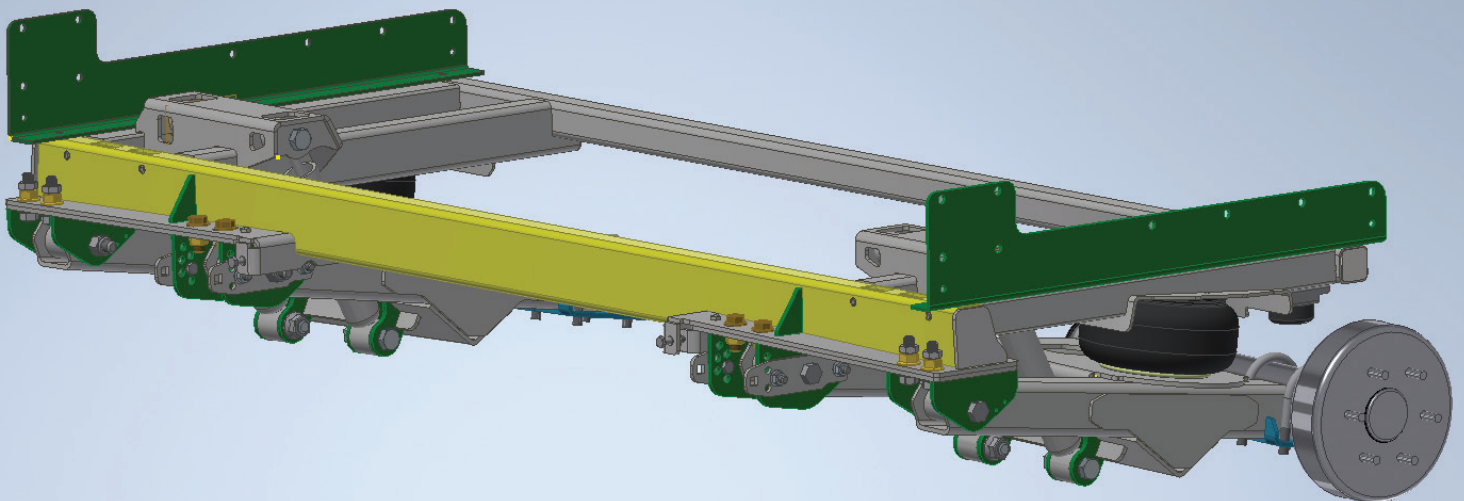




AIR2 INDEPENDENT SUSPENSION

OWNER'S MANUAL



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AIR2 INDEPENDENT SUSPENSION

OWNER'S MANUAL

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AIR2 INDEPENDENT SUSPENSION

INTRODUCTION

The tandem **MORryde Air2 Independent Suspension System** consists of two or four (4400 - 6000 lbs capacity) Dexter axles/hubs, each mounted to an independent swing arm that is raised and lowered via a double-convoluted air spring. Air for the suspension air springs is produced by a compressor mounted in the system's power pack assembly that fills/maintains a twelve gallon air tank mounted in the frame of the trailer. The power pack assembly is designed to control/maintain proper air pressure for the independent air suspension system and to deploy/retract each of the four stabilizers and tongue jack. The power pack assembly consists of an air compressor, solenoid, two input/output modules, a control module and two wire harnesses.

WHY CHOOSE THE AIR2?

The Air2 Independent Suspension System is designed to be used as an air ride suspension, leveling and stabilizing system for travel trailers.

PREPARATION

General Safety & Warnings:

- ⚠ WARNING** Read and understand all instructions and warnings prior to installation.
- ⚠ WARNING** You are responsible for following safe installation procedures and completing appropriate safety checks.
- ⚠ WARNING** Be aware of safety risks including pinch points and crushing.

OPERATING INSTRUCTIONS

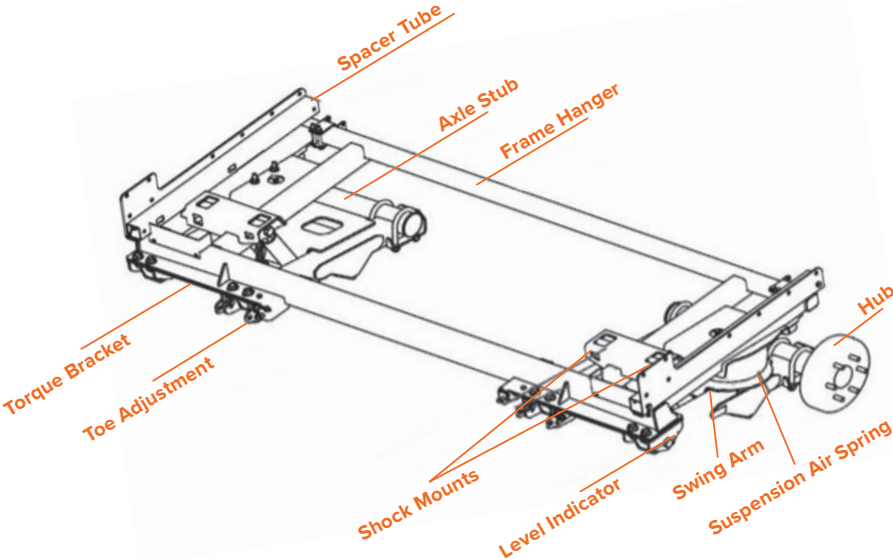
Operating/interfaces with the Air2 Suspension System occurs one of three ways:

1. Manually via 2 Schrader valves mounted on the passenger/door side suspension mounting frame and a 7/16" hex head, crank to operate each of the four stabilizer jacks and/or the tongue jack.
2. The Garmin ONE Android Tablet.
3. Garmin Android/IOS phone app that mimics the function/layout of the Garmin ONE tablet.

AIR2 INDEPENDENT SUSPENSION

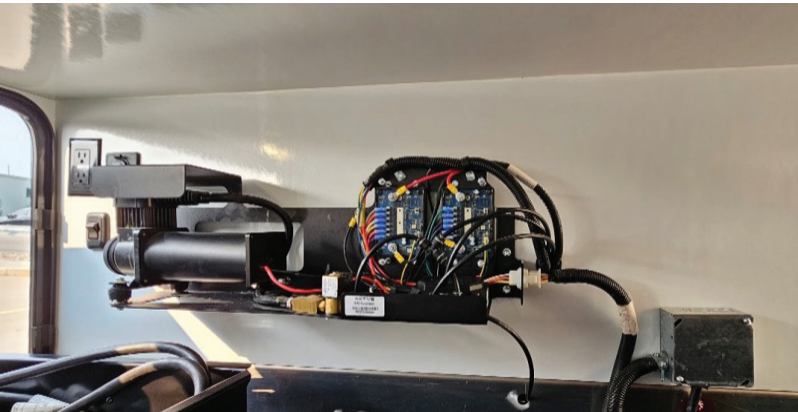
SUSPENSION SYSTEM COMPONENTS

FRONT/REAR INDEPENDENT SUSPENSION AXLE ASSEMBLY



POWER PACK

A bracket assembly consisting of a compressor, solenoid, two input/output modules, a control module and two wire harnesses. The purpose of the power pack is to control/maintain proper air pressure for the independent air suspension system and to extend/retract each of the four stabilizers and tongue jack.



