



# USER MANUAL

**TIM G2**  
Trailer Information Module



**KNORR-BREMSE**

## Disclaimer

The information contained in this document is intended for the exclusive use of trained persons within the commercial vehicle industry, and must not be passed on to any third party. All recommendations regarding products and their servicing or usage are with reference to Knorr-Bremse products and should not be considered applicable to products from other manufacturers.

This information does not purport to be all-inclusive and no responsibility is assumed as a result of its use. We cannot accept any liability nor offer any guarantee regarding data accuracy, completeness or timeliness. The information does not represent any guarantee or ensured characteristics of the Products or Systems described. No liability can be accepted based on the information, its use, recommendations or advice provided. In no event may we be held liable for any damage or loss except in the case of wilful intent or gross negligence on our part, or if any mandatory legal provisions apply.

Any legal disputes arising from the use of this information shall be subject to German law.

Note: If service work is carried out on the vehicle, it is the responsibility of the workshop to ensure the vehicle is fully tested and in full functional order before the vehicle is returned into service. Knorr-Bremse accepts no liability for problems caused as a result of appropriate tests not being carried out.

This disclaimer is an English translation of a German text, which should be referred to for all legal purposes.

### Revision Details

Rev. 002	May 2022	Complete redesign and revision

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## SAFETY AND ENVIRONMENT GUIDELINES

**Note:** The safety advice listed below is applicable to general service and diagnostic work on braking systems. Also observe any recommendations from the axle or vehicle manufacturer concerning towing, jacking-up and securing the vehicle.

**CAUTION:** KNORR-BREMSE IS NOT LIABLE FOR ANY INJURIES OR DAMAGES CAUSED BY IMPROPER USE OF SPECIFIED SERVICE KITS AND/OR SERVICE TOOLS. FURTHERMORE, MISUSE OF TOOLS OR INCORRECT INSTALLATION OR APPLICATION OF SERVICE KITS MAY RESULT IN DAMAGE OR POTENTIALLY UNSAFE VEHICLE OPERATIONS. IN THIS CASE, KNORR-BREMSE DOES NOT HAVE ANY WARRANTY OBLIGATIONS.

Before and whilst working on or around compressed air systems and devices, the following precautions should be observed, along with the many hazard notes contained throughout the document:

