

EASY-KLEEN

PRESSURE SYSTEMS LTD.
MANUFACTURER OF HIGH PRESSURE CLEANING EQUIPMENT

Oil Fired Modular Water Heaters

OWNER'S MANUAL



Call 1-800-315-5533

Email sales@easykleen.com

Website: www.easykleen.com

Easy-Kleen Pressure Systems

1-800-315-5533

**This manual contains operational information that is specific for
oil fired modular water heaters.**

**Read the following instructions carefully before attempting to assemble,
install, operate or service this pressure washer. Failure to comply with these
instructions could result in personal injury and/or property damage.**

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IMPORTANT SAFETY INFORMATION

The safe operation of our pressure washing systems is the **FIRST** priority of Easy-Kleen. This will only be achieved by following the operation and maintenance instructions as explained in this manual and all other enclosed manuals.

This manual contains essential information regarding the safety hazards, operations, and maintenance associated with this machine. The manual should always remain with the machine, including if it is resold.

ALL CAUTIONS AND SAFETY WARNINGS MUST BE FOLLOWED TO AVOID INJURY OR DAMAGE TO EQUIPMENT.

THIS EQUIPMENT IS TO BE USED ONLY BY TRAINED OPERATORS AND MUST ALWAYS BE ATTENDED DURING OPERATION.



WARNING: To reduce the risk of injury, read operating instructions carefully before using.

1. Read the instructions in this manual carefully before attempting to assemble, install, operate or service this pressure washer. Failure to comply with the instructions could result in personal injury and/or property damage.



WARNING: Use protective eyewear and clothing when operating equipment in order to avoid personal injuries.



WARNING: This machine exceeds 85db. Appropriate ear protection must be worn.



WARNING: Risk of explosion. Operate only where open flame or torch is permitted.

WARNING: Flammable liquids can create fumes which can ignite, causing property damage or severe injury.

2. Be thoroughly familiar with all controls and know how to stop the machine in the event of an emergency.



WARNING: Risk of fire. Do not add fuel when operating machine.

3. Never use gasoline, crankcase draining, or waste oil in your burner fuel tank. The minimum clearance to any combustible material is 12 inches.



WARNING: Keep water spray away from electrical wiring.

4. All electrically powered equipment must be grounded at all times to prevent fatal electric shots. Do not spray water on or near electrical components. Do not touch electrical components while standing in water or when hands are wet. Always make sure machine is disconnected from power source before servicing.



WARNING: Risk of asphyxiation. Use this product only in a well ventilated area.

5. Use equipment in a well-ventilated area to avoid carbon monoxide poisoning or death. This machine must never be connected to a Type B gas vent.



WARNING: Risk of injection or severe injury to persons. Keep clear of nozzle spray.

6. High pressure spray can cause serious injuries. Never point pressurized spray at any person or animal. Handle the spray assembly with care.



WARNING: Risk of injury. Hot surfaces can cause burns.



WARNING: Hot discharge fluid. Do not touch or direct discharge stream at persons.



WARNING: Trigger gun kicks back. Hold with both hands.

7. Hold firmly to the gun and wand during start up and operation of the machine. Do not attempt to make adjustments while the trigger gun is in operation.

8. Make sure all quick coupler fittings are properly secured before operating pressure washer.



WARNING: Risk of injury from falls when using ladder.

9. Do not overreach or stand on anything unstable. Keep a good balance and make sure to keep a steady footing at all times.



WARNING: Protect from freezing.

10. It is important to keep your machine from freezing in order to keep it in its best working condition. Failure to protect your machine from freezing may cause damage to the machine and personal injuries may occur as a result.



WARNING: Risk of Injury

11. For machines with a 12 V burner: Disconnect battery ground terminal before servicing.

12. Protect high pressure hoses from sharp objects and vehicles. Inspect condition of hoses prior to use, or serious injury could occur.

13. Do not pass acids or other caustic or abrasive fluids through the pump.

14. Never run pump dry of water or oil or let the pump run with the trigger gun released for more than 2 minutes.

15. Do not attempt to operate this machine if fatigued or under the influence of alcohol, prescription medications, or drugs.

16. Some of the maintenance procedures involved in this machine require a certified technician (these steps are indicated throughout this manual). Do not attempt to perform these repairs if you are not qualified.

If you need further explanation of any of the information in this manual, suspend any activity involving the equipment and call our toll free number for assistance, 1-800-315-5533.

SPECIFICATIONS

MODEL	GPM	PSI	BTU	VOLTAGE
EZO200	2 to 4	5000	200,000	120 or 12
EZO350	3 to 5	5000	350,000	120 or 12
EZO400	4 to 6	5000	400,000	120 or 12
EZO440 / EZO440VCB	4 to 10	5000	440,000	120 or 12
EZO600 / EZO600VCB	5 to 6	5000	600,000	120 to 12
EZO700-(1/2) / EZO700-(1/2)VCB	6 to 10	5000	700,000	120 or 12
EZO700-(3/4) / EZO700-(3/4) VCB	6 to 12	3500	700,000	120 or 12
EZO900 / EZO900VCB	10 to 12	3500	900,000	120 or 12
EZO1000 / EZO1000VCB	10 to 20	3500	1,000,000	120
EZO1200	12 to 25	3500	1,200,000	120
EZO1800	15 to 30	2500	1,800,000	120

INTRODUCTION

Thank you for selecting a quality Easy-Kleen product. We are pleased to have you included among the many satisfied owners of Easy-Kleen cleaning machines. Years of engineering have gone into the development of these fine products and only top quality components and materials are used throughout. Each machine is carefully tested and inspected before leaving our plant to ensure years of dependable performance.

To continue to receive satisfactory performance, remembering that this machine represents a substantial investment on your part, and if properly cared for and maintained it will return this investment many times over. As with all mechanical equipment, your machine requires proper operation and maintenance as outlined in this manual for maximum trouble free life.

This manual has been prepared under the direction of our engineering and service technicians. Their experience in designing, manufacturing, installing and servicing our equipment from our company's inception is condensed in this manual. They know what information the end user needs in order to get the optimum performance from their pressure washer. Please read carefully.

This manual contains information that will be specific for your pressure washer, as well as similar models.

Carefully review any additional manuals that have been included with your system and follow ALL ADDITIONAL OPERATING INSTRUCTIONS AND SAFETY NOTICES. They are specific for the quality components that have been used to manufacture your machine and are an integral part of the operating and maintenance procedures.

