

## Change in AirSave Piping Kit

### Introduction

BPW's AirSave is a very popular add on option to BPW running gear. The tyre pressure is constantly monitored and automatically adjusted to the desired level via a control box with booster. This means that the tyre inflation pressure will not drop below a preset value. Should the pressure deviate considerably from the norm, for example in the event of tyre damage, a warning light informs the driver to this effect so that they can promptly drive to a service station instead of having to stop on the side of the motorway. This significantly reduces the risk of accidents, prevents downtimes, saves fuel by always maintaining optimal pressure, and reduces CO<sub>2</sub> emissions.

BPW has launched a new update to the AirSave piping kit that will immediately replace the previous generation. The primary advantage is the use of metallic parts and connections instead of the current plastic components. This will provide improved life and durability.

### Change to AirSave piping kit

BPW will with immediate effect change from the current 09.801.09.12.0 piping kit to the new 09.801.09.46.0 piping kit. The change is shown summarized in Figure 1, with the 09.801.09.12.0 solution being shown as "until 07.2022", while the new 09.801.09.46.0 solution is shown as "as of 08.2022).

The current AirSave piping kit (09.801.09.12.0) makes use of a plastic T-piece (833) that attaches to the axle. The plastic T-piece has one 8 mm pipe connection for the inlet, and two 6 mm pipe connections on the outlet and uses a clamp system to attach the pipe to the connector.

The new piping kit (09.801.09.46.0) uses a metallic T-piece (833a) that should be attached to the chassis of the vehicle. The new metallic T-piece uses 8 mm piping on the inlet and outlets and uses a screw on system to attach the pipe to the connector. This improvement will see an improved connection between the air pipe and the connector and provide increased robustness. The difference in the plastic and metal connectors is shown in Figure 2 and Figure 3.

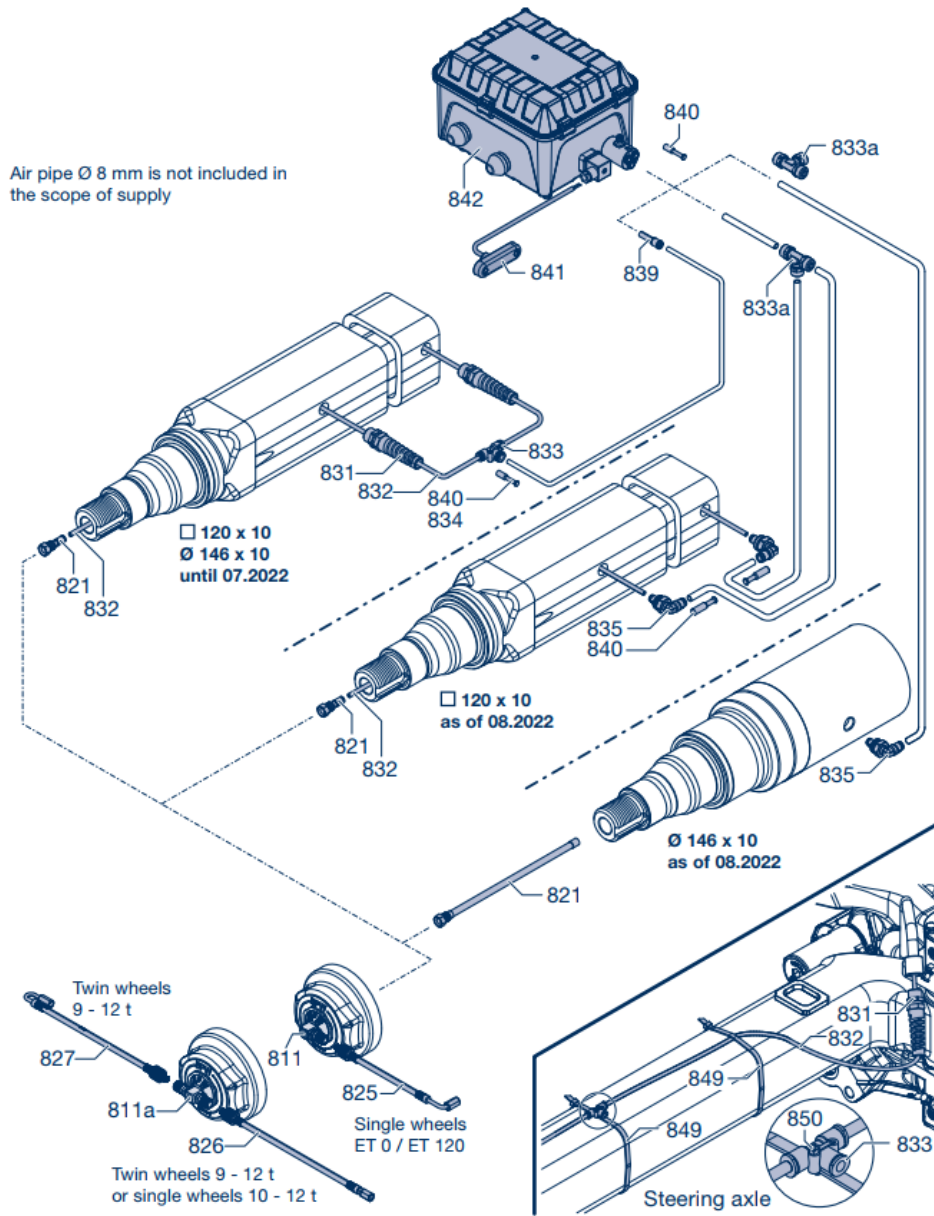
The second update in the new piping kit is to the connection point where the AirSave system enters the axle beam. The old kit uses an anti-kink plastic system (831) to protect the pipe coming out from the axle before it attaches to the plastic T-piece (833) mounted on the axle.