- 1 Always wear safety glasses when working with air pressure.
- 2 Never exceed the vehicle manufacturer's recommended air pressures.
- 3 Never look into air jets or direct them at anyone.
- 4 Never connect or disconnect a hose or line containing pressure; it may whip as air escapes.
- 5 When removing or servicing a product, ensure all pressure related to the specific system it is contained in has been depleted to 0 bar. Be aware that if the vehicle is equipped with an air dryer system, it can also contain air pressure along with its purge reservoir, if fitted, even after pressure has been drained from the other reservoirs.
- 6 If it is necessary to drain the air pressure from reservoirs, etc., keep away from brake actuator push rods and levers since they may move as system pressure drops. On vehicles fitted with air suspension, it is advised when undertaking such work, to support the chassis from sudden lowering and therefore prevent any possibility of being trapped between the chassis and axle or ground.
- 7 Park the vehicle on a level surface, apply the parking brakes, and always chock the wheels as depleting vehicle air system pressure may cause the vehicle to roll.
- 8 When working under or around the vehicle, and particularly when working in the engine compartment, the engine should be shut off and the battery disconnected. Where circumstances require that the engine be running, EXTREME CAUTION should be taken to prevent personal injury resulting from contact with moving, rotating, leaking, heated or electrically charged components. Additionally, it is advisable to place a clear sign on or near the steering wheel advising that there is work in progress on the vehicle.
- 9 When working on vehicles equipped with air suspension, to guard against injury due to unexpected downward movement of the chassis caused by sudden pressure loss in the suspension system, ensure that the vehicle chassis is mechanically supported with a 'prop' between the chassis and the axle or between the chassis and the ground.
- 10 Examine all pipework for signs of kinks, dents, abrasion, drying out or overheating. Be aware that kinks in pipework may result in air pressure being trapped in the pipework and associated equipment. Replacement hardware, tubing, hose, fittings, etc. must be of equivalent size, type and strength as original equipment and be designed specifically for such applications and systems. Check the attachment of all pipework; it should be installed so that it cannot abrade or be subjected to excessive heat.
- 11 Components with stripped threads or damaged/corroded parts must be replaced completely. Do not attempt repairs requiring machining or welding unless specifically stated and approved by the vehicle or component manufacturer.
- 12 Never attempt to install, remove, disassemble or assemble a device until you have read and thoroughly understood the recommended procedures. Some units contain powerful springs and injury can result if not properly dismantled and reassembled. Use only the correct tools and observe all precautions pertaining to use of those tools.
- 13 Before removing any device note its position and the connections of all pipework so that the replacement/serviced device can be properly installed. Ensure that adequate support or assistance is provided for the removal/installation of heavy items.
- 14 Use only genuine replacement parts, components and kits as supplied by Knorr-Bremse or the vehicle manufacturer. Only use the recommended tools as specified in related Knorr-Bremse instructions.
- 15 The serviced or replaced product must be checked for correct function and effectiveness.
- 16 If products have been dismantled, serviced or replaced, whose performance could affect braking performance or system behaviour, this should be checked on a roller dynamometer. Bear in mind that a lower performance may be experienced during the bedding-in phase if new brake pads/linings and/or brake discs/drums have been fitted.
- 17 The use of impact screwdrivers or impact wrenches in conjunction with Knorr-Bremse service tools for air disc brakes is not permitted. The service tools are not designed for such use. It is likely that the tools or the vehicle will be damaged and there is a serious risk of injury – see Caution above.
- 18 Do not use compressed air to clean the disc brake. Avoid air contamination of brake dust.
- 19 Prior to returning the vehicle to service, make certain that all components and the complete brake systems are leak free and restored to their proper operating condition.

## Welding

To avoid damage to electronic components when carrying out electrical welding, the following precautions should be observed:

- 1 In all cases, before starting any electrical welding, remove all connections from any electronic control units or modules, noting their position and the order in which they are removed.
- 2 When re-inserting the electrical connectors (in reverse order) it is essential that they are fitted to their correct assigned position - if necessary this must be checked by PC Diagnostics.






### Disposal of Waste Equipment by Business Users in the European Union

This symbol on the product, packaging or in user instructions, indicates that this product must not be disposed of with other general waste. Instead, it is your responsibility to dispose of the waste electrical and electronic parts of this product by handing them over to a company or organisation authorised for the recycling of waste electrical and electronic equipment. For more information about arrangements for waste equipment disposal please contact your Knorr-Bremse distributor or local Knorr-Bremse representative.





# 1 NAVIGATION BUTTONS AND FUNCTIONALITY

## Navigation Buttons

-  Moves menu cursor down. Short hold jumps down one position, long hold jumps to end of list (Exit).
-  Moves menu cursor up. Short hold jumps up one position, long hold jumps to top of list.
-  Selects menu item at cursor position.