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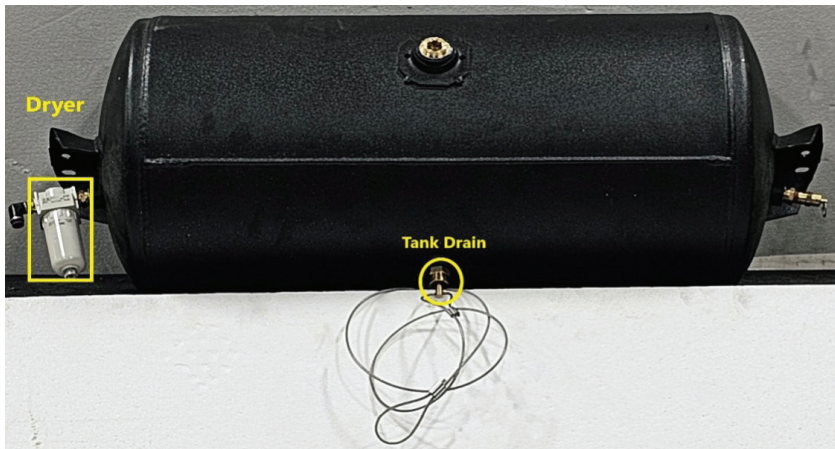
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AIR2 INDEPENDENT SUSPENSION

SUSPENSION SYSTEM COMPONENTS

AIR TANK

A 12-gallon air tank used to aid in the inflation of the air-springs and to provide for auxiliary air via ports located on both driver and passenger side of the trailer. The air tank is equipped with a dryer (to reduce water accumulation in the tank) and has a max operating pressure of 125psi. The air tank also has a drain used to drain any accumulated moisture.



GARMIN ONE TABLET

Android tablet that is the Garmin interface device used for all trailer controls.



GARMIN RV CONTROLS APP

Android/iOS iPhone app that mimics the Garmin ONE tablet layout and function.



AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

BASIC SUSPENSION FUNCTIONS

Travel & Camping

This section will cover basic steps associated with the users' travel and camping routine.

Setting Pre-Set Ride Height

- Attach tow vehicle to trailer and pull trailer to a level surface.
- KNEEL trailer suspension.
- Inflate driver/passenger side air-springs to 45psi and allow pressure to stabilize.
- Observe both ride-height indicators.
- In **increments of 2psi**, inflate either driver or passenger side air-springs until ride height indicator is pointing to center green.
- Once one side is center green, in **increments of 2psi**, adjust low-side to approximate center green.
- Tow the trailer for 5-10 minutes, allowing for suspension to normalize. **NOTE:** While towing, use the rearview mirror to observe the top line of the tow vehicle tailgate in relation to the body line (top of A-Frame box) on the trailer as an indicator of the relation between the truck and trailer.
- Based on the observed relationship between the truck and trailer, should the trailer appear to be lower on one side than the other, use the tablet/phone app to increase pressure of one to two psi to the low side to equalize the truck and trailer.
- Pull the trailer back to the aforementioned level surface and observe/ensure that the overall height of the trailer is at an appropriate tow height.
- **NOTE:** Given that the trailer, while being pulled, was adjusted to the crown of the road, it will not appear level when on level ground. Thus, upon inspection, one travel indicator may appear a little high and/or one may appear a little low – this is normal as long as both indicators are in the green. Once the desired towing pressures have been achieved, use the tablet/app, to depress and hold the desired pre-set button (pictured below) until the desired towing pressures have been saved as a pre-set.

The preset established in the above steps serves as your baseline travel/towing pressure. Therefore, unless your trailer load-out changes significantly, you will begin your tow experience by selecting this preset. Keep in mind that as you travel the crown of the road may change, should you determine that pressures need a minor adjustment of one to two psi, simply manually adjust the pressure (no more than two psi at a time) to the side that is low.

NOTE: System pressures are designed to make adjustments gradually, so depending on road conditions the trailer may take several minutes to normalize.



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SYSTEM OPERATION



Travel:

- Inspect the inside of the trailer to ensure that all loose items have been properly stowed/secured.
- Inspect/walk around the outside of the trailer ensuring that all items are properly stowed and doors latched.
- Ensure the area around the trailer travel path is free of debris and that the leveling system has been retracted.
- Back tow vehicle up to the trailer and couple the trailer to the tow vehicle.
- Once properly coupled, attach the trailers safety chains and breakaway cable then retract the tongue jack completely and unpin/remove/stow the sand pad.
- Refer to aforementioned steps found in "Setting Pre-Set Ride Height" to prepare your trailer for towing.
- Travel.



AIR2 INDEPENDENT SUSPENSION

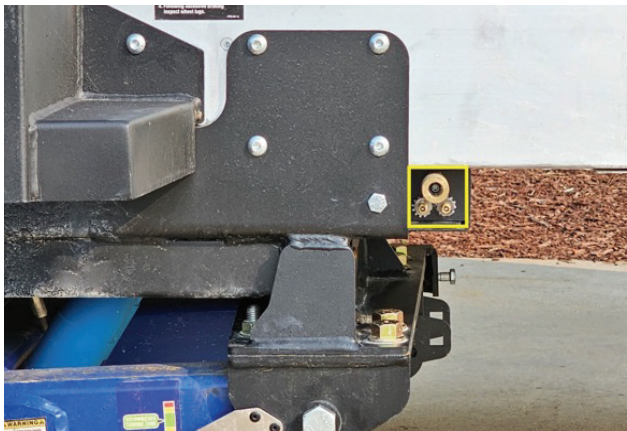
SYSTEM OPERATION

Camp:

- Ensure the area intended for camping is safe, free of debris, and firm enough to allow the trailer to properly level.
- Position the trailer in desired location and chock tires.
- Disconnect the safety chains and breakaway cable.
- Electrically disconnect the trailer from the tow vehicle.
- Press the manual tongue jack switch located on the front of the A-frame box; this allows you to exit tow lock and use tongue jack as needed.
- Pull the tow vehicle forward and clear of the trailer.
- Ensure bystanders and any potential obstructions are clear of the trailer prior to leveling.
- Depress the Camping icon on the tablet/device
- Depress the "Level" icon
- Slide the motion sequence confirmation from the left to right to activate leveling.
- Camp.