The management & staff at Easy-Kleen are proud of the equipment that we design and manufacture and we thank you for making us your # 1 choice in pressure washers. If you have any questions please do not hesitate to call us, 1-800-315-5533.

Our goal is that you will be satisfied with the performance, quality, and service you receive from Easy-Kleen and that if you need to replace this machine in years to come, you will give us the opportunity to continue supplying equipment to your company.

PLEASE READ MANUALS CAREFULLY BEFORE USING MACHINE. EXAMINE MACHINE AND CRATE CAREFULLY FOR SHIPPING DAMAGE OR MISSING PARTS. REPORT PROMPTLY ANY SHORTAGES OR DAMAGE CLAIMS TO FREIGHT CARRIER OR DEALER.

OPERATING CHARACTERISTICS

MAXIMUM WORKING PRESSURE

The water heater coils are designed to operate safely at specific working pressures (see SPECIFICATIONS for the water pressure of your model). Each water heater is equipped with a safety pressure relief valve (unloader) which prevents operation above this pressure. If the high pressure system requires a lower relieving pressure for pump and motor protection, then the unloader/bypass valve on the pumping unit should be adjusted to desired pressure rating.

HIGH LIMIT TEMPERATURE CONTROL

The water heater is equipped with a “high limit control” thermostat present at 220 F. It shuts down the burner in the event of excessive outlet temperature caused by insufficient water flow through the heater coil. This control can be adjusted to desired temperature up to but not exceeding 220 F.

PRESSURE SWITCH

A pressure switch is installed on the high pressure pump to prevent burner operation in the absence of water flow. When heater is used with shutoff gun pumping systems, the pressure switch controls the burner in conjunction with operation of the trigger gun.

FLOW SWITCH

A flow switch is installed on the outlet of the high pressure pump and will shut off the pump and motor in the absence of water flow as well as turning it back on when flow is detected (by squeezing the wand trigger).

BURNER

The oil burner is a conventional type that is factory preset for most efficient operation

SAFETY RELIEF VALVE

WARNING: The safety relief valve on this unit has been factory set and is not to be adjusted. Tampering with relief valve may cause personal injury or equipment damage and will void the manufacturer warranty.

INSTALLATION

1. These water heaters are certified for installation on non-combustible floors.
2. **Electrically Operated Burners** – Some models generate 12V from the gasoline engine and provide the necessary power for the burner. Others utilize a 120v connection which must be grounded. IF YOU REQUIRE UPGRADES OR MODIFICATIONS TO YOUR EXISTING ELECTRICAL SYSTEM IN ORDER TO OPERATE YOUR PRESSURE WASHER, THEY MUST BE PERFORMED BY A LICENSED ELECTRICIAN AND BE COMPLETED IN ACCORDANCE TO ALL APPLICABLE CODES IN YOUR AREA OF OPERATION. The power supply must be adequate for your specific unit. Make sure to verify the data plate for your machine's specific requirements (i.e. voltage, amperage, etc.).

WARNING:

All electrically powered units must be provided with suitable overload and overcurrent protection in accordance with the Canadian Electrical Code part 1. Confirm the GFCI (Ground Fault Circuit Interrupter) is in good working order.

2. Fill fuel tank with kerosene, diesel, or #2 fuels.
3. Provide clean water to inlet connection via water hose supply line. WATER MUST BE IN SUFFICIENT SUPPLY, AND PRESSURE MUST BE BETWEEN 20 –60 PSI TO ENSURE PROPER AND SAFE OPERATION. Specific attention should be given if using a well water supply. Ensure water is flowing from nozzle with trigger gun pulled. Deplete system of all air.
4. This machine is not to be connected to a Type B gas vent.

OPERATING INSTRUCTIONS

TO OPERATE MAIN BURNER

Be sure water is flowing through water heater coil before turning on burner switch. Start pumping unit involved until a steady stream of water is flowing from the spray gun. Turn burner switch to “On” position. Burner will ignite and remain in operation as long as there is sufficient water flow to satisfy the pressure switch and temperature limit control. To shut off main burner, turn burner switch to “Off”.

CONDENSATION FROM COIL

When cold water is being pumped through the heater coil and the burner is firing, condensation may form at times on coil and drip down the burner compartment. This can be particularly noticeable on cold, humid days giving the false appearance of a leaking coil. A leaking coil is identified by a continuously cycling pump. With the wand trigger off, the pressure gauge should read 0 with no flow.

TO CHECK HEATER COILS FOR LEAKS

Start pumping unit and allow it to run for a few minutes with burner turned off. Check burner compartment with a trouble light or flash light. If no leaks are visible, this will confirm that occasional water dripping from the coil is due to condensation of the flue gases, when burner is firing.

WINTER PUMP/ COIL PROTECTION

The following procedure MUST be used when the pressure washing unit is stored at temperatures below freezing.

1. All water must be drained or blown (via compressed air) from system. Connect a short piece of male fitted ½” garden type hose on to the water inlet on the pump.
2. Place open end of hose into a wide mouthed container of full strength, winter rated, vehicle windshield washing fluid or Anti-Freeze, **RATED FOR MINIMUM -40°C.**
3. Connect the pressure wand assembly.
4. Start engine and engage trigger on pressure gun. Operate system until fluid runs the same color as windshield washing fluid. Your machine is now prepared for storage.
5. Disconnect fluid supply, blow out with compressed air, and cap end.

GENERAL MAINTENANCE

Burner Maintenance

NOTE: Repair of the burner is to be done by authorized and trained burner professionals only.

The oil filter cartridge should be replaced every year to prevent fuel contamination and plugging of fuel pump and nozzle of oil burner. The nozzle should also be replaced at least once every year or twice if used daily and if poor combustion begins to occur. See included burner manual for more information on the burner.

Final adjustments to burner include fuel pressure adjustment for controlling water temperature (tighten fuel pressure adjustment screw slightly to increase desired output temperature) and air band adjustment for combustion efficiency. A combustion test kit should be used for these final adjustments. Check SPECIFICATIONS chart (page 7) for the burner oil pressure corresponding to your model and be sure not to exceed this pressure. See included burner manual for more information and a parts break down of the burner.