## Cursor Function display

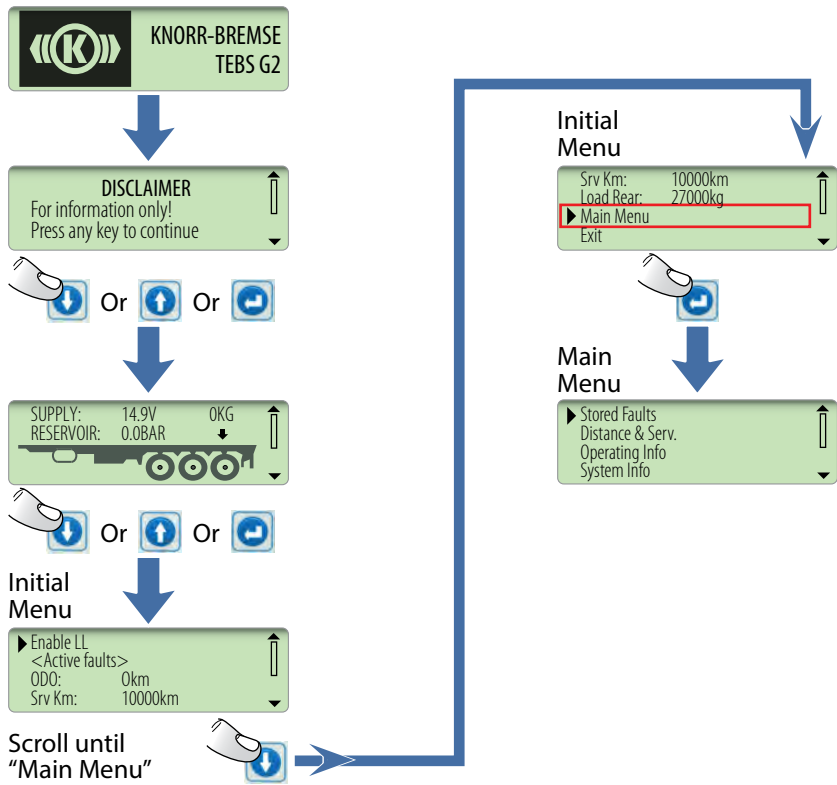
-  Menu point has no sub menu.
-  Menu point contains a sub menu or an item that may be modified.



## 2 BEHAVIOUR WITH IGNITION ON / OFF

### Ignition on

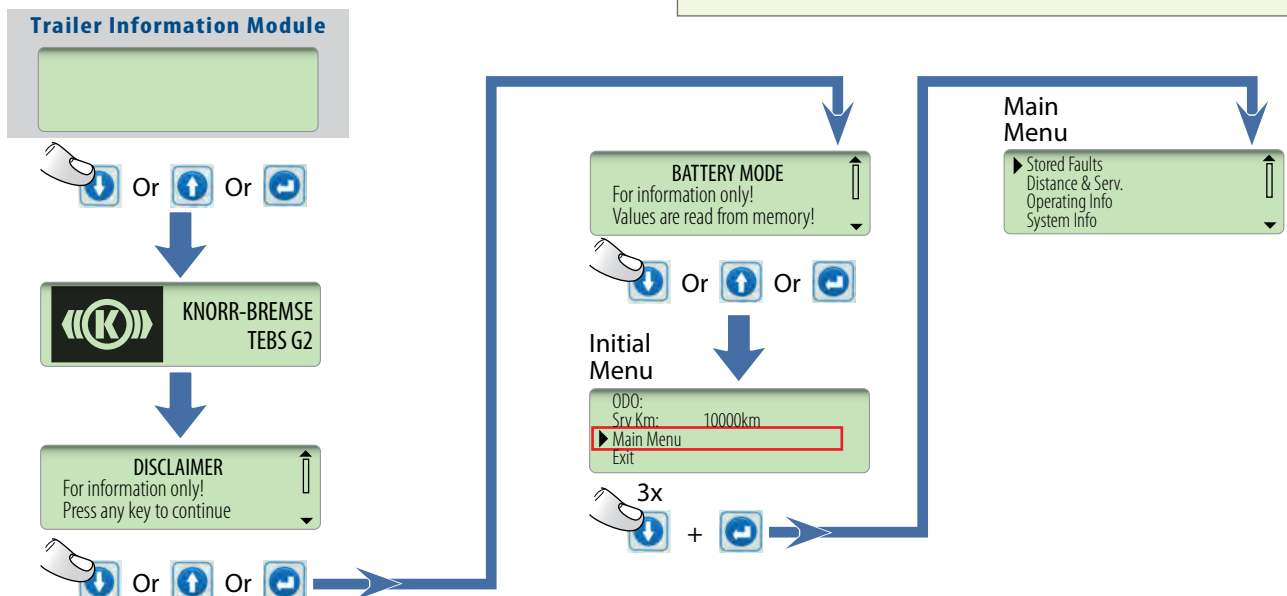
Ignition on – Display activates automatically, all configured menus are available.