Manual Operation

1. Suspension - Should it become necessary, the suspension system is able to be operated manually using Schrader valves located on the passenger (right) side of the suspension to inflate/deflate the suspension air-springs; the forward most Schrader serves as manual control mechanism for the driver (left) side air-springs and the rearward Schrader for the passenger (right) side air-springs.



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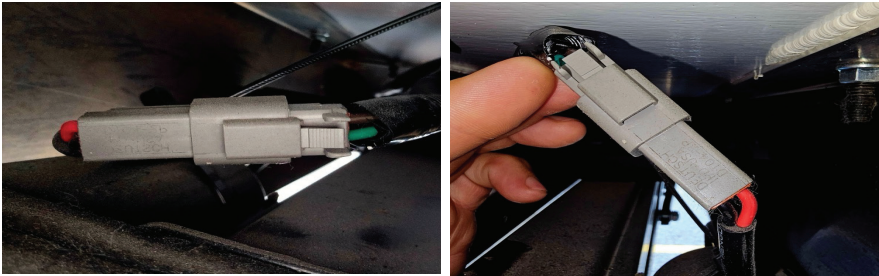
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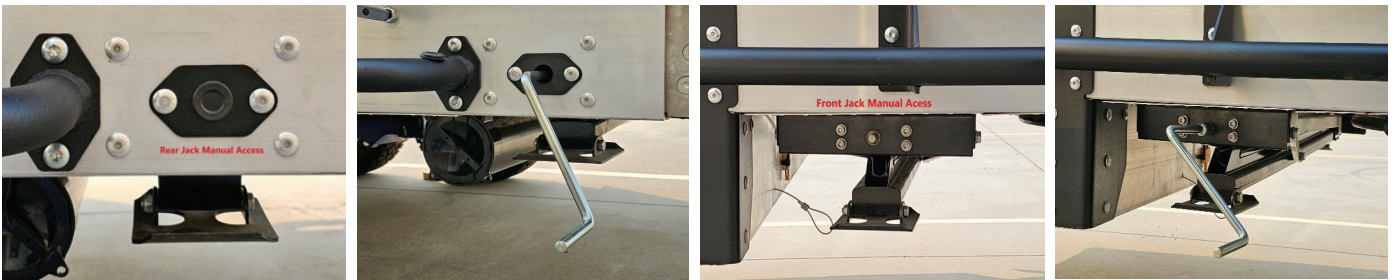
SYSTEM OPERATION

Manual Operation, Continued

2. **Stabilizers** - Manual extension/retraction of the four stabilizer jacks occurs via a 7/16" hex located at the end of each jack screw; a hand tool is provided by Pause for this operation. **NOTE:** Prior to manual operation of stabilizers, slide under trailer and electrically disconnect each stabilizer that will be manually operated. **NOTE: Stabilizers are only intended to provide stability to the trailer and ARE NOT designed/intended to lift the full weight of the trailer; doing so will damage the jacks and could lead to severe injury or death.**



NOTE: Rear stabilizer access requires removal of a cap located on the frame.



3. **Tongue Jack** - In similar fashion to the stability jacks, the tongue jack can be extended/retracted using a 7/16" socket and hand ratcheting tool and/or the same tool used to extend/retract the jacks.

NOTE: Prior to manual operation of the tongue jack, electrically disconnect the jack.



NOTE: To avoid causing damage/destruction of any of the above jacks, never use an impact driver to manually control/operate any of the stabilizers or tongue jack.

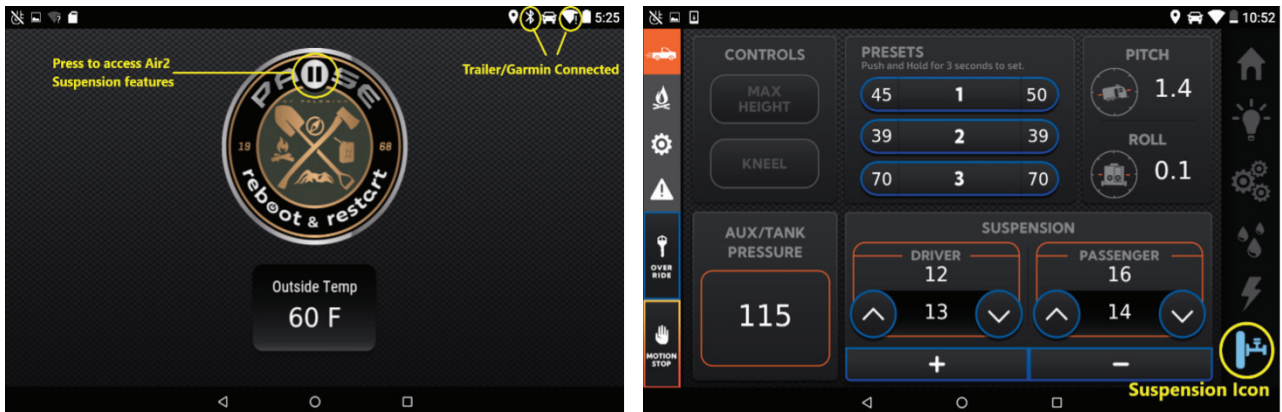
AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

NAVIGATING GARMIN CONTROLS

1. **Access** – Ensure the device is powered on and connected to the appropriate network. From the home screen, tap anywhere on the home screen to gain access to Garmin RV Controls.

From the controls screen, locate and depress the suspension icon located on the bottom right of the screen.



2. **Familiarization** – The following images and descriptions/notes are designed to provide a basic understanding of each Air2 suspension icon and its intended purpose/use.

ICON INFORMATION:

Travel Mode – Prepares and maintains the trailer for travel.

Camping Mode – Adjusts and stabilizes the trailer to be occupied while camping.

Settings – Allows user to set the trailer to LEVEL and manually operate system components.

Alert Status Display – List and description of all alerts and highlights any that are active.

Tow Mode Override – Allows the user to access features that are otherwise not available during TOW LOCK.

Motion Stop – Stops any/all suspension-related motion/function(s).



The image above references the name and a simple description of icons located on the left side (top to bottom) of the Garmin RV Controls system. **NOTE:** the suspension icon is highlighted on the bottom right corner of the screen.



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AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

TRAVEL MODE:

Controls – (Only available in travel mode)

MAX HEIGHT inflates all suspension air bags to 85psi.
KNEEL deflates all suspension air bags to 15psi or less and will not attempt to maintain pressures.

Presets – Allows user to save three suspension ride heights for travel.

Pitch – Front to rear level (in degrees).

Roll – Side to side level (in degrees).

Aux/Tank Pressure – Current available pressure in the air tank - MAX psi is 125.