If the burner floods with oil: run machine with heat on until all excess oil is burned off (this can take up to a couple of hours). If excess oil is not properly dealt with, the ceramic casing can absorb excess oil, causing a fire hazard. **DO NOT LEAVE MACHINE UNATTENDED WHILE MACHINE IS FLOODED.**

Water Condition

Use a softener on your water system if local water is known to be high in mineral content. The advantages of soft water are very beneficial: prevents scale buildup in heater coil, cleans better with considerably less detergent, and it prevents streaking on painted surfaces and glass when rinsing.

Descaling Heater Coil Procedure

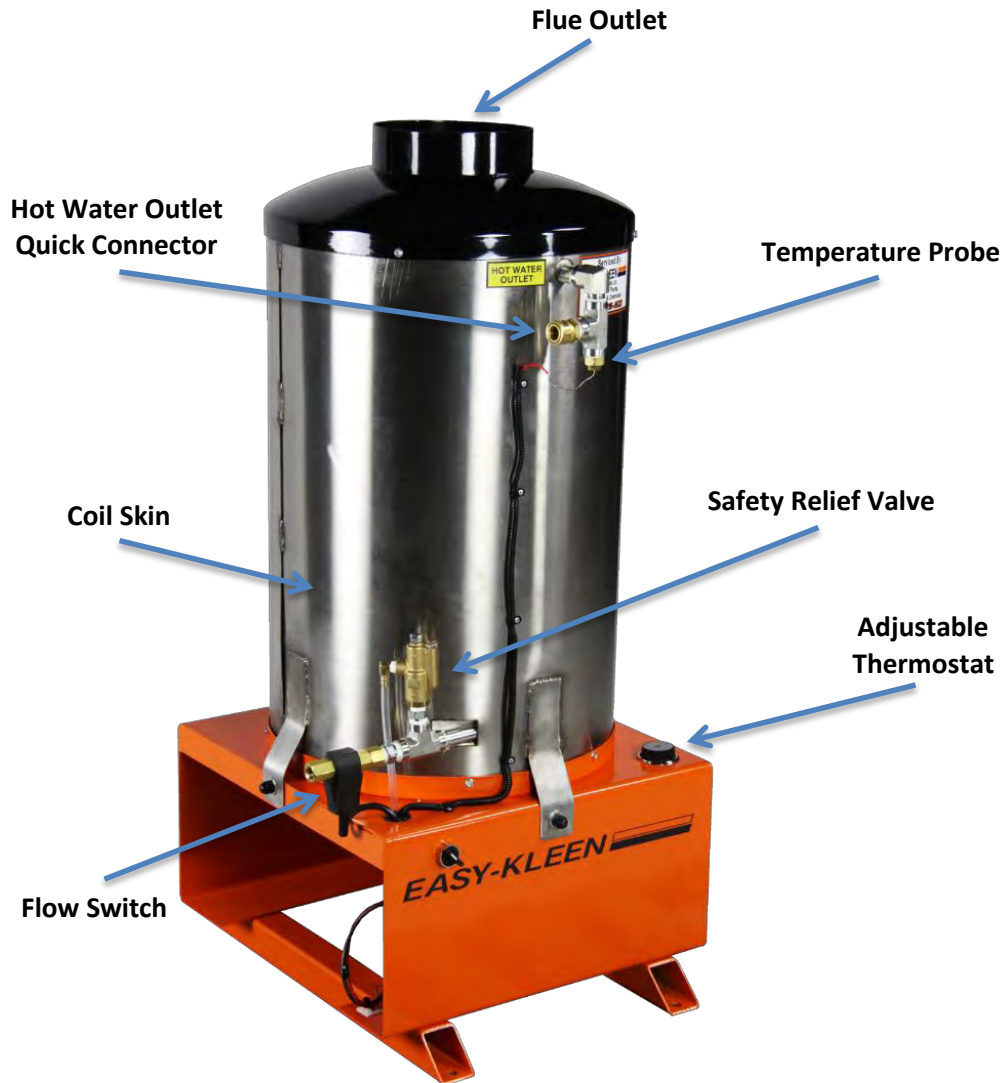
NOTE: Descaling of the heater coil is to be done by authorized and trained burner professionals only.

The best way to acidize the coil is with a circulation pump capable of handling acids.

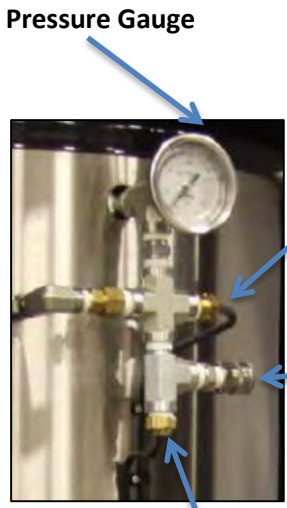
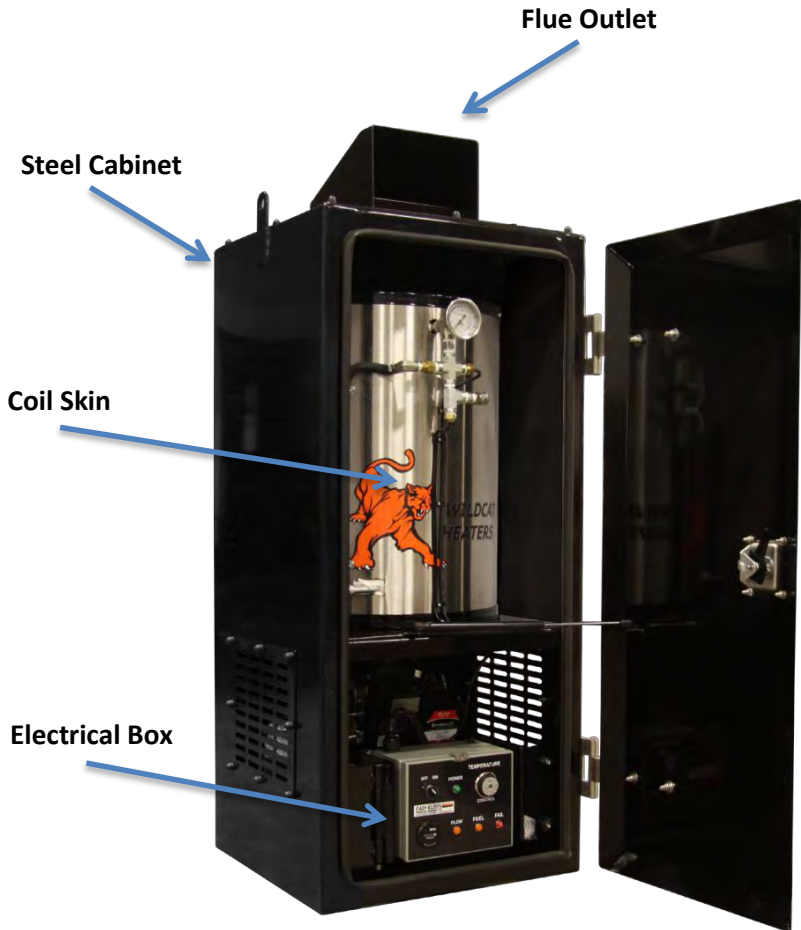
1. Fill a plastic container with a suitable acid diluted with water to desired strength.
2. Connect discharge from the circulating pump to the hot water outlet on the water heater with a suitable hose. Connect the inlet of the circulating pump to the acid container with suction hose from the pump module and use it as a return hose to the acid container. As acid dissolves the scale it becomes neutralized, so about every five minutes add more acid to the container until all the scale has been removed from the coil. Flush out coil thoroughly with water after descaling.