### Ignition off

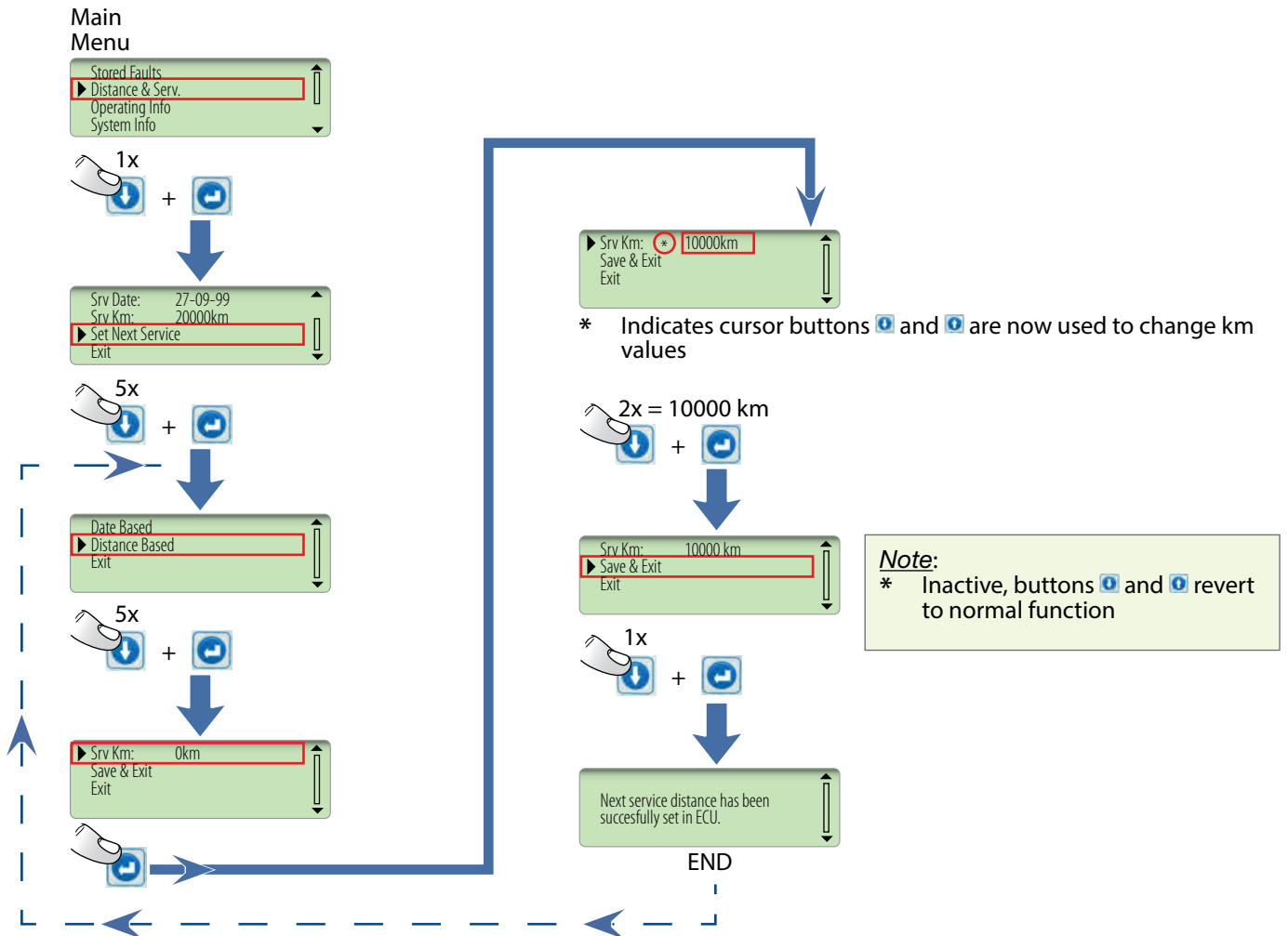
Ignition off – Display is off, push one of the navigation buttons for one second to activate the display.