Suspension – Amount of target (bottom number) and actual air pressure (top number) in driver and passenger side suspension air bags.

Suspension Up & Down – Arrows increase/decrease pressure on each side.

Suspension Plus & Minus – Arrows simultaneously increase/decrease pressure in all air springs.



In the above image, "Travel Mode" is indicated by the highlighted (orange) vehicle icon situated at the top left of the Garmin device. Selecting the Travel icon allows the user access to the Air2 suspension travel controls.

CAMPING MODE – AUTO:

Controls – (Only available in camping mode)

AUTO/MANUAL Toggle

AUTO Control allows for Level and/or extension of stabilizer jacks once the trailer is unhooked at the campsite.

Retract – Prepares the trailer for travel by retracting stabilizers and returning suspension to last used travel height prior to leveling.



AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

CAMPING MODE – MANUAL:

AUTO/MANUAL Toggle

MANUAL Control allows for Max Height which, when selected, will inflate all suspension air springs to 85psi elevating the trailer to its Max Height.

Kneel – When selected, releases air from all air springs to 15psi or less and will not attempt to read/maintain air pressure(s).

Suspension – Driver and Passenger up and down arrows allows for increase/decrease of psi in each set of air springs.

Front Jack – Raise/lower the tongue jack.

Stability Jacks – Up and down arrows allow the user to extend/retract each individual jack independently.

NOTE: Stabilizers are only intended to provide stability to the trailer and **are not** designed/intended to support/lift the full weight of the trailer; doing so will damage the jacks and could lead to severe injury/death.



In the above images, "Camping Mode" is indicated by the highlighted (orange) campfire icon located directly below the travel mode icon on the left side of the screen. Toggling the control from Auto to Manual changes the user options from Level/Retract to Kneel/Max Height and allows the user to have full manual control to achieve a desired state while camping.

SETTINGS ICON:

Settings Screen – Allows the user access to Set Level and Tow/Hitch Jack Active Displays.

To Set Level – Kneel the driver/passenger side air springs and use bubble level to ensure the left to right ROLL of the trailer is level (center of bubble). Once PITCH & ROLL are both level, press the SET LEVEL button. Both the PITCH & ROLL indicator will adjust to 0. Keep in mind this adjustment may take several seconds.

Tow Signal Active – When illuminated, indicates that the trailer is plugged in and in tow mode.

High Jack Active – When illuminated, indicates that the tongue jack is in use - which is required to take the trailer out of tow mode.



In the above picture, "Settings" is indicated by the highlighted (orange) Cog icon located directly below the camping mode icon on the left side of the Garmin control device. Access to the settings screen occurs when the user depresses and holds the settings/cog icon for 5 seconds.



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AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

ALERT STATUS:

Alert Status – A notification triggered when normal operation/performance of the trailer is impeded or otherwise degraded. When an alert status has been triggered, the ALERT STATUS icon will illuminate and an orange alarm banner appears at the top of the screen with the status notification and an "OK" button to depress so as to acknowledge the notification.

Alert Status Page – Depressing the ALERT STATUS icon leads to a screen that displays all potential alert status notifications. If an alert status has been triggered, the user can scroll through the list, select the highlighted notification and depress the icon to acknowledge. Each notification also has the option to "disable" allowing the user to no longer receive notification for a particular status.



The above image depicts the "Alert Status Notification" indicated by the highlighted (orange) exclamation/triangle icon located directly below the settings icon on the left side of the screen. **NOTE:** acknowledging the alert by tapping the OK button will not only clear the status alert from the active screen but also from the Alert Status Page.

OVERRIDE:

Override – Allows the user to access/operate all suspension functions otherwise not available while in TOW MODE.

To utilize the Override function:

NOTE: Override should only be used during emergency situation.

- Press and hold the OVERRIDE selector for five (5) seconds.

The illuminated TOW SIGNAL ACTIVE display light will turn off, signaling that the user has successfully exited Tow Lock.

To re-enter TOW LOCK, simply press the brake pedal on your vehicle and the TOW SIGNAL ACTIVE display light will illuminate, indicating tht the user has re-entered TOW LOCK.



The above Image displays the location of the "Override" icon which allows the user to access / operate all suspension functions otherwise not available while the trailer is in Tow Lock. To exit override feature and re-enter tow mode, simply press the brake pedal on your vehicle and the TOW SIGNAL ACTIVE display light will illuminate indicating that the user has re-entered tow mode. Once Tow Mode has engaged, the user will depress the desired travel pre-set button and being/continue towing.

AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

MOTION STOP:

Motion Stop – Depressing the MOTION STOP icon allows the user to immediately stop any/all suspension-related adjustment/motion.

Once activated, the MOTION STOP icon will remain illuminated and in motion stop until it has been deactivated.

While in MOTION STOP, the Air2 Power Pack will no longer attempt to check, read or regulate the suspension air pressure. While in MOTION STOP the compressor will turn off and remain off until motion stop is deactivated.

To deactivate MOTION STOP, depress the Camping Mode icon and toggle the Auto/Manual Selector to Auto, then back to Manual. The MOTION STOP illumination will turn off, indicating the user has exited Motion Stop.



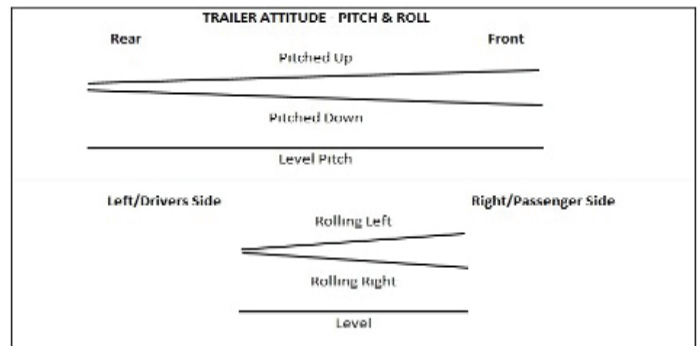
When "Motion Stop" (shown in the above image directly below the override icon) is selected, it will remain illuminated and in motion stop until it has been deactivated. While in Motion Stop, the Air2 Power Pack will no longer attempt to check, read or regulate the suspension air pressure and the air compressor will remain off until motion stop is deactivated.

BASIC SUSPENSION FUNCTIONS

Setting Level

Pitch (measured in degrees) refers to the comparative elevation of the trailer from front to rear. If the trailer is higher at the tow coupler (nose) than it is in the rear, it is Pitched Up; conversely if the nose of the trailer is lower than the rear of the trailer it is Pitched Down. When the nose and the rear of the trailer are at equal distance on level ground, the trailer is at Level Pitch.