The new system uses a new metallic angle piece that screws into the axle (835). The 6mm pipe that connects to the AirSave stator inside the axle (832), must first be pulled through the axle wall and cut to have an approximate length of 30 mm measured from the hole in the beam to the front of the pipe. The 6mm pipe is then inserted to the rear end of the metallic connector. The angle piece (835) must be screwed into the axle and tightened to a torque of 35 Nm (range 30-40 Nm) once the 6 mm pipe has been inserted. The 8 mm pipes coming from the metallic connector (833a) are then attached to each of the angle pieces (835) at a depth of 20 mm. Care must be taken to ensure that pipe is cut straight with no angle. This information is summarized in Figure 4 and Figure 5.

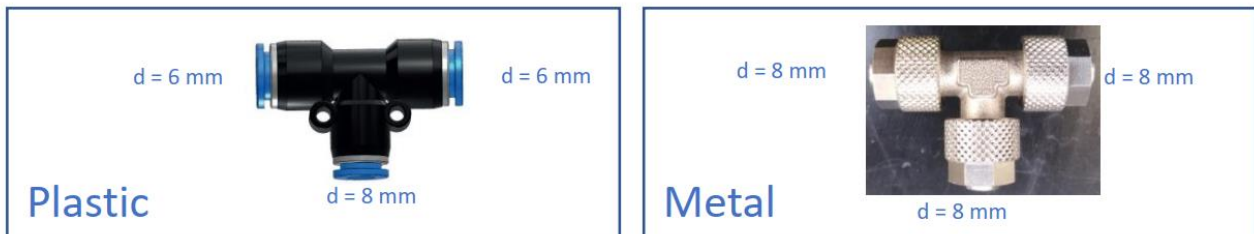
It should be noted that there will no longer be any spares of the plastic T-pieces and anti-kink connections. Should there be a need for a replacement of these components, the new upgraded metallic piping kit will be issued for the repair.

Please see the "AirSave Operating and Installation Instructions" document for more details. Do not

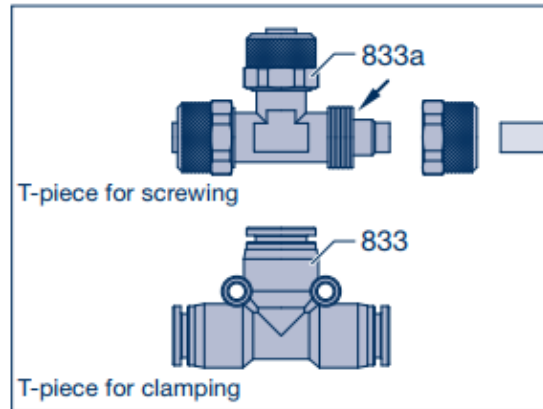
hesitate to contact BPW should you have any questions or concerns.



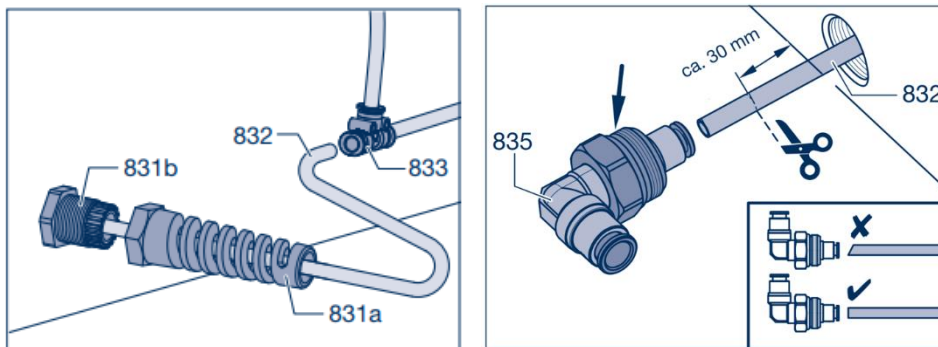
**Figure 1: Change in AirSave piping kit**



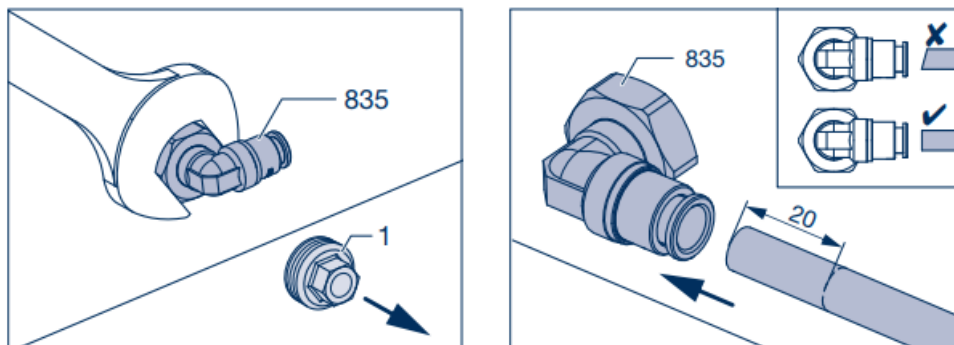
**Figure 2: Difference in plastic and metal AirSave T-piece**



**Figure 3: Difference in pipe attachment with plastic and metallic T-piece**



**Figure 4: Old connection of piping kit to the axle (Left) vs the new connection of the piping kit to the axle (Right)**



**Figure 5: Connecting the air AirSave angle piece to the axle and the 8 mm pipe to the angle piece.**