



Plug Preventive Maintenance to Reduce Corrosion Build Up

With the winter months coming soon it's important to take extra precautions to keep your electrical system running smooth. Many states have increased the usage of Magnesium and Calcium Chlorides as a road de-icer. These chemicals are found to be highly corrosive to brass and copper, which is the base material for the contact pins used in plugs.



To keep your products in top condition and to slow the process of corrosion, Phillips recommends the following maintenance tips.

Apply dielectric grease to every plug and socket. This will keep moisture out and increase the flow of energy through the connection.



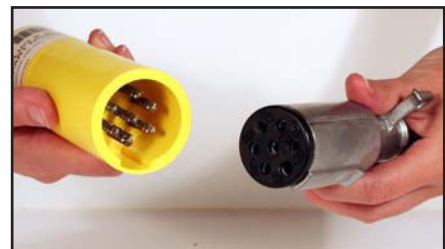
TIPS

- Use dielectric grease on every plug
- Change plug ends routinely to even out pin degradation
- Clean and grease 7-way plug and socket at every PM interval
- Wash electrical cables, plugs and sockets more frequently in winter but never with power wash

Swap plug ends every 6 months to even out plug pin degradation.



It is recommended that the 7-way plug interface be cleaned and greased at every preventive maintenance interval. Phillips interval suggestion is 3 months or more often if the vehicle is excessively exposed to magnesium or calcium chloride.



Wash electrical cables, plugs and sockets more frequently in winter weather with water. Do not power wash as water can be forced into areas and cannot escape, leading to corrosion.

Gladhands and Corrosion Part 1 - The Gladhand Body

Most standard gladhands with aluminum offer no corrosion protection; these gladhands are not suggested for use in highly corrosive environments. Powder Coated gladhands are the next step up for anti-corrosion power, offering substantial corrosion protection. Although they offer great protection, over time the coating will chip away, leaving the area exposed to corrosion. Phillips recommends anodized gladhands to combat corrosion. This is the strongest form of protection for heavy corrosive environments. You can see why in the photo's below.

After 200 hours of testing in 5% Magnesium Chloride & 5% Salt (Road Deicers). Gladhands were severely scored before testing to simulate excessive wear.



Anodized - minimal corrosion where scored

Products in the field after several months:



Standard - Heavy corrosion on entire body



Powder Coated - corrosion has begun where the coating has chipped



Powder Coated - Minimal corrosion where scored



Anodized - Virtually no corrosion on the body

Note: An important place to watch for corrosion is the interior cavity of the gladhand. If corrosion buildup begins to chip away, it will enter the airline system.

TIPS

- Standard gladhands made with aluminum offer no protection from corrosion and should not be used in corrosive environments
- Corrosive protection coating on powder coated gladhands can chip away, exposing gladhands to quick corrosion damage
- Anodized gladhands give the best protection from corrosion damage
- Corrosion buildup located within the gladhands interior cavity will eventually chip away and enter the airline system

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