Roll (measured in degrees) refers to the comparative elevation of the trailer from side to side (left to right). If the left side of the trailer is lower than the right side, it is Rolling Left; conversely if the right side of the trailer is lower than the left, it is Rolling Right. When the left and right side of the trailer are at equal distance on level ground, the trailer is Level Roll.



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AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

BASIC SUSPENSION FUNCTIONS

Setting Level

The trailer's Pitch and Roll is displayed in degrees to a tenth and located in the upper right corner of the tablet. Pitch and Roll can be viewed in the travel, camping and settings screens. Note that in the image to the right, the trailer is indicated to be pitched up 1.7 degrees and is Level Roll. **NOTE:** While the procedure for setting level is provided below, each trailer is level set prior to leaving the factory.



Set Level – The level setting procedure is as follows:

- Access the SETTINGS screen by depressing and holding the SETTINGS (Cog) icon on the left side of the tablet for 5 seconds. All trailer leveling adjustments can be made manually from this screen.
- Open the front entrance door and place a bubble level on the bare trailer floor and orient the level left to right; raise/lower the driver/passenger side air-springs until the level indicates that the trailer is roll level.
- Once the roll is level, orient the bubble level front to rear, then raise/lower the tongue jack until the level indicates that the trailer is pitch level.
- Once the trailer is both pitch and roll level, depress the SET LEVEL button and both the PITCH and ROLL indicators will adjust to 0.0. **NOTE:** This calibration may take several seconds.

Tow Lock

Tow Lock is a feature designed to prevent the user from inadvertently initiating a leveling sequence or extending the tongue jack, stabilizers or awning while the trailer is in motion. Tow Lock engages once the trailer is electrically connected to a tow vehicle and the brakes are applied. Once engaged, Tow Lock remains engaged until the user manually exits via use of the manual tongue jack toggle on the A-frame box or use of the OVERRIDE button on the tablet/app.

AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION

ENTERING TOW LOCK:

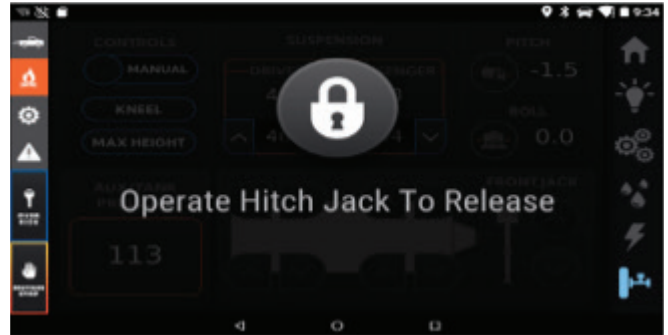
TOW LOCK engages once the trailer is electrically connected to a tow vehicle and the brakes are applied.

Once engaged, TOW LOCK remains engaged until the user overrides or manually exits it.

To engage TOW LOCK:

- Electrically connect the trailer to the tow vehicle.
- Depress the brake pedal of the tow vehicle.

The TOW LOCK screen overlay will appear on the Camping screen indicating TOW LOCK has engaged.



The above picture indicates that the trailer is currently operating in Tow Lock; the camping mode icon is highlighted to illustrate what the user sees when (s)he is in TOW LOCK and attempts to access Camping Mode screen and its functions.

EXITING TOW LOCK:

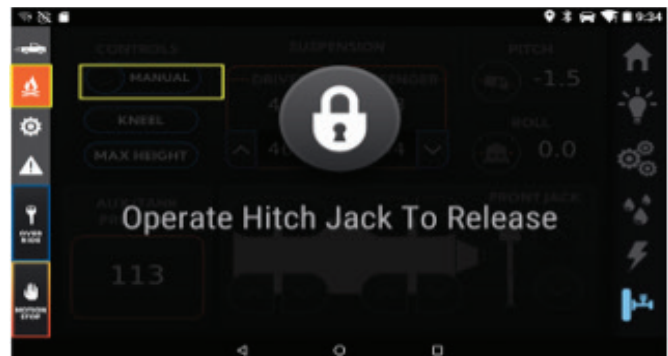
To exit TOW MODE while still electrically connected to the tow vehicle:

- Press the Manual tongue jack toggle located on the A-frame storage box.

TOW LOCK has been exited.

To re-engage TOW LOCK from this state, simply reapply pressure to the brake pedal of the tow vehicle and the TOW LOCK screen overlay will again appear in the Camping screen signaling that TOW LOCK has been re-engaged.

Once the trailer has been unplugged from the tow vehicle, the trailer will remain in TOW LOCK until the tongue jack has been manually toggled.



The above picture indicates that the trailer is currently operating in Tow Mode; the camping mode icon is highlighted and being shown to illustrate what the user sees when (s)he is in tow mode and attempts to access camping mode functions/features.



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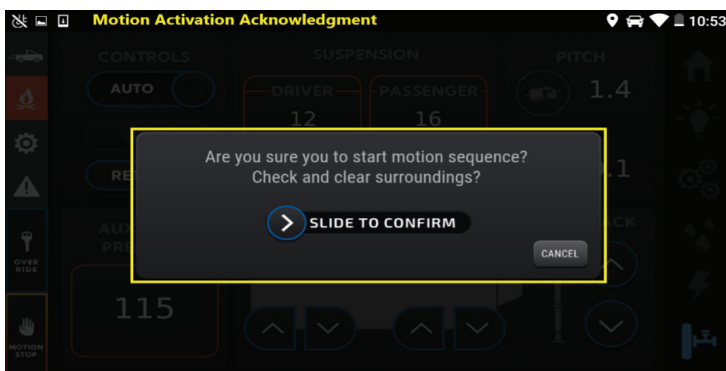
SYSTEM OPERATION

Auto Level

Auto leveling lowers the suspension and levels the trailer side to side then adjusts the tongue jack to level front to rear; once the trailer is level, the front and rear stabilizer jacks extend to support the trailer in the level position.

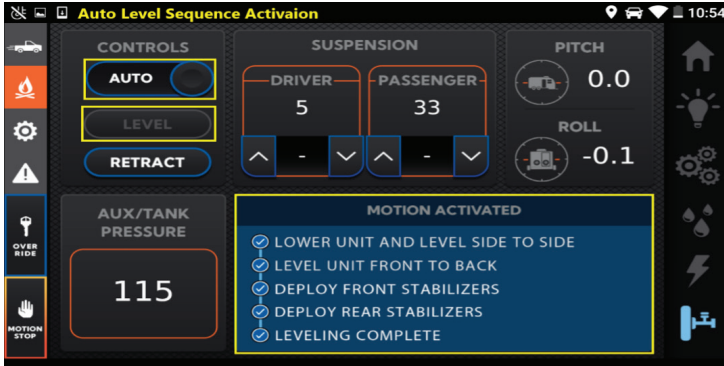
To Auto level the trailer:

- Depress the “Camping” icon on the left side of the tablet.
- Slide the toggle to “Auto.”
- Depress the “Level” icon.
- Slide the Motion Sequence Confirmation arrow from left to right.
- Monitor the trailer as it progresses through the leveling steps on the screen.
- Once complete, the trailer is level, stable and ready to be occupied/camped in.



AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION



Auto Retract

Once the user is ready to leave camp, he/she will begin the tow/travel process by auto retracting. Auto Retract will slightly raise the suspension by inflating driver/passenger side air-springs, slightly raise the nose/tongue jack, retract the stabilizer jacks and lastly, return the trailer and tongue jack to the last used travel setting prior to leveling.

To Auto-retract:

- Depress the “Camping” icon on the left side of the tablet.
- Slide the toggle to “Auto”.
- Depress the “Retract” icon.
- Slide the Motion Sequence Confirmation arrow from left to right.
- Monitor the trailer as it progresses through the retract steps on the screen.
- Once complete, the trailer is ready to be coupled to the tow vehicle in preparation for travel.

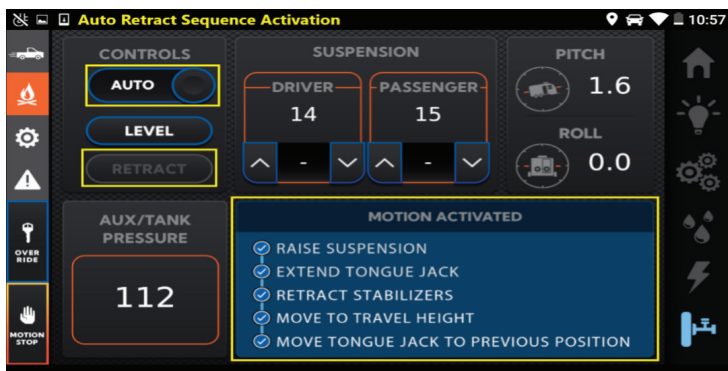
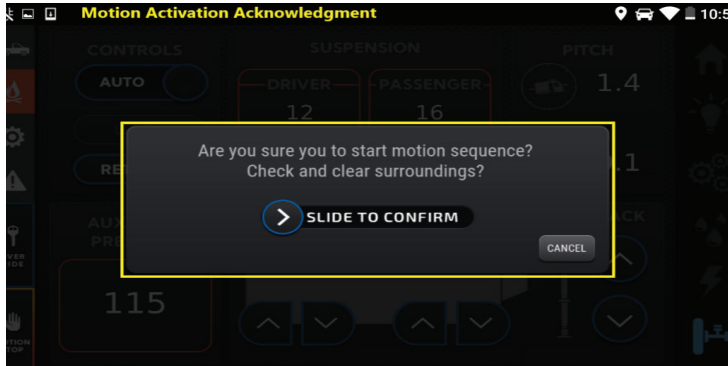


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AIR2 INDEPENDENT SUSPENSION

SYSTEM OPERATION / MAINTENANCE



PRODUCT MAINTENANCE

Suspension Care

The Air2 Suspension system is made of steel parts that are either welded, bolted or riveted together and powder coated. As with any suspension system designed for off-road use, the Air2 suspension system is designed to take on difficult terrain. That said, there are actions the user can take to combat the forces of nature and prolong the use and enjoyment of the system. While the Air2 is indeed rugged, as with anything made of metal, exposure to the elements can/will cause the appearance of surface rust on parts of the suspension. When the trailer is towed in areas of higher salt concentration such as salted roads during the winter, along the coast, or on salty rough terrain, it is recommended that water be used to rinse salt off of the suspension. It is further recommended that the user inspect the general state of the suspensions coating annually or as needed and apply touch up paint in areas the user sees fit. Touch-up paint can be acquired via the MORyde customer service department.

AIR2 INDEPENDENT SUSPENSION

MAINTENANCE

PRODUCT MAINTENANCE, CONT'D

Alignment

Inspected annually and/or as otherwise needed.

Tires

Check tire pressure to ensure inflated to manufacturer specs prior to each trip and as otherwise needed.

Wheels

Lug nuts torqued to 90 ft-lbs.



Wheel Bearings

Checked annually and otherwise as needed.

Tire Carriers

Inspected annually and grease as needed.



Air Tank

It is recommended to drain the Auxiliary Air Tank weekly and during the **WINTERIZATION** process.

To drain the Air Tank:

1. Activate **MOTION STOP** on the Garmin RV Control.
2. Locate **PULL CABLE** under the trailer just in front of the forward stabilizer jacks or A-frame box.
3. Pull cable and hold until all air/water has escaped.
4. Deactivate **MOTION STOP** (if applicable) by toggling **AUTO/MANUAL** icon on **CAMPING MODE** screen.

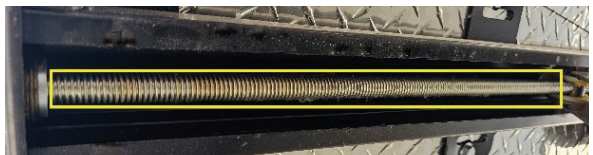


Stabilizer Jacks

Regular visual inspection to ensure they are free of rocks and/or other debris that may interfere with normal operation.

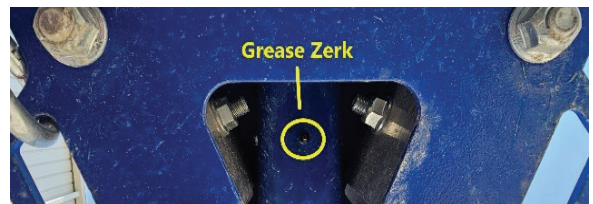
Screws

Greased annually and as otherwise needed using lithium grease.



Swivel Coupler

Inspect annually, grease as needed.



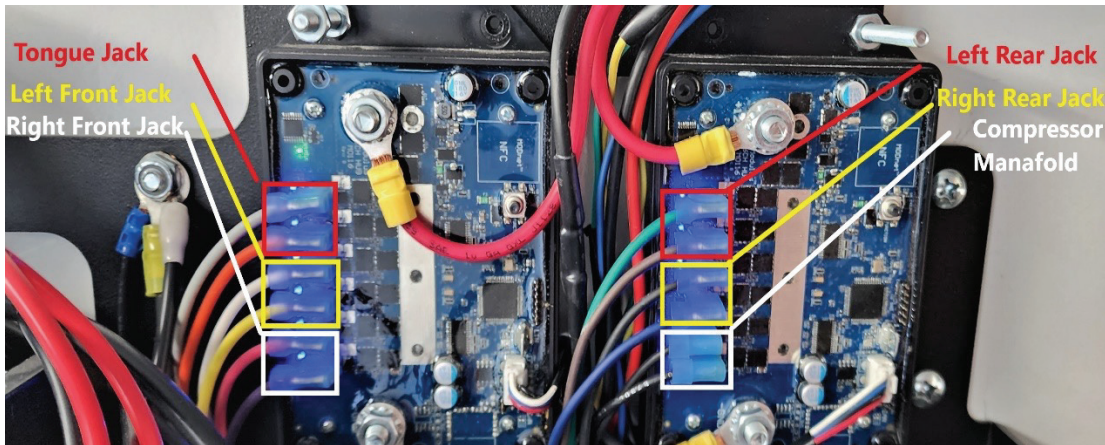
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AIR2 INDEPENDENT SUSPENSION

TROUBLESHOOTING

TROUBLESHOOTING



Code: 148

Please check Left Front Stabilizer. Stabilizer appears to be disconnected.

