

WHEN REPLACING THE AIR SUSPENSION COMPRESSOR, IT'S NOT ALWAYS REQUIRED TO ALSO REPLACE THE CONTROL UNIT

WHEN YOU **DON'T** NEED TO REPLACE THE CONTROL UNIT

- If the control module is functioning normally, and there are no active diagnostic trouble codes (DTCs) related to the compressor electronics, then you can typically install just the new compressor.

WHEN YOU **DO** NEED TO REPLACE THE CONTROL UNIT

- If wiring and connectors check out normal, but a fault code is present that remains active.
- If the DTC is static/active even after cycling ignition, then replace the compressor electronics control unit — not the entire compressor.
- In service practice, if the control module is faulty, it can cause the compressor to operate incorrectly or throw errors even after a new compressor is installed. In those cases, replacing it prevents repeated failures.



HOW TO CHECK PROPER OPERATION OF THE CONTROL UNIT

Run a full air suspension system scan with a proper diagnostic tool (e.g., VCDS or ODIS). This will tell you if the current control module is registering errors and whether it needs replacement alongside the compressor.

SUMMARY

Replace only the compressor if:

- The control unit tests good, and no persistent codes are present.
- Diagnostics show the mechanical compressor is the fault.

Replace the compressor and control unit if:

- There are active error codes pointing to compressor electronics.
- The control unit has failed, or there are intermittent communications/voltage issues that would undermine the new compressor's operation.

Arnott®

Suspension Products

Arnott US Business Office:

www.arnottinc.com

100 Sea Ray Drive
Merritt Island, FL 32953

Call: 800.251.8993

321.868.3016

Fax: 321.868.3703

Email: techassistance@arnottinc.com

Arnott Europe Business Office:

www.arnotteurope.com

Industrieweg 19
5145 PD, Waalwijk (NL)

NL Phone: +31 73 7850 580

DE Phone: +31 85 2087 438

UK Phone: +44 203 3186 124

BE Phone: +32 258 846 90

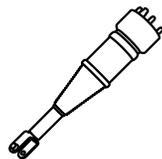
ES Phone: +34 91 901 10 56

FR Phone: +32 78 48 46 93

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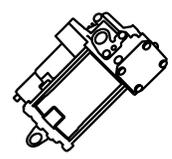
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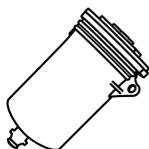
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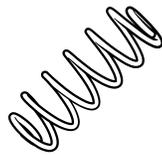
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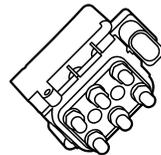
Compressors



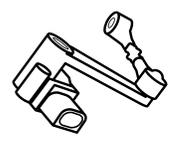
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