COMPONENT IDENTIFICATION

Open Frame:



Cabinet Frame:



EASY-KLEEN

PRESSURE SYSTEMS LTD.

MANUFACTURER OF HIGH PRESSURE CLEANING EQUIPMENT

MANUFACTURER'S WARRANTY

The manufacturer warrants all original equipment of the manufacturer to be free from defects in material and workmanship as follows:

Pump Head	10 years
Pump Crankcase	5 years
Internal Pump Parts	90 days
Heating Coil	5 years, 1 prorated
Honda Engine* Kohler Engine* Others	3 years, 1 year
Electric Motor*	1 year
Frame and Body Materials	10 years
Burner Assemblies	1 year
Wheels and Castors	90 days
Accessories, Unloader, Safety Valves	90 days
Hoses, Fittings, O'Ring, and Elastomers	90 days
Pressure Gauges	90 days

Within the periods stated above and at the discretion and approval of Easy-Kleen, if there is shown to be a defect in material or workmanship, the defective parts will be repaired or replaced at the manufacturers place of business or an original manufacturers repair depot when returned PREPAID. This warranty will not cover labor if warranty work is conducted at the customer's place of business. Road service will be charged at the normal rate in these situations. Damage resulting from freezing, accident, neglect, tampering, abuse, alteration, or improper installation and operation will automatically void this warranty.

All labor repairs are to have an Easy-Kleen pre-authorized repair number (PARN). In order to receive a PARN, please email a copy of your invoice to our service department and make sure to clearly indicate the date of purchase and the serial number of the machine. A pre-determined service time will then be appointed to you. If new parts are needed, they will be invoiced to you as normal. Defective parts are to be sent to us prepaid for warranty and consideration. If a part is found to be defective, a credit will be issued to cover the costs of parts and shipping.

Note: This warranty will not extend to consequential damage or liability that occurs as a result of original defect.

* Due to original equipment manufacturer's requirements, Easy-Kleen is not permitted to perform warranty repairs or claims for electrical motors, gas, or, diesel engines. If you require warranty information for these please call our service department and they will put you in touch with your local warranty representative.

If you have any questions or comments regarding this warranty please call 1-800-315-5533.

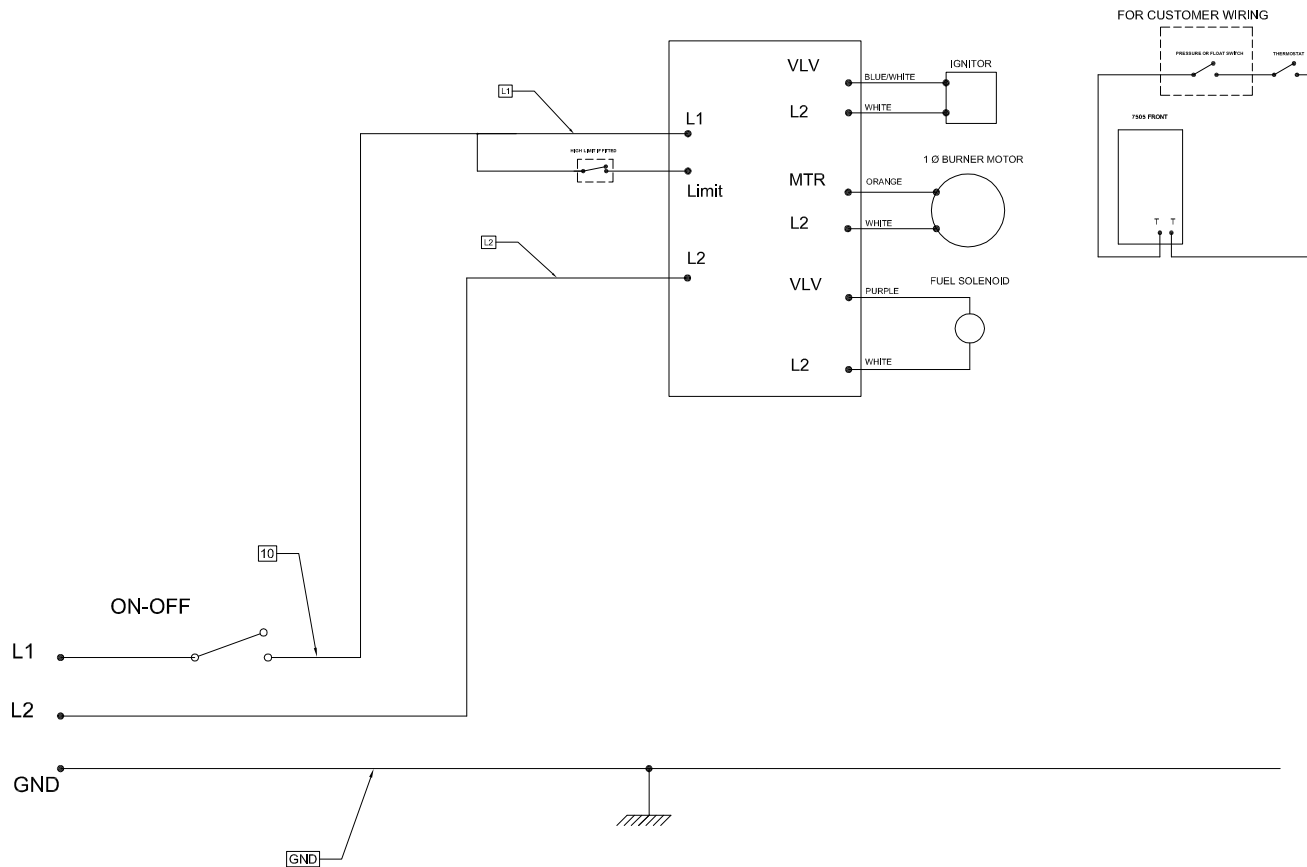
Easy-Kleen Pressure Systems Ltd
41 Earnhardt Rd
Sussex Corner, NB, Canada
E4E 6A1

E-mail: sales@easyklean.com

Website: www.easyklean.com

CIRCUIT DIAGRAM

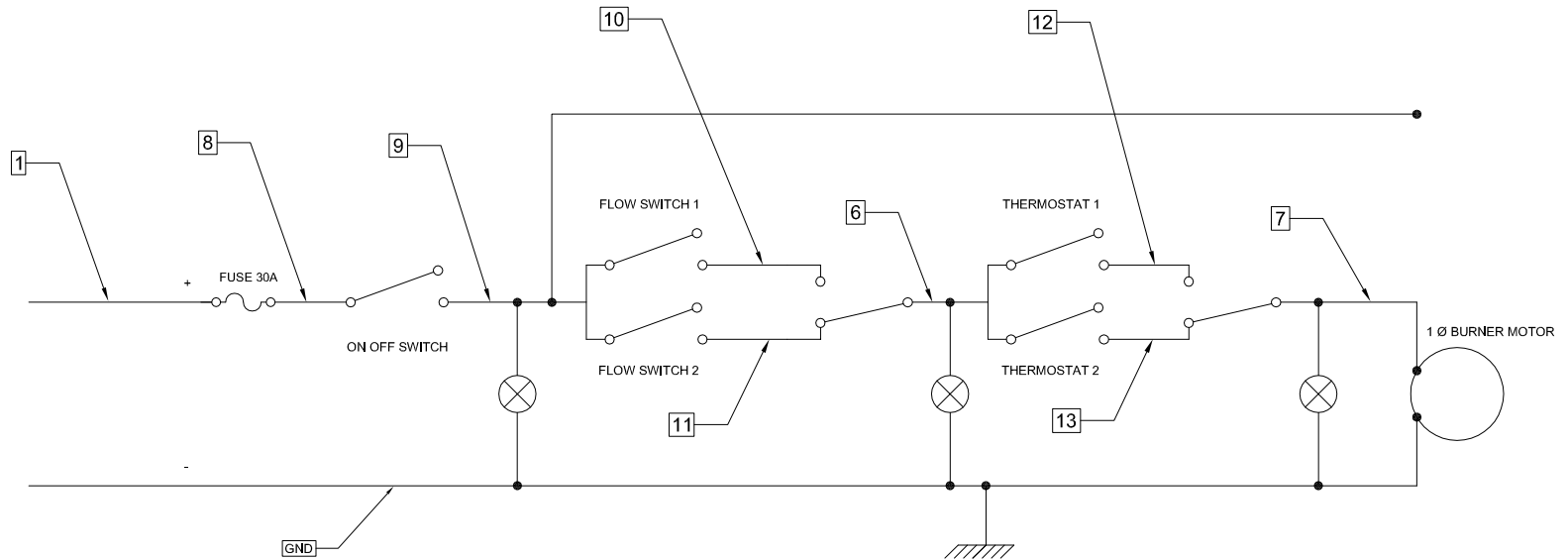
120V/240V AC OIL FIRED HEATER





CIRCUIT DIAGRAM FOR VACUUM TRUCK HEATER UNIT WITH REDUNDANCY

PRIMARY CONTROL



USED ON	

J:\CURRENT WIRING DIAGRAMS 04 DECEMBER 2015\Specials\WD01 0357 VACUUM TRUCK HJEATER WITH REDUNDANCY 02 January 2014.dwg

DATE	02 JAN 2014	MATERIAL	SPEC.	TREATMENT	FINISH	SHEET No.	ITEM No.
SCALE	NTS	VACUUM TRUCK HEATER WITH REDUNDANCY				PART No. 0357	

SERVICE MANUAL

This manual is intended for technical personnel to assist in the diagnosis and repair of issues with pressure washers.

This manual is not intended for use by non-technical personnel.

It is advised to always refer to competent technical personnel when repairs are advised to avoid equipment damage or potential personnel injury.

If you have any technical questions please do not hesitate to call us at 1- 800-315-5533.

FLUID SYSTEM DIAGNOSTICS - Flow and Pressure

PROBLEM	POSSIBLE CAUSE	SOLUTION
No Flow	No power	Make sure pump is operating. Check drive belts and couplings, make necessary adjustments.
	Trigger gun valve	Check trigger gun, repair or replace.
	No water source	Ensure water supply is not restricted and hoses are in good repair and not kinked.
	Clogged spray nozzle	Check spray nozzle, repair or replace.
	Clogged inlet filter	Check inlet filter, repair or replace.
	Float Valve stuck (optional)	Float valves can become stuck in the "UP" position. Manually dislodge and inspect for problems.
	Faulty unloader valve	Remove and check for proper action, repair or replace.
Low pressure, adequate flow	Incorrect or no spray nozzle	Nozzle should be properly sized for the system. Low pressure indicates that the nozzle in use is too large.
	Worn spray nozzle	Replace nozzle when it shows signs of internal erosion.
	Debris in valves	Clean valves and check o-rings for pits and cracks.
	Lance on low pressure	Adjust pressure so the water flows through properly.
	Unloader is not adjusted correctly	Adjust unloader to proper level.
	Pressure gauge inaccurate	Use a new pressure gauge on a quick connect at outlet to check system pressure and replace if gauge is faulty.
Low pressure, low flow	Pump packings bad	If low pressure persists, pump packings may need replaced.
	Volume Improperly adjusted	If unit has volume adjustment, it may need readjustment
	Discharge leaks	Look for leaks on the discharge side of system.
	Downstream chemical injector (Dema)	Remove the injector and retest system. If the flow is restored, replace the injector.
	Loose drive belts	If belts do not have proper deflection, replace them.
	Pump not running at rated speed	Check engine throttle and see that the motor is rated for the same speed as the pump.
	Stripped pump drive coupling	Inspect coupling and repair or replace.
	Defective easy start valve (optional)	Check the start or throttle-back valve for proper operation.
Low pressure, low flow - Bogs	Malfunctioning motor or gear	Ensure that the motor or engine is working properly
	Unloader stuck in bypass	Piston assembly may be stuck or fouled
	Outlet restriction	Build up can restrict flow. If water is not flowing freely, flush with garden hose to isolate the clog or restriction.
	Clogged nozzle	Distorted spray pattern can indicate a clogged nozzle.
	Nozzle too small	Ensure nozzle is proper size for the system.
	Hose restriction	Correct any kinks or restrictions. Replace crushed hoses.
	Debris in the system	Debris can lodge in the discharge side of the system (valves, fittings, injectors, filters) Flushing with water may correct it.

PROBLEM	POSSIBLE CAUSE	SOLUTION
Excessive pressure	Small spray nozzle	Nozzle must be properly sized for the rated flow and pressure. Reset unloader or pressure relief if nozzle size is changed.
	Faulty pressure gauge	Check the pressure gauge using a properly calibrated pressure gauge on quick connects at the equipment outlet.
	Improperly adjusted unloader	Adjust to the proper pressure using pressure gauge.
	Faulty unloader	Check the unloader action. If it is not working properly, it may need repaired or replaced.
Pump chatters, cavitation, vibration	Air in system	Inspect places where air can enter the system. i.e. fittings, hose, connections etc.
	Chemical line not submerged	If the chemical valve is on, ensure that the chemical line is fully submerged in the chemical
	Inlet line restricted	All inlet connections should be snug and not kinked to reduce the chances of pump starvation.
	Inadequate water supply	Water supply to the system must meet or exceed the rated flow (GPM) on the serial number plate. Faucet must be completely opened or water above the tank outlet in a gravity fed system.
	Float valve stuck (optional)	If float valve is stuck in the up position, water can not enter the float tank. Unstick valve if possible or replace if necessary.
	Turbulence in float tank (optional)	Excessive turbulence allows the pump to draw air into the system. Correct excessive turbulence.
	Inlet or inlet strainer clogged	Regularly clean the inlet and inlet strainer to keep debris from entering the float tank
Inlet line vibrates	Water supply too hot	Inlet temperature should not exceed 140F - 160F range.
	Air in system	Inspect places where air can enter the system, i.e.; fittings, hose, connections etc.
Outlet line vibrates	Debris in inlet check valves	If there is no float tank and the outlet line does not vibrate, the inlet check valve may be clogged. Remove debris. Check o-rings under valves.
	Air in system	Inspect places where air can enter the system, i.e.; fittings, hose, connections etc.
	Debris in inlet check valves	If there is no float tank and the outlet line does not vibrate, the inlet check valve may be clogged. Remove debris.
Inlet and outlet lines vibrate	Pump packing bad	If they show signs of wear or damage, replace them.
	Inlet and outlet check valves fouled	Look for the source of debris in the inlet and discharge check valves and remove.

FLUID SYSTEM DIAGNOSTICS - Unloader

PROBLEM	POSSIBLE CAUSE	SOLUTION
Very low or no flow	Unloader stuck in bypass	Isolate the flow problem. If it occurs before the unloader discharge point, check the piston assembly to see if it is fouled or stuck in bypass mode.
Unloader will not unload	Debris in unloader	Take bottom nut off unloader, identify ball, spring and seat. Clean out any debris and
	Sever leak on the outlet of unit	Check for leaks and repair.
Unloader (flow) cycles with system under pressure	Improper flow	Any variation in flow from what the orifice is sized can cause cycling. System must produce the rated flow constantly.
	Nozzle too small	A nozzle that is too small can cause the flow to be reduced.
	Nozzle clogged	A distorted spray pattern indicates a clogged nozzle.
	Improper unloader orifice	The systems rated output should indicate the proper sized orifice for your system.
	Unloader orifice clogged	Check the orifice for clogs and clear out any debris.
	Injector orifice clogged	If the system has a Venturi injector downstream of the unloader, check the orifice for clogs.
	Other downstream restriction	Scale buildup can restrict flow. Check; controls, valves, switches, trigger gun, and lance. Descale as necessary and begin preventive maintenance program for scale prevention.
	Pump not delivering the rated pressure	See low pressure or low flow diagnostics.
Unloader (flow) cycles with system in bypass	High water supply pressure	Check inlet water supply for excessive pressure.
	No restrictions on the unloader	Check unloader bypass port to see if a flow restrictor is properly installed. Install one if none is present.
	Downstream leakage (excessive)	Causes the unloader to sense a continuing flow and divert it to the closed gun. Repair or replace.
Unloader (pressure) produces smooth flow & low volume	Accumulator downstream (option)	Remove the accumulator from the system.
	Unloader adjusted too low	Adjust the unloader using the pressure gauge for the correct pressure.
	Spray nozzle clogged	A distorted spray pattern indicates a clogged nozzle.
	Spray nozzle too small	A small nozzle causes a reduced flow and cycling may result.
	Injector orifice blocked	If the system has a Venturi injector downstream of the unloader, check the orifice for clogs.
Unloader (flow) produces smooth flow & low volume	System not delivering rated flow	See flow diagnostics.
	Unloader adjusted too low	Adjust unloader and regulator until proper pressure is achieved.
	Unloader valve stuck in bypass	If unloader is sticking, repair or replace as necessary.
	Restriction in system	Downstream restrictions can cause a reduction in flow. Check; controls, valves, switches, trigger gun, and lance. Descale as necessary and begin preventive maintenance program for scale prevention.