1. Observe Power Pack/I/O lights while attempting to run jack (above picture, left Side – yellow). If, when attempting to operate, the I/O light appears green but jack does not function, select **MOTION STOP** on tablet then position self under the trailer and conduct visual inspection of the jack to ensure it does not appear damaged.
2. If jack is damaged, STOP and contact MORyde Customer Service for assistance. Continued use could cause damage to your unit or injury if driven when not level.
3. If jack is not damaged, inspect the electrical connection – ensure that male and female ends of the connection are properly seated and secure. If connection is not properly seated/secure, then ensure proper connection is made and re-test the system.
4. If re-connecting does not address the issue, then operate the jack manually and contact customer service for support. **Note:** To avoid causing damage/destruction of the jack, never use an impact driver to manually control/operate any of the stabilizers or tongue jack.

Code: 149

Please check Left Rear Stabilizer. Stabilizer appears to be disconnected.

1. Follow the same procedure as Code 148.

Code: 150

Please check Right Front Stabilizer. Stabilizer appears to be disconnected.

1. Follow the same procedure as Code 148.

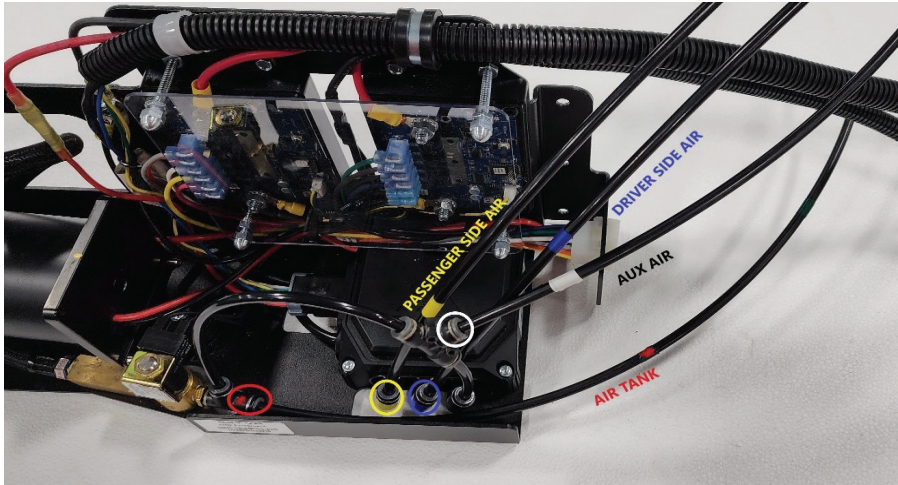
AIR2 INDEPENDENT SUSPENSION

TROUBLESHOOTING

Code: 151

Please check Right Rear Stabilizer. Stabilizer appears to be disconnected.

1. Follow the same procedure as Code 148.



Code: 152

Pressure not able to be attained on left side.

1. Observe Power Pack, ensure that the compressor is turning on and attempting to fill the air-spring. If the compressor is turning on, then listen for and inspect the left/driver side air hose connection on the power pack module (above picture – blue) to ensure that fitting and hose connections are properly seated and not leaking. **NOTE:** Applying a soap/water mixture out of a spray bottle onto the hose and fitting connections will assist in finding air leaks.
2. If no leaks are detected at the power pack, manually inflate the air-spring by applying air to the forward most Schrader valve located on the passenger side of the trailer. If the air-spring does hold air via manual inflation, continue to operate/ control the air-spring manually and contact customer service for support.
3. If manually inflating the air-spring does not address the issue, ensure that wheels are chocked and position self near the tires listening for a leak in the air-springs. If a leak is detected or manually inflating the air-spring does not resolve the issue:
 - > Use the Garmin device to navigate to Camping Mode – Toggle to Manual, then select **KNEEL**.
 - > Once kneeled, select **MOTION STOP** on the bottom left side of the tablet to prevent the compressor from continuing to attempt to fill.
 - > Drive the trailer with care, not exceeding 30mph, to a safe stopping location and contact Customer Service for support.



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AIR2 INDEPENDENT SUSPENSION

TROUBLESHOOTING

Code: 153

Pressure not able to be attained on right side.

1. Follow the same procedure as Code 152 except instead of inspecting the hose marked blue above for driver side, inspect the hose marked yellow for passenger side.

Code: 154

Please check Tongue Jack. Tongue Jack appears to be disconnected.

1. Observe Power Pack/I/O while attempting to run jack (Picture immediately below “Troubleshooting heading, left side – red) if, when attempting to operate, I/O light appears green but jack does not function, check all wiring connections located on the tongue jack then test the jack again.



2. If addressing Step 1 does not resolve the issue, then electrically disconnect the red wire running to the jack motor and operate the tongue jack manually. Contact Customer Service for support. **NOTE:** To avoid causing damage/destruction of the jack, never use an impact driver to manually control/operate any of the stabilizers or tongue jack.

Code: 155

Please check Tongue Jack. Tongue Jack appears to be over-stroked.

This code indicates that, while being extending, the tongue jack has reached its limit and amped out; to address/resolve this code simply use the tablet or manually crank to retract the tongue jack slightly.

AIR2 INDEPENDENT SUSPENSION

TROUBLESHOOTING

Code: 156

Please check Left Front Stabilizer. There appears to be excess current.

NOTE: Aside from providing enough force to stabilize an already lowered/leveled trailer, the stabilizers **are not** designed to be used as a mechanism to lift the trailer in any way and attempting to use them as such can/will result in damage/failure of the stabilizer and potentially damage the trailer. This code indicates that while extending or retracting, the stabilizer is exceeding amp limit.

