

Nozzle Trouble-Shooting – OFF-ROAD

OPERATOR RELATED PROBLEMS		
Problem	Probable Cause	Solution
Nozzle will not operate	Nozzle not on adapter properly	Check and follow operating instructions
	Operating Lever not rotated all the way	Check and follow operating instructions.
Tank Overfills	Operator manually over-riding (milking) automatic nozzle	When nozzle shuts off, tank is full. Do not top off.
	Operator holding lever open with foreign object.	Check and follow operating instructions
Cracked body, bent operating stem/level.	Improper use of nozzle.	Handle equipment carefully. Always replace in holster.

MECHANICAL PROBLEMS		
Problem	Probable Cause	Solution
Nozzle does not shut off, overfilling every tank	Ruptured or cut diaphragm	Install trip rod repair kit
	Flow rate too low.	Check pump and piping capacity. 50 gpm required.
Occasional or infrequent tank overfills	Fuel tank leak.	Pressure test tank at 7 psi and repair any leak.
	Tank fittings not secure or gaskets are bad	Soap test fittings and gaskets and replace as necessary.
Fuel continues to flow slowly after nozzle has shut off.	Nozzle main valve disc is dislodged	Install main valve repair kit.
	Malfunction in main valve assembly	Replace main valve
Nozzle will not lock on to adapter	Adapter damaged	Replace adapter
	Interlock plate out of alignment- nozzle poppet can be opened without attaching to adapter.	Rotate interlock plate so that lugs align beneath bayonet studs and roll pin is flush with the interlock plate.
Nozzle shuts off prematurely.	Flow rate is too high	Check pump. 150 gpm maximum
	Baseline tank pressure is too high	Modify installation so that adapter is installed a maximum 10 feet from maximum fill level
	Flow pressure surges.	Install surge regulator to maintain constant flow
	Malfunction in trip rod assembly	Replace trip rod assembly
	Worn fueling lever or guard	Install lever guard repair kit
	Clogged filter media in Omnivent (installed on top of tank)	Replace filter media in Omnivent (Replacement filter – part # 561169)
	Trip rod assembly shaft and main valve assembly shafts are dry.	Lubricate shafts
Fuel flows before nozzle is locked in place. Poppet operating lever can be rotated before connection	Worn poppet lever.	Install Poppet lever repair kit
	Worn stainless steel pin and interlock plate	Install front end repair kit
	Interlock plate out of position	Rotate interlock plate back into position and lock
Nozzle leaks at poppet during fueling	Worn nose seal and nose piece	Install front end repair kit.
	Worn adapter flange	Replace adapter on vehicle
Nozzle leaks around poppet lever stem	Worn seals	Install poppet lever repair kit