**Note:** Menu options are limited (see Menu Overview page 14).

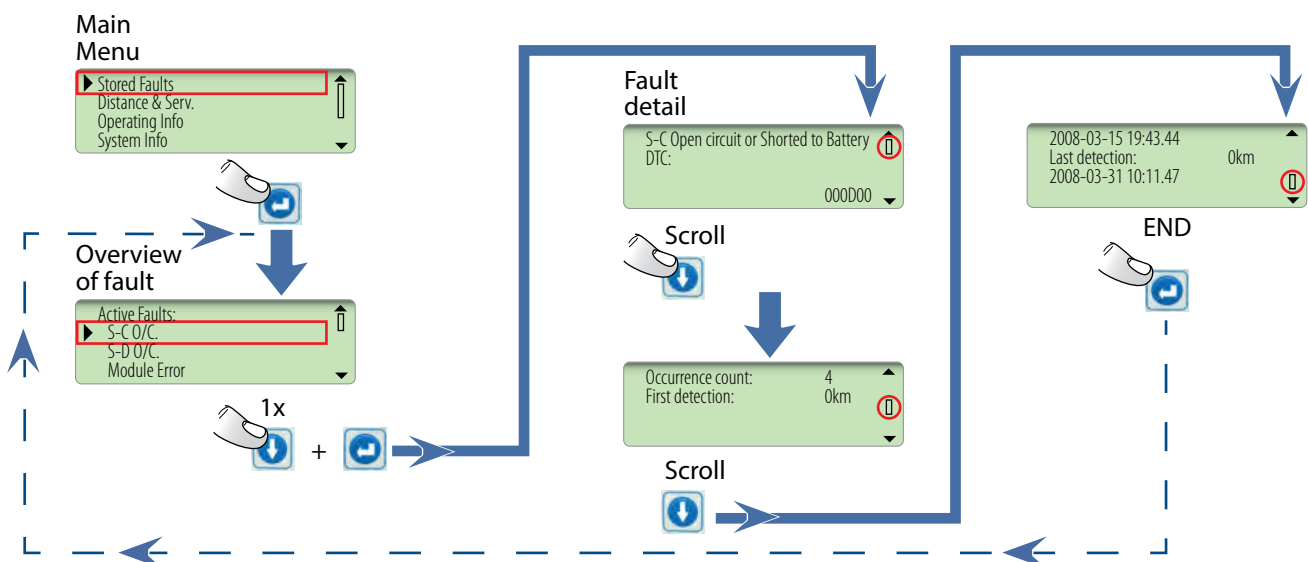


### 3 EXAMPLES

#### Setting next service distance to 10,000 km

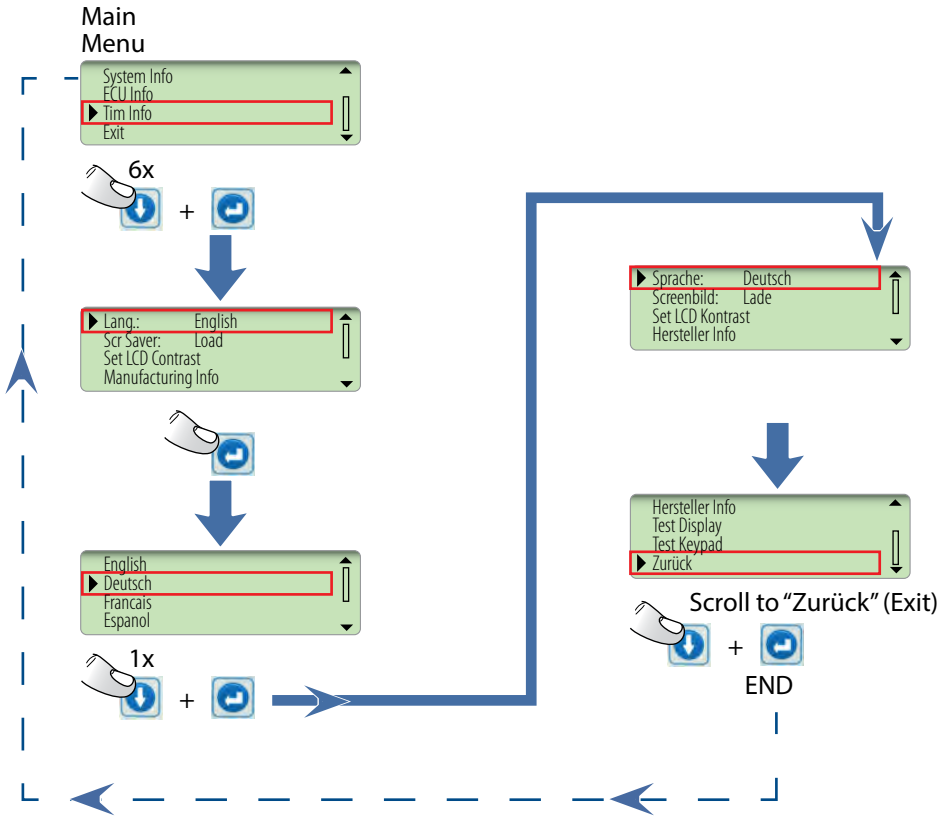


#### Display current fault status



### 3 EXAMPLES

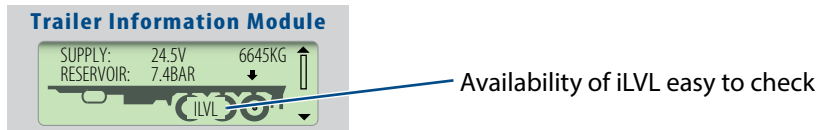
#### Changing the language default (English to German)



## 4 iLVL CONFIGURATION

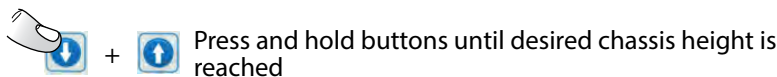
### iLVL control

As soon as iLVL is configured in the dataset of the Trailer EBS the following start screen will be shown on the TIM G2:



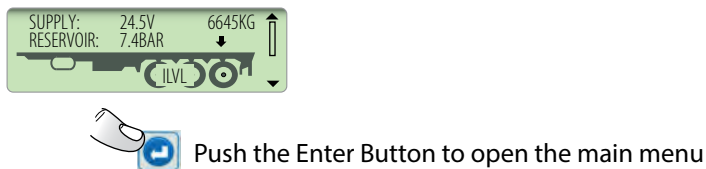
### Adjusting the chassis height

The chassis height can be easily continuously adjusted using the Up/Down buttons:

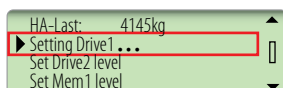
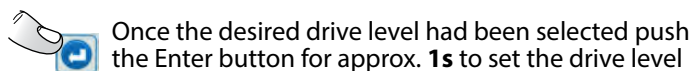
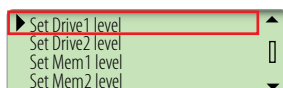
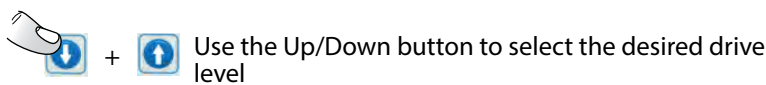
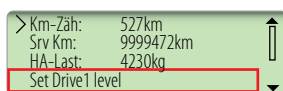


### Setting pre-configured drive or memory levels

As soon as pre-configured drive or memory levels had been set in the dataset of the Trailer EBS the user can easily choose as described hereinafter:



### Setting drive levels



Setting the drive level will change the shown text on the TIM G2 display ⇒ e.g.: Set Drive1 level will change to Setting Drive1...; As soon as the set level is active the text will be reset to original text: Set Drive1 level!