To address/resolve this code:

1. Visually inspect stabilizer to ensure there are no obvious signs of damage.
2. Inspect the area around the landing pad to ensure it has not become stuck or otherwise obstructed.
3. Inspect the arm of the stabilizer and the screw to ensure that there's no obstruction (i.e. stone, stick, mud, etc.)
4. If no apparent damage to the stabilizer is visible, and there does not appear to be any obstruction, disconnect the jacks' electrical connector and use the (provided) tool/crank to manually extend/retract. If the stabilizer will manually extend/retract, operate manually and contact customer service for support.
5. If the stabilizer **will not** extend/retract manually and lubricant is available, lubricate the screw and attempt to manually adjust again. If the jack is not able to be manually retracted, **do not** attempt to move the trailer. contact Customer Service for support.

Code: 157

Please check Left Rear Stabilizer. There appears to be excess current.

NOTE: Aside from providing enough force to stabilize an already lowered/leveled trailer, the stabilizers **are not** designed to be used as a mechanism to lift the trailer in any way and attempting to use them as such can/will result in damage/failure of the stabilizer and potentially damage the trailer. This code indicates that while extending or retracting, the stabilizer is exceeding its amp limit.

To address/resolve this code:

1. Follow the same procedure as Code 156.

Code: 158

Please check Right Front Stabilizer. There appears to be excess current.

Note: Aside from providing enough force to stabilize an already lowered/leveled trailer, the stabilizers **are not** designed to be used as a mechanism to lift the trailer in any way and attempting to use them as such can/will result in damage/failure of the stabilizer and potentially damage the trailer. This code indicates that while extending or retracting, the stabilizer is exceeding its amp limit.

To address/resolve this code:

1. Follow the same procedure as Code 156.



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TROUBLESHOOTING

Code: 159

Please check Right Rear Stabilizer. There appears to be excess current.

Note: Aside from providing enough force to stabilize an already lowered/leveled trailer, the stabilizers **are not** designed to be used as a mechanism to lift the trailer in any way and attempting to use them as such can/will result in damage/failure of the stabilizer and potentially damage the trailer. This code indicates that while extending or retracting, the stabilizer is exceeding its amp limit.

To address/resolve this code:

1. Follow the same procedure as Code 156.

Code: 160

Please check Tongue Jack. There appears to be excess current.

This code indicates that while extending or retracting, the jack is exceeding its amp limit.

To address/resolve this code:

1. Visually inspect the jack to ensure there are no obvious signs of damage.
2. Inspect the area around the landing pad to ensure it has not become stuck or otherwise obstructed.
3. Inspect the post and ensure there's no obvious obstruction/barrier to operation.
4. If no apparent damage to the jack/post is visible, and there does not appear to be any obstruction, disconnect the red wire running to the jack and use the (provided) tool/crank to manually extend/retract the jack and contact Customer Service for support.
5. If the jack **will not** extend/retract manually and lubricant is available, lubricate the post and attempt to manually adjust again. If the jack is not able to be manually retracted, **do not** attempt to move the trailer. Contact Customer Service for support.

Code: 161

Battery voltage too low for suspension use.

This code indicates that battery voltage has fallen below 12.5 volts.

To address/resolve this code:

1. Charge the batteries using AC power.
2. Charge the batteries using solar power.

AIR2 INDEPENDENT SUSPENSION

TROUBLESHOOTING

Code: 162

Suspension control not on network.

This code indicates that the Activ8 module is disconnected from the can bus.

To address/resolve this code:

1. Call Customer Service for support.

Code: 163

Excess loss of pressure left side.

This code indicates a sudden loss of pressure in one or both of the driver side air-spring(s).

To address/resolve this code:

1. If driving, slow down and pull completely off the highway at the nearest safe place to do so and activate emergency blinkers/lights.
2. Listen for and inspect the left/driver side air hose connection on the power pack module to ensure that fitting and hose connections are properly seated and not leaking. **NOTE:** Applying a soap/water mixture out of a spray bottle onto the hose and fitting connections will assist in finding air leaks.
3. Approach the driver side air-springs – listen/inspect for air loss and or air-spring damage.
4. If possible, attempt to inflate the driver side air-spring(s) via the forward most Schrader valve located on the passenger side suspension/frame of the trailer.
5. If inflating the air-spring is not an option and/or there is damage to the air-spring(s), use the Garmin RV Controls to navigate to Camping Mode – Toggle to Manual then select **KNEEL**.
 - > Once Kneeled, select **MOTION STOP** on the bottom left side of the tablet to prevent the compressor from continuing to attempt to fill.
 - > Drive trailer with care, not exceeding 30mph, to a safe stopping location and contact Customer Service for support.

Code: 164

Excess loss of pressure right side.

This code indicates a sudden loss of pressure in one or both of the passenger side air-spring(s).

To address/resolve this code:

1. Follow the same procedure as Code 163.



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TROUBLESHOOTING

Code: 165

Compressor not able to build pressure.

This code indicates that the compressor is unable to either produce, transfer, or hold sufficient pressure needed to operate the suspension system.

To address/resolve this code:

1. Access the power pack and ensure that the compressor is running. If the compressor is not running, ensure that the wire harness is seated properly and securely. If the wire harness is appropriately seated, locate the compressor fuse and ensure it has not blown – replace if needed.
2. Inspect the fitting and hose (red – from the picture above) to ensure that both are intact, connected, tight and not leaking.
3. If there is no leak in either of the above, inspect the fitting and hose that runs to the air tank, similar to step 2 above, ensure that there are no leaks.
4. If there are no leaks, then access the air tank drain plug/cord to ensure that the drain valve to the air tank is not stuck in the open position.
5. If any/all items above do not address/resolve the code, Use the Garmin device to navigate to Camping Mode – Toggle to Manual then select “KNEEL.”
 - Once Kneeled, select **MOTION STOP** on the bottom left side of the tablet to prevent the compressor from continuing to attempt to fill.
 - Drive the trailer with care, not exceeding 30mph, to a safe stopping location and Contact customer service for support.

Code: 166

System in Emergency Mode and system will be kneeled during travel.

This code indicates that the suspension has experienced a catastrophic failure in one or more of the suspension air-springs that the compressor/air tank is unable to compensate manage and so the system has taken the trailer suspension to the kneeled position and will no longer attempt to inflate the air-springs until the issue is resolved.

To address/resolve this code:

1. If driving, slow down and pull completely off the highway at the nearest safe place to do so and activate emergency blinkers/lights.
2. Listen for and inspect the power pack module to ensure that fittings and hose connections are properly seated and not leaking. **Note:** applying a soap/water mixture out of a spray bottle onto the hose and fitting connections will assist in finding air leaks.
3. Inspect both driver and passenger side air-springs and identify where real/potential issue may be coming from.
4. Drive trailer with care to a safe stopping location and Contact customer service for support.

AIR2 INDEPENDENT SUSPENSION

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SUPPORT

Please Visit www.MORryde.com for warranty information. If you have questions about the installation process, please call our Customer Service department at **574.293.1581** for assistance.



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