Unloader (pressure) produces low flow and normal pressure	Unloader adjusted too low	If the unloader is diverting flow to bypass it may be adjusted too low, readjust as necessary.
	Spray nozzle too large	Ensure the proper nozzle is installed on system.
	Internal nozzle erosion	The number of hours of usage can give you a clue to the extent of the wear. If in doubt, change
	Insufficient pump pressure	Check pump seals and packings and tighten drive belts.
Unloader (flow) produces low flow & normal pressure	Unloader adjusted too low	If unloader is diverting flow to bypass, readjust using the pressure gauge.
	Nozzle too large	Ensure the proper sized nozzle is being used.
Unloader (pressure) leaks from main spring or adjusting bolt	Shaft O-ring in valve body worn	Check O-rings for wear or damage and replace as necessary.
Unloader (flow) pressure increases when trigger released	Unloader piston stuck or frozen	Check unloader shaft for proper action. Unstick piston and shaft or replace unloader.
	Bypass port clogged or restricted	Ensure that unloader bypass port is not clogged
	Excessive tension on main spring	If tension is incorrect, adjust or replace as necessary.
Unloader (flow) leaks water around adjusting bolt	Sleeve O-ring worn	Check O-rings for wear or damage and replace as necessary.

FLUID SYSTEM DIAGNOSTICS - Leaking
ANY LEAKS SHOULD BE REPAIRED ASAP TO PREVENT DAMAGE TO THE
SYSTEM.

PROBLEM	POSSIBLE CAUSE	SOLUTION
From inlet	Garden hose washer	Ensure the washer is present and in good condition.
From low pressure (inlet) line fittings	Loose clamps or connections	Low pressure line should be properly sealed on barb and tightly clamped.
From float tank(option)	Float tank full of water or stuck	If float is not floating above water, check the float to see if it has filled up with water. If necessary, drain and seal.
From pressure fittings	Fittings not tightened or taped, or cracked	Usually metal to metal fittings should be taped with Teflon tape or lock tight to provide a tight seal. (unless
From quick connects	Bad o-rings	If quick connect o-ring shows wear or damage, replace it.
From pump	Bad packing	If the seal leak is detected under the pump manifold, packing may be worn and in need of replacement.
From trigger gun	Bad rod o-ring	If o-rings show wear or damage, they may need replaced.
	Stripped connectors	Physical damage may not be apparent, but unseen warping from freezing or extreme pressure can still cause leakage.
From nozzle	Weep gun (optional)	If a weep gun has been installed, check the gun valve seat to ensure it is functioning properly.
	Damage gun valve ball or seat	Inspect trigger gun valve assembly for damage or wear to ball or seat. Lodged debris can stop valve from closing. Repair with kit or replace.
From unloader	Bad o-rings or seals	If quick connect o-ring shows wear, damage or improper seating.
From variable pressure Lance(option)	Bad o-rings at adjusting knob	Inspect o-rings for wear or damage and replace as necessary.
Unloader will not unload	Debris in unloader	Take bottom nut off unloader, identify ball, spring and seat. Clean out any debris and reassemble.
	Sever leak on the outlet of unit	Check for leaks and repair.
From pressure relief valve	System over pressure	See pressure and flow diagnostics to find the cause of the excessive pressure and correct it.
	Clogged nozzle	Spray pattern will be distorted if nozzle is clogged, clean out.
	Trigger gun valve not working	If trigger gun valve action is not correct, repair or replace.
	Excessive pressure spike	If water spurts from valve when trigger is released, check unloader adjustment. Pressure spike should be below the level where pressure relief valve is activated.
	Wear or damage to ball or seal	Inspect ball and seal for damage and adjust as necessary.
	Improper relief valve adjustment	Adjust valve properly.

FLUID SYSTEM DIAGNOSTICS - Trigger Gun/Spray Nozzle

PROBLEM	POSSIBLE CAUSE	SOLUTION
No nozzle flow from nozzle when trigger depressed.	Broken piston rod in trigger gun	If water flows through discharge hose without gun, check trigger gun valve piston rod and replace if necessary.
	Missing metal insert in trigger gun (European style gun)	Inspect to assure insert is in place.
	Blockage in system past gun	Check nozzle or spray accessory for blockage and clear it.
Excess pressure when trigger gun is released	Excessive pressure spikes	After unloader increases pressure to a maximum, further adjustment will only increase the pressure spikes. Re-adjust.
Flow not stopping when trigger gun released	Broken return spring on trigger gun	If trigger action is too loose, return spring may need replaced.
	Debris in gun valve	Debris in gun valve can stop piston return. Clear debris.
Trigger action sticks	Keeper plug too tight	It may be possible to loosen plug slightly without leakage but it will likely need replaced.
Trigger gun leaks	Worn or bad o-ring	Check trigger gun o-rings for wear or damage and replace.
	Stripped or loose connections	Physical damage may not be apparent but unseen warping from freezing or severe overpressure may still cause leaking.
No chemical	Chemical valve closed Black nozzle	Open chemical valve. If it chatters with no chemical delivery, air is being drawn from the upstream side of the pump. Check fittings, connections and ensure the inlet line is fully submerged into the chemical jug.
	Chemical dried up in the injector	Inspect and clean as necessary.
	Chemical foot strainer clogged	May be a strainer or check valve. Ensure that the ball is not stuck or clogged.
	Chemical line kinked	Chemical line kinking or binding prevents chemical delivery.
	Chemical line too long	An overly long chemical line can prevent the pump from drawing chemical into the system. Try installing a shorter line.
	Chemical too dilute	Verify chemical strength.
	No adjustment for low pressure	Downstream injectors only - Low pressure is required for most injectors to draw chemical. If no adjuster exists it may need low pressure spray nozzle installed on the lance.
Excessive chemical	Valve improperly adjusted, check knob on injector	To properly adjust, a chemical flow meter may be used to precisely measure chemical flow.
	Chemical dilution too strong	Verify chemical strength.
Spray pattern irregular	Clogged nozzle	Spray pattern will be distorted if nozzle is clogged.
Volume proper, pressure low	Nozzle too large	Ensure that the nozzle is properly sized for the system
	Internal nozzle wear	A loss of pressure may result from gradual nozzle wear. Replace a nozzle of correct size.
Pressure proper, volume low	Clogged nozzle	Spray pattern will be distorted if nozzle is clogged. Check nozzle for clogging if the unit has a pressure unloader.