## 4 iLVL CONFIGURATION

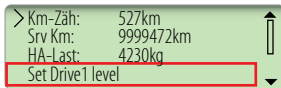
### Setting pre-configured drive or memory levels

As soon as pre-configured drive or memory levels had been set in the dataset of the Trailer EBS the user can easily choose as described hereinafter:

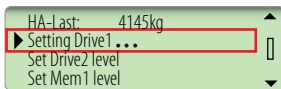


Push the Enter Button to open the main menu

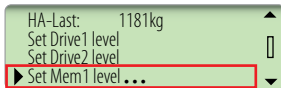
### Setting memory levels



Use the Up/Down button to select the desired drive level



Once the desired memory level had been selected push the Enter button for approx. **5s** to set the memory level

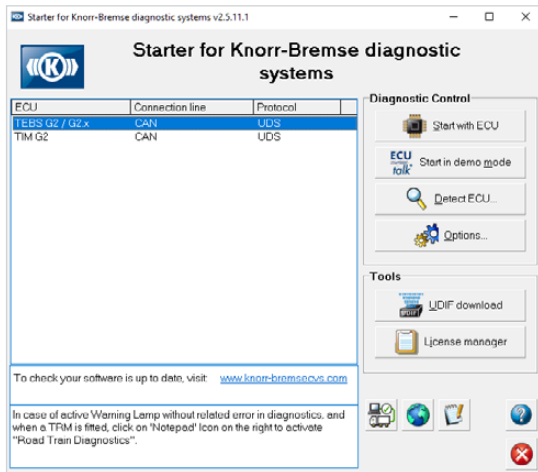


Setting the memory level will change the shown text on the TIM G2 display ⇒ Set Mem1 level will change to Setting Mem1...; As soon as the set level is active the text will be reset to original text: Set Mem1 level!

## 5 TIM G2 Default structure

### Adjust TIM G2 Default structure

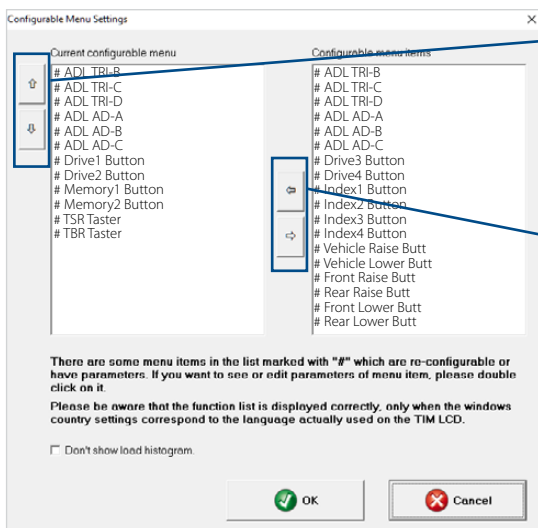
By using the ECUTalk® for TIMG2 the user is able to adjust and configure the TIM G2 menu structure:



Make sure that ECUTalk® for TIM G2 is installed on your device. Installation will be shown in the ECUTalk® starter. If not installed you can get the newest version on the following website below\*:



Default structure can be adjusted selecting the „Menu Setting“ Button



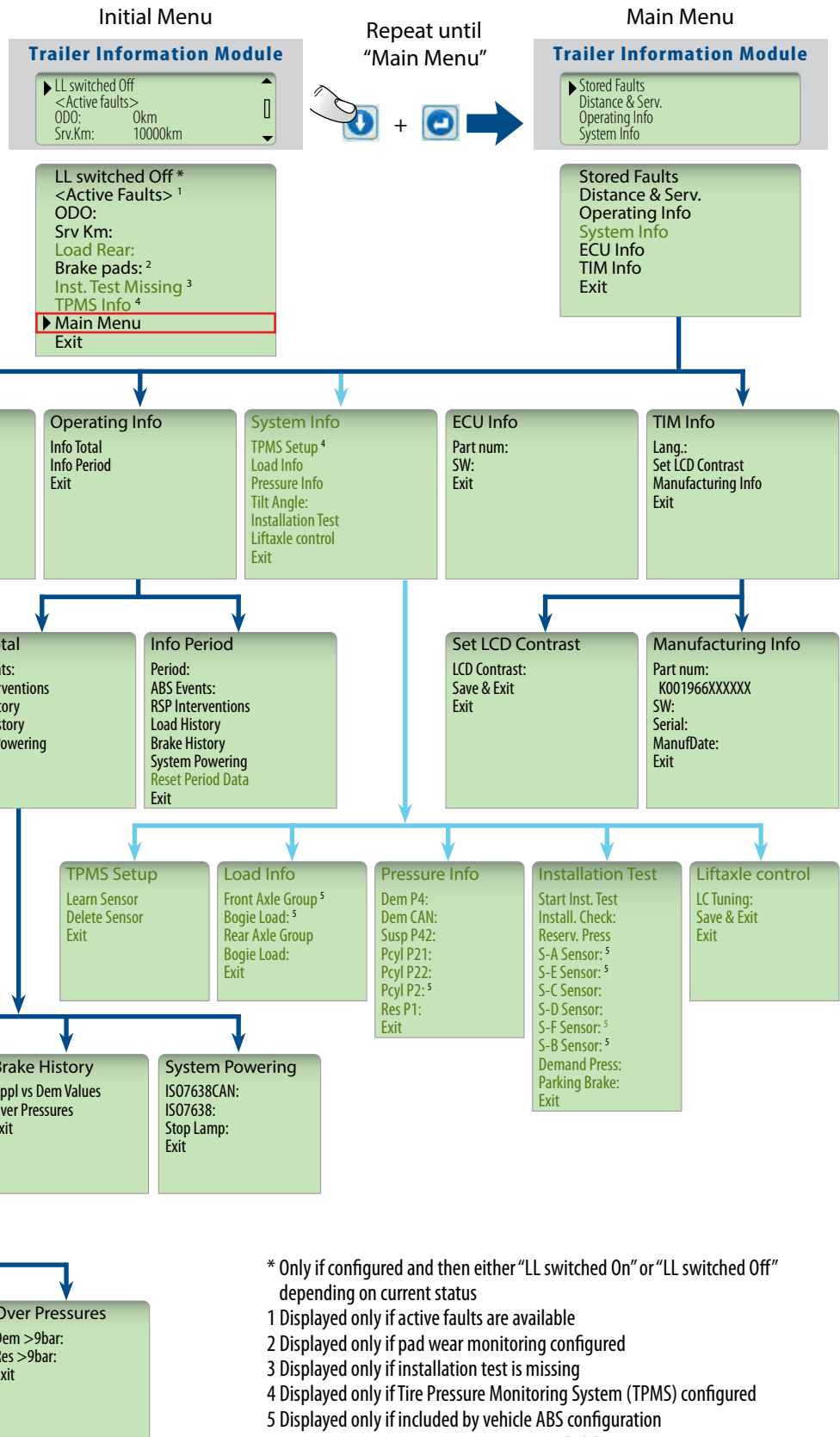
Up/Down

Left/Right

Simply add or remove items from the menu using the Left/Right buttons. To sort the menu structure choose the item on the left and move it using the Up/Down buttons

\* <https://mytruckservices.knorr-bremse.com/softwareLibrary>

# 6 Menu overview



\* Only if configured and then either "LL switched On" or "LL switched Off" depending on current status  
 1 Displayed only if active faults are available  
 2 Displayed only if pad wear monitoring configured  
 3 Displayed only if installation test is missing  
 4 Displayed only if Tire Pressure Monitoring System (TPMS) configured  
 5 Displayed only if included by vehicle ABS configuration  
**Menu points in green are not available in BATTERY MODE**



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