

Service Bulletin - June 2023

SAF Tire Pilot Plus™ (TPP) Inflation System

Tire Pilot Plus Safety Concern

Tire Pilot Plus (TPP) system produced on trailers after November 2022 with the electronic regulator assembly have been determined under specific conditions to slowly deflate the trailer tires.

The following instructions provide the necessary information for identifying and disabling the Tire Pilot Plus system. It is required to disable the Tire Pilot Plus system until troubleshooting and root cause determination work is complete. Service repair kit SRK-951 (Part Number - 48100817) is available for this procedure and the parts within the kit are commercially available as shown below. The kit includes nine 1/4 NPT pipe plugs and eight valve stem caps.

Tire Pilot Plus Inspection and Disable Process

INSPECTION:

1. Check the trailer build date on the VIN tag. If it was manufactured between November 2022 and January 2024, the trailer could be in the target group, but needs to be confirmed to have the electronic regulator assembly installed.
2. The electronic regulator (ECU) to be disabled is likely located on the front cross-member for a sliding suspension and on the main trailer beam for a fixed suspension. If the color of the ECU label is white (**Figure 1**), proceed with the disable procedure. If the ECU label has a yellow background (**Figure 2**) and the tire hoses have a yellow wrap, the disable procedure is not required.
3. Before performing any maintenance on the trailer, set the parking brake and block the tires.

⚠ WARNING Failure to set the parking brake and chock the tires prior to beginning maintenance could allow the vehicle movement which, if not avoided, could result in death or serious injury.

Figure 1



Figure 2



DISABLE:

1. If determined to have an electronic regulator assembly with a white label, isolate the trailer air tank from its air supply and disconnect the 7-way power at the front of the trailer. Drain the air from the trailer air tank.
2. Loosen and remove the tire hoses by hand starting at the hubcap fitting (**Figure 3**). Tire hoses with black hose wrap should be disposed.
3. Install a valve stem cap on the tire valve stem (**Figure 4**).
4. Remove the tire hose fitting from the hubcap using a 15mm or 9/16" deep well socket (**Figure 5**). Install the 1/4" NPT pipe plug in the hubcaps. Install hand tight plus 2 turns or 25-30 lb-in (**Figure 6**).
5. Disconnect the air line from the PPV as illustrated (**Figure 7**).

Figure 3



Figure 4

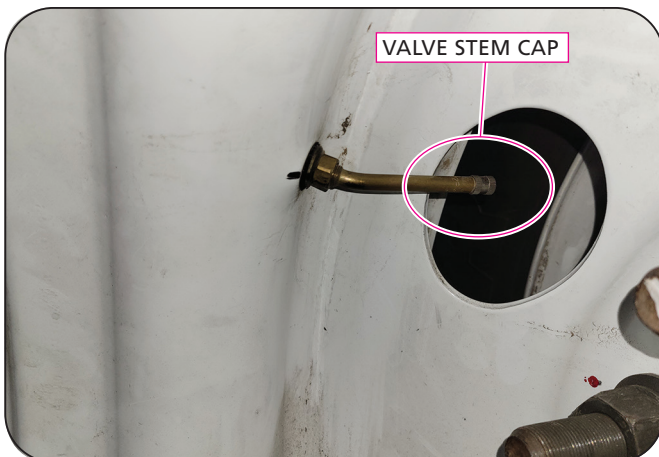


Figure 5



Figure 6

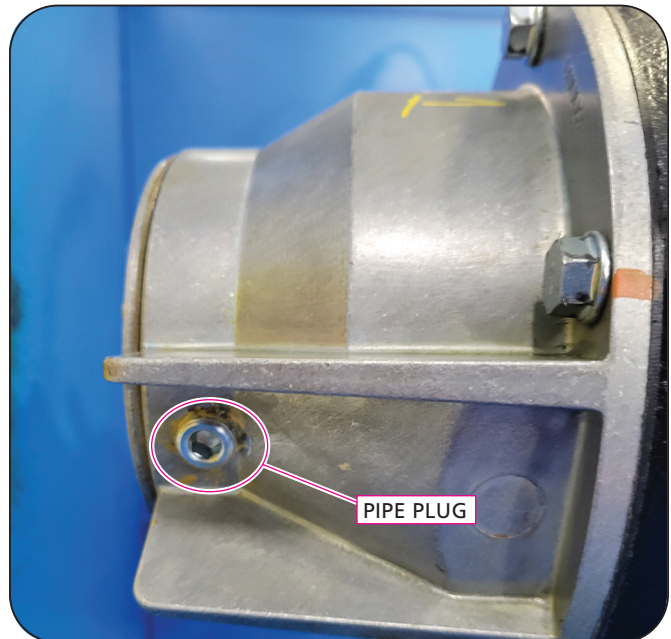
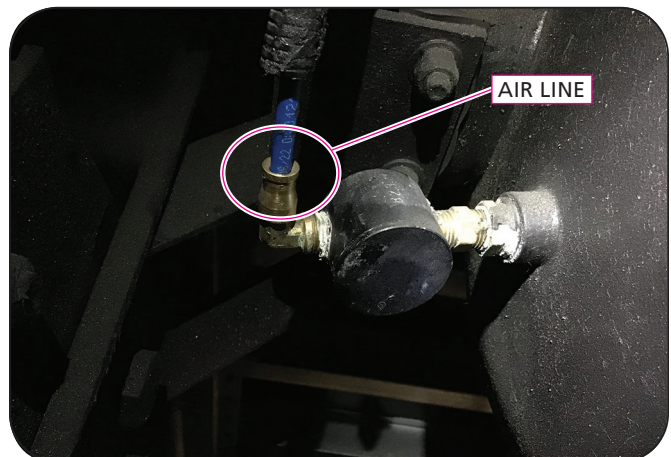


Figure 7



6. Remove the 90 degree push to connect fitting and install a 1/4" pipe plug hand tight plus 2 turns or 25-30 lb-in as illustrated (**Figure 8**).
7. Reinstall the 90 degree push to connect fitting to the air line and coil up and secure the air line back to the slider subframe or another secured air line with zip ties.
8. Re-tighten the trailer air tank drain.
9. Verify steps 2 through 9 are completed per instructions.

NOTE: DO NOT disconnect the electrical connection to the electronic regulator. Open electrical connectors will corrode, collect contamination and cause performance issues when the system is re-activated.

For this procedure SAF-HOLLAND will reimburse 1/2 hour of labor per trailer. Once the procedure is done, you will need to supply:

- trailer make
- trailer VIN
- trailer in-service date
- both axle serial numbers
- suspension serial number
- date of repair
- authorization number

to SAF-HOLLAND warranty at service@safholland.com for labor reimbursement.

If other warrantable issues are found during the disabling of the TPP electronic regulator, a separate claim must be filed for those items.

We apologize for any inconvenience this may have caused. SAF-HOLLAND is committed to serving our customers with quality products. Once a permanent corrective action is developed, further instructions will be available.

Figure 8

