CENTRAL TIRE INFLATION SYSTEM
STANDARD KIT DESCRIPTION

STANDARD CTIS PRODUCT DESCRIPTION

In principle, the CTIS works by transferring air from a stationary component (stator) to a rotating component (rotor). For this process to work, pressure-resilient gasketseals are installed in the stator that, by interacting with the rotor, cause annular channels through which the airpressure flows, of course, also while the vehicle is moving.

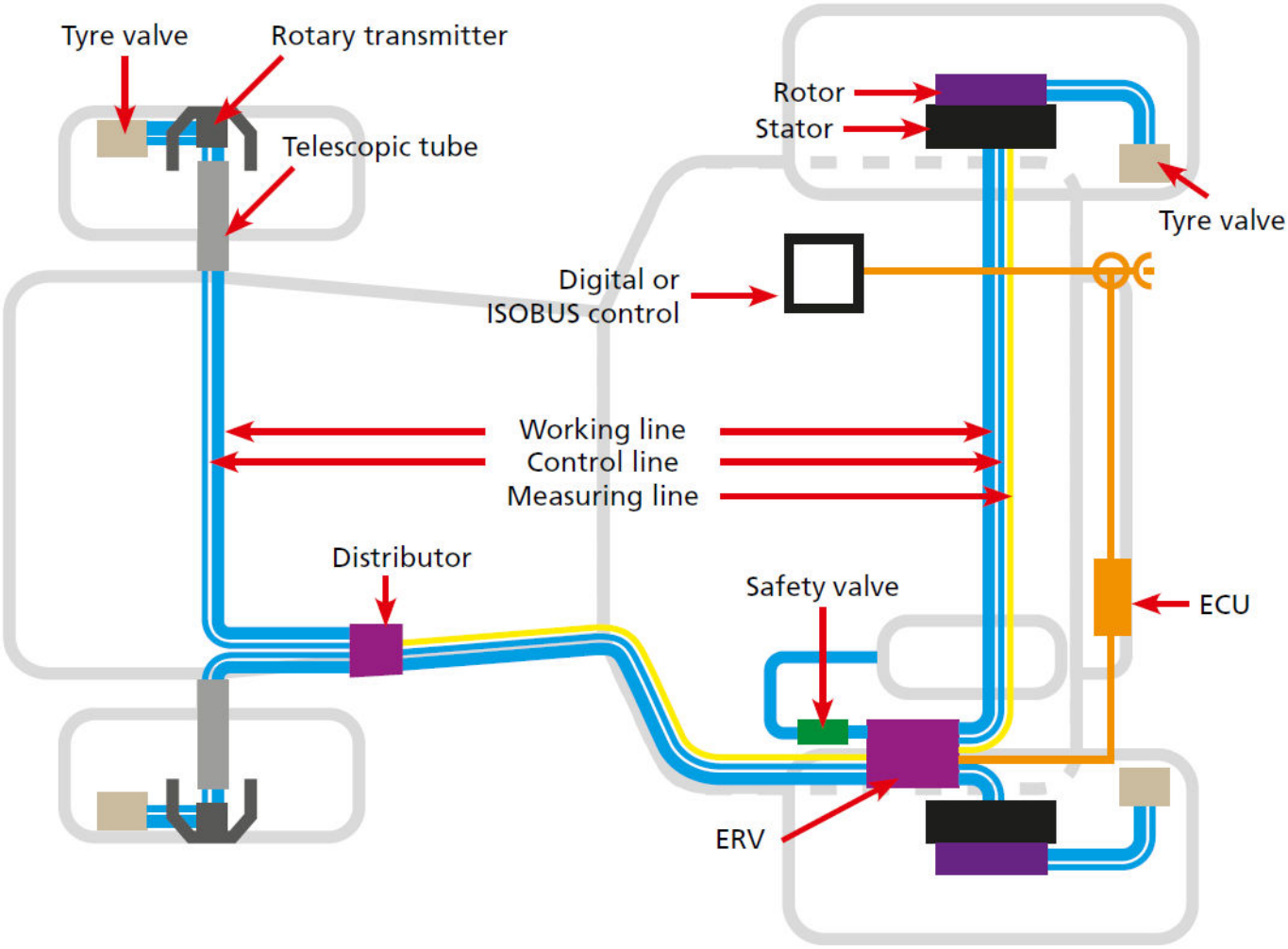
The so-called rotary union, which is available in different configurations for the different axle types of the machines, is mounted on each wheel that is regulated by our system. A large working line and a small control line from the rotor lead to the tire valve and rotates synchronously.

The air supply comes from the vehicle's own compressor and air reservoir of the air brake system, where this is available. A safety valve,the so-called overflow valve, ensures that the pressure in the air brake reservoir cannot fall below 94 Psi (6.5 bar) so that the brakes have priority over the tire inflation system. Where no air brake system is available, PTG can offer hydraulic-driven air supply systems to power the CTIS.

The patented dual-line principle of the PTG CTIS ensures that after every pressure change the tires are closed off and the rotary unions (including seals) are depressurized and are thereby optimally protected. This technology also ensures that the tire loses no air in the event of a leakin the system or a break in the line, thereby guaranteeing increased safety.

NOTE: *The positions of the individual components shown in the illustrations in this general installation and operatingmanual are only examples. The installation sites of the components may differ depending on the type of vehicle.*

Positions of the individual components



STANDARD CTIS KIT CONTENT

Please find the list of components that could be included in a standards CTIS package:

Components

- 1 control console RDS/control (digital control) or 1 ISOBUS-compatible control unit with cable harness (ISOBUS control)
- 1 ERV (electronic regulation valve) per control circuit or per vehicle axle
- 1 brake safety valve (overflow valve)
- 2 rotary unions for full-floating rear axle, screwable
- 2 adapter rings for attaching the rotary unions to the axle housing (dependent on the tractor model)
- 1 drilling jig (for drilling the mounting holes in the axle housing)
- 1 drill with depth stop (for drilling the mounting holes in the axle housing)
- 2 tire valves (for screwing into the rim) per vehicle axle
- Distributor block for front axle
- 2 rotary transmitters for front axle with bracket and wheel flanges (according to the bolt circles of the vehicle's front axle). For systems with front axle equipment
- 2 telescopic tubes for the front axle of the vehicle incl. metal protective tubes
- 1 set of dummy couplings per axle
- Mounting accessories (hose, push-on nipple, fittings, sealant, etc.)

Delivery contents

The exact delivery contents are specified in the enclosed packing list.

Technical data

- Inlet pressure: max. 145 Psi (10 bar)
- Tire pressure: according to the valid tire pressure table of the tire manufacturer, max. 36 Psi (2.5 bar).
- Operating temperature: -4°F to +185°F (-20°C to + 85°C)

The exact delivery contents are specified in the enclosed packing list.

TO KNOW MORE

Please reach the dedicated CTIS (Central Tire Inflation System) Michelin webpage at https://business.michelinman.com/.