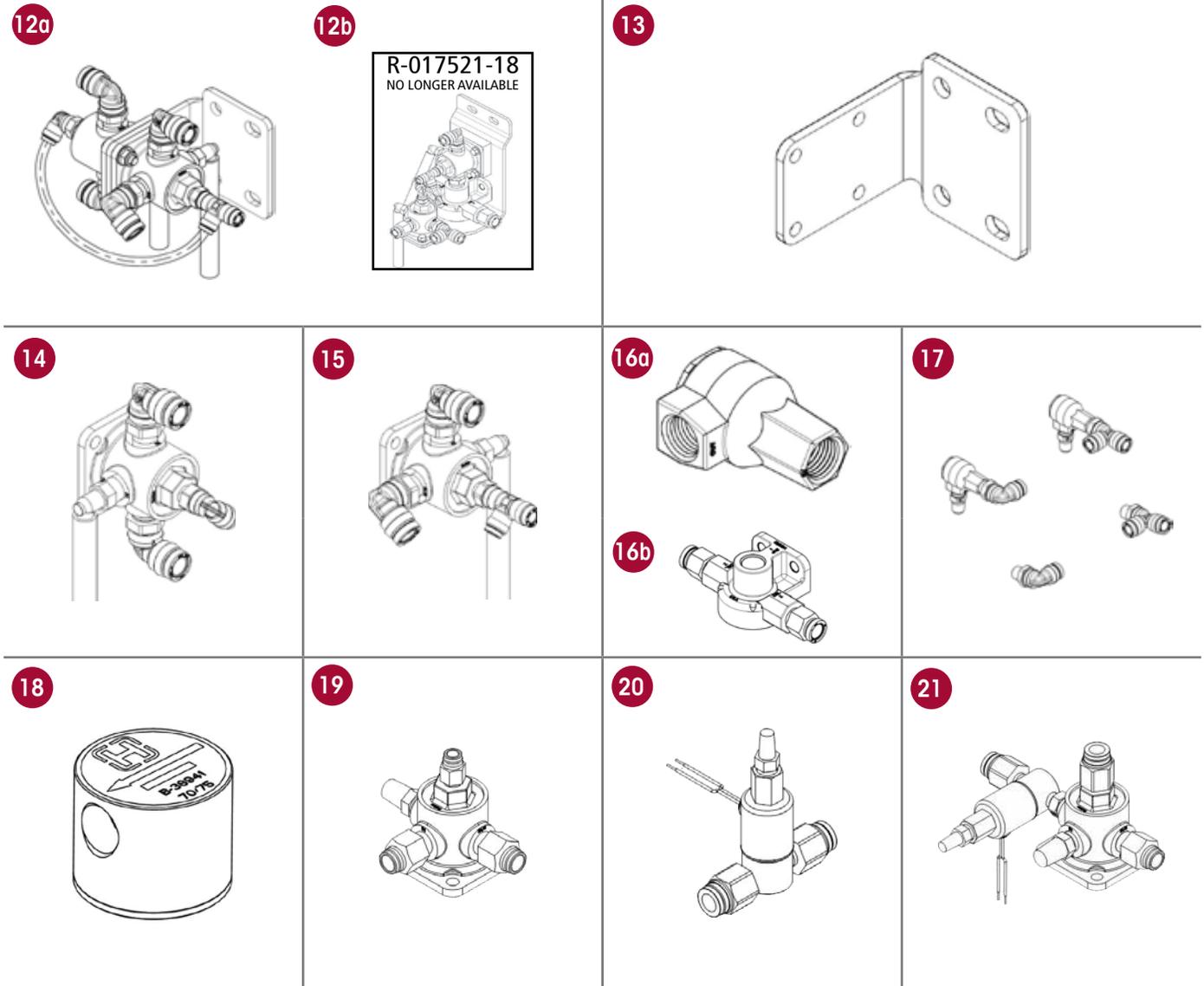
| ITEM | DESCRIPTION | PART NUMBER | QTY. | |
|------|-------------|---|-------------|---|
| 1 | a | Lift Axle Primary Control for LC-NSI or RSI | R-017512-00 | 1 |
| | b | Lift Axle Primary Control for LC-SSI, LSI or ASI | R-017513-00 | 1 |
| | c | Lift Axle Primary Control for LC-UCO, LCO, RCO or ACO | R-017514-00 | 1 |
| | d | Lift Axle Primary Control for LC-USO, LSO, RSO or ASO | R-017515-00 | 1 |
| | e | Lift Axle Primary Control for LC-MSO | R-017516-00 | 1 |
| | f | Lift Axle Primary Control for LC-MCA | R-017517-00 | 1 |

Notes: All parts listed are for original and _R2 models.