BOILER SYSTEM DIAGNOSTICS - Oil Burner Will Not Fire

PROBLEM	POSSIBLE CAUSE	SOLUTION
Not reaching rated pressure flow	Not activating boiler controls	Correct the fluid problem first - See fluid systems diagnostics
Thermostat on low setting	Thermostat set too low	Set thermostat to an output temperature requiring heating.
No or low fuel in tank	Burner no getting adequate fuel	Check fuel and bring to proper levels. Inspect fuel tank for water or debris.
	Low fuel shut-off control activated.	Full featured equipment may have a shut off if fuel is low.
No air movement through stack	No air being supplied	Ensure that the blower is working and that the air band or damper is properly adjusted and in good repair.
	Thermal reset tripped	Press the thermal reset button on burner motor. If the reset trips again an additional problem must be sought.
	Burner motor or capacitor is bad	If motor does not turn, first check thermostat/press switch, the motor starting capacitor and finally the burner motor itself.
Fuel in the fuel tank	Contaminated fuel in the tank	Ensure that the proper clean fuel is being used. If not, siphon any debris or water from the tank.
	Improper fuel in the tank	If the improper fuel is found in the tank, drain and rinse the tank, then fill with proper fuel.
	Low fuel shut-off sensor stuck or faulty	Check the sensor. The assembly may need to be removed to un-stick the float or to replace it completely.
Water in the fuel filter bowl	Water in fuel supply	Drain water from the tank promptly to prevent rusting. If fuel delivery problems persist, check the fuel pump for rust.
Debris in the fuel filter bowl	Clogged strainer	If the fuel strainer or in-line filter is clogged, clean or replace.
	Clogged fuel nozzle	Replace if there is any evidence of clogging or debris.
	Clogged fuel line	Check lines for clogging and clear if necessary.
Water comes out drain at bottom of tank	Water in fuel supply	Check only if no fuel in the filter bowl - Drain the tank and check for rust. If problem persists, fuel pump should be checked for rust.
Cannot smell or see fuel at stack	No fuel being supplied	Check fuel delivery and correct any problems.
No fuel to bleed valve	Air leak to pump	Ensure that air is not entering through the lines or connections.
	Broken fuel line	Ensure that the fuel line is connected and is not broken/punctured.
	Clogged fuel filter	Check any clogging that exists in the fuel filter
	Clogged fuel inlet line	Check any clogging that exists in the fuel inlet line.
	Frozen fuel pump	If the fuel pump is frozen it will need replaced.
	Broken fuel pump coupling	Check pump coupling if direct or belt driven. Replace or tighten or replace the drive belts if needed.

PROBLEM	POSSIBLE CAUSE	SOLUTION
Steady fuel flow at bleed valve but none in combustion chamber	Solenoid valve not energizing	Remove the solenoid cover and place blade of an insulated screwdriver in the coil with the system operating in hot water mode. A good working solenoid will hold the screwdriver in the solenoid. If not it may need replaced.
		Oil pump may have debris, replace as necessary.
Boiler controls activating	Solenoid valve coil not energizing	If boiler controls work properly, the pressure or vacuum on the fuel pump may be misadjusted. Check solenoid coil again.
Solenoid valve energizing	Debris in internal fuel pump valve	Check for clogging in the solenoid valve inside fuel pump.
	Fuel nozzle clogged	Check fuel nozzle for clogging and clear if necessary.
	Restriction in fuel outlet line	Check fuel line from pump to burner for any restriction.
	Fuel pump piston frozen closed	Check piston in fuel pump to see if it will travel. Free piston or replace fuel pump.
Air and fuel flow proper	No power reaching transformer	Ensure the proper voltage is reaching the ignition transformer with a volt meter.
	Ignition transformer bad	Using a volt meter, ensure that the transformer is supplying the proper voltage.
	Electrode gap improperly set	Check the gap and readjust if necessary, taking care that the proper distance is maintained from the fuel nozzle.
	Electrode caps cracked	Down fired, multi-pass boiler systems have a cap on the top of each electrode. Examine caps for cracks or carbon build-up and replace if these problems are evident.
	Electrode wires loose or damaged	Applies to down fired, multi-pass boiler systems - Check the wire to each electrode to ensure there is a good connection.
	Electrodes arcing to fuel lines	Electrodes should not be arcing to fuel lines or nozzle. Check electrode for cracking or carbon build-up.
	Transformer bus bars not lining up	Applies to gun type burners - Bus bars on the transformer should line up and connect properly with the electrode terminals
Burner or electrode assembly fires when removed from housing	Improper air delivery	Check air delivery to combustion chamber. Down fired; check air damper and air bag. Gun type; Check air bands.
Ignites with air bands closed down	Excessive electrode gap	Ensure electrode gap is properly set.
Ignites with air bands opened up	Choked down	Open air bands to proper setting.

BOILER SYSTEM DIAGNOSTICS

Water Output Temperature Too Low - Oil or Gas Fired

PROBLEM	POSSIBLE CAUSE	SOLUTION
Burner firing normally but with outlet temp lower than rated	Thermostat set too low	Set the thermostat to proper output temperature.
Burner firing constantly	Inlet water too cold	If inlet water is freezing to the touch, the boiler may not be able to reach desired temperature increase. Use a water supply with a higher temperature.
	Sooting	Soot build up on the coil can keep the water from reaching the desired If inlet water is freezing to the touch, the boiler may not be able to reach the desired temperature increase. Use a water supply
	Scaling	The outlet fitting to the hose can get scale build-up and reduce heat exchange. Descale and prevent further build-up.

BOILER SYSTEM DIAGNOSTICS - Boiler Controls

PROBLEM	POSSIBLE CAUSE	SOLUTION
No voltage solenoid	Boiler control or electrical problem	A multimeter can be used to check continuity through controls and pinpoint the problem areas.
Solenoid coil does not energize	Bad connection to solenoid coil	Electrical connections to solenoid valve coil should be tight and not corroded.
	Coil bad	Check to see if fuel solenoid will energize when the proper voltage is applied. Solenoid may need replacing.
	Boiler control not activating properly	If coil energizes when proper voltage is applied, check boiler controls.
Solenoid coil energizes	Problem occurring elsewhere	If solenoid valve coil energizes when the cleaner is operating in hot water the problem is elsewhere. Check the air/fuel delivery.

BOILER SYSTEM DIAGNOSTICS - Pressure Switch

PROBLEM	POSSIBLE CAUSE	SOLUTION
Switch activates when pressure is reached but boiler not firing	Control not flowing through switch	A multimeter can indicate if the proper voltage flows through the boiler side of the switch. If not the switch may not need replaced.
	Switch improperly wired	Switch may be improperly wired for