| ITEM | DESCRIPTION | PART NUMBER | QTY. |
|------|--|-------------|------|
| 2 | Interior Faceplate | R-017521-11 | 1 |
| 3 | Composite Enclosure Box | R-017521-14 | 1 |
| 4 | Composite Enclosure Lid | R-017521-19 | 1 |
| 5 | Stainless Steel Enclosure Box | R-017521-15 | 1 |
| 6 | a. 2" Liquid Filled Gauge with Straight Fitting for LC- NSI, SSI, LSI, RSI or ASI | R-017521-08 | 1 |
| | b. 2" Liquid Filled Gauge with 90-Degree Fitting for LC-UCO, USO, MSO, MCA, LCO, LSO, RCO, RSO, ACO or ASO | R-017521-09 | 1 |
| 7 | Pneumatic Push / Pull Valve | R-017521-10 | 1 |
| 8 | Pneumatic Toggle Switch | R-017521-06 | 1 |
| 9 | a. Regulator Panel Nut | R-017521-20 | 1 |
| | b. Regulator | R-017521-04 | 1 |
| 10 | Solenoid Valve | R-017521-12 | 1 |
| 11 | Electric Override Switch | R-017521-05 | 1 |

Notes: All parts listed are for original and _R2 models.



| ITEM | DESCRIPTION | PART NUMBER | QTY. |
|---------------|---|-------------|------|
| 12a | Lift Axle Secondary Assembly* | R-017521-23 | 1 |
| 12b | Lift Axle Secondary Assembly* (DISCONTINUED) | | |
| 13 | Secondary Mounting Bracket | R-017521-26 | 1 |
| 14 | Air Pilot Valve Secondary Sub-Assembly (Ride Springs) | R-017521-25 | 1 |
| 15 | Air Pilot Valve Secondary Sub-Assembly (Lift Springs) | R-017521-24 | 1 |
| 16 | a. Quick-Exhaust Valve (Starting May 2021) | R-004348 | 1 |
| | b. Quick-Exhaust Valve (Prior to May 2021) | R-017521-02 | 1 |
| 17 | Quick-Exhaust Valve Sub-Kit* | R-017521-27 | 1 |
| 18 | Pressure Protection Valve (Starting April 2020) | R-017521-13 | 1 |
| 19 | Reverse Lift & Lock Valve Assembly | R-017519-00 | 1 |
| 20 | Reverse Down & Lock Valve Assembly | R-017520-00 | 1 |
| 21 | Reverse Caster Valve Assembly | R-017518-00 | 1 |
| Notes: | <p>* When replacing an original secondary valve assembly with new secondary valve assembly, you also need to buy the Quick-Exhaust Valve Sub-Kit, Item 17.</p> <p>All parts listed are for original and _R2 models.</p> | | |



SECTION 8

FAQ

NOTE: ALL BRAKE PLUMBING INSTALLATIONS MUST ADHERE TO FMVSS-121 REGULATIONS. MODIFICATIONS TO A VEHICLE'S PNEUMATIC SYSTEM MAY ALTER ITS COMPLIANCE TO FMVSS-121 REGULATIONS.

| QUESTION | RESPONSE |
|---|---|
| <p>1 Where do I install my Hendrickson air kit control panel?</p> | <p>The Hendrickson air kit product line is available for Inside- and Outside-Mounting. Your particular application will be dictated by regulations in your State(s) or Province of operation.</p> |
| <p>2 My axle goes down after the truck is shut down and it raises the entire chassis. Can I make the axle stay in the up position?</p> | <p>If controls are Inside-Mounted – Move the pneumatic toggle switch to the LIFT position to immediately lift the axle.</p> <p>If controls are Outside-Mounted – This symptom is an indication that the Electric Override Switch is in the ON position and the Outside-Mounted primary control's push / pull valve is in the LOWER position. Therefore, move the push / pull valve to the LIFT position to immediately lift the axle.</p> <p>There are two (2) options to have the lift axle stay in the LIFT position without having to exit the vehicle to operate an Outside-Mounted control:</p> <p>Option 1: With your current air kit installed, rewire the +12v DC power source from the switch. Connect it to the battery instead of accessory ON power. NOTE: Amp draw on battery is 0.58a or 7 watts. Over time this draw can reduce the battery's ability to power accessories and start the vehicle.</p> <p>Option 2: Install the LC-MCA_R2 or LC-MSO_R2 (Maryland) air control, which are designed to lift the axle when the Electric Override Switch (or vehicle) is powered OFF.</p> |
| <p>3 Can I plumb my air kit in-line with my ride height control valve?</p> | <p>Complete vehicle assessment should be conducted considering primary suspension load share and vehicle handling performance. Specific instances can be reviewed by Hendrickson Technical Service Department.</p> |
| <p>4 At what pressure should the regulator be set?</p> | <p>Typically 70-120 psi. – All new lift axle and air control installations should be verified at a certified scale to determine correct pressures for vehicle loading. See air pressure load charts in the applicable Hendrickson Auxiliary Lift Axle Owner's Manual Literature No. OM-H754 (Steerable) or Literature No. OM-H757 (Non-Steerable). Improper vehicle loading can cause handling irregularities and component damage.</p> |
| <p>5 How do I identify my air kit?</p> | <p>For Inside-Mounted air kits, the identification tag is located on the back of the control panel. For Outside-Mounted air kits, the identification tag is located on the inside of the lid.</p> |
| <p>6 Why do steerable suspensions require auto lift in reverse?</p> | <p>Due to the positive caster angle built into Hendrickson steerable lift axles they are designed to track with the vehicle in forward motion. Moving in reverse the wheels will lock sideways and scrub the tires imparting high stress on the axle and leading to potential damage.</p> |
| <p>7 How does the reverse locking option engage?</p> | <p>The reverse locking option requires both an axle with the lock straight optional components installed and an air control specified to control the lock straight. The relay in the air control kit is wired to sense the activation of the reverse lights when the vehicle transitions to reverse gear. The relay will energize the lift axle control solenoid to switch the valve to lift mode.</p> |
| <p>9 Why does my pressure gauge show ride pressure when axle is raised?</p> | <p>The gauge will show a constant value for pressure dialed into the regulator. This makes technicians and operators aware of both ride pressure and stored pressure, which can cause severe personal injury and component damage.</p> |



SECTION 9

Troubleshooting

LC AUXILIARY LIFT AXLE CONTROL KITS

TROUBLESHOOTING GUIDE

| PROBLEM | POSSIBLE CAUSE | CORRECTION |
|--|---|--|
| Automatic or manual lift does not function | Non-functioning primary push / pull valve | Replace push / pull valve with Part Number R-017521-10. |
| | Non-functioning pneumatic toggle switch | Replace toggle switch with Part Number R-017521-06. |
| | Non-functioning primary solenoid valve | Replace solenoid valve with Part Number R-017521-12. |
| | Non-functioning relay | Replace Electric Override Switch with Part Number R-017521-05. |
| | Solenoid on primary control is not being energized | Connect one black wire to vehicle ground and the second black wire to backup light power wire or Terminal 30 on supplied relay (Excluding LC-NSI_R2, LC-RSI_R2, LC-MSO_R2, LC-MCA_R2). |
| | Electric Override Switch not properly installed | Confirm that the Electric Override Switch is installed per this manual. |
| | Kinked, pinched, or broken air line | Replace air line. |
| | Supply air pressure insufficient to operate lift mechanism | Verify that you are receiving 100 psi minimum at the primary control; Use calibrated gauge at supply line inlet. |
| | Non-functioning Quick-Exhaust Valve | Replace Quick-Exhaust Valve (See Page 21) |
| | Exhaust port(s) are plugged | Remove obstruction. |
| | Air kit not properly plumbed | Confirm that air kit is plumbed per Figure 5-1, Plumbing & Wiring Diagram in this publication. |
| Non-functioning primary or secondary control | Contact Hendrickson Warranty Department. | |
| Does not lower | Non-functioning primary push / pull valve | Replace push / pull valve with Part Number R-017521-10. |
| | Non-functioning pneumatic toggle switch | Replace toggle switch with Part Number R-017521-06. |
| | Non-functioning relay | Replace Electric Override Switch with Part Number R-017521-05. |
| | Electric Override Switch not properly installed | Confirm that the Electric Override Switch is installed per this manual. |
| | Kinked, pinched, or broken air line | Replace air line. |
| | Supply air pressure insufficient to operate lift mechanism | Verify that you are receiving 100 psi minimum at the primary control; Use calibrated gauge at supply line inlet. |
| | Non-functioning Quick-Exhaust Valve | Replace Quick-Exhaust Valve (See Page 21) |
| | Exhaust port(s) are plugged | Remove obstruction. |
| | Air kit not properly plumbed | Confirm that air kit is plumbed per the plumbing schematic in this manual. |
| | Non-functioning primary or secondary control | Contact Hendrickson Warranty Department. |
| | Regulator turned down too low | Increase air pressure at regulator until desired load is carried at wheels. |
| | Truck in reverse gear | Place transmission in forward gear or neutral. |
| Solenoid valve is energized | Place transmission in forward gear or neutral and confirm push / pull valve or toggle switch are in LOWER mode (Excluding LC-NSI_R2, LC-RSI_R2, LC-MSO_R2, LC-MCA_R2). | |
| Slow lift or lower times | Insufficient air flow or volume being delivered to primary control | Confirm supply line size is 3/8" OD; increase air reservoir capacity. |
| | Insufficient air flow or volume being delivered to the air springs | Confirm air line size is 3/8" going to air spring air lines. |
| Suspension does not carry rated load | Insufficient air pressure in ride springs | Increase pressure in ride springs by increasing regulator setting. Check pressure in ride springs at air spring inlet. |
| | Supply air pressure insufficient to operate lift mechanism | Verify that you are receiving 100 psi minimum at the primary control; Use calibrated gauge at supply line inlet. |
| | Kinked, pinched or broken air line | Replace air line. |
| | Non-functioning air kit control panel | Contact Hendrickson Warranty Department. |
| | Incorrect lift axle ride height | Contact Hendrickson Technical Service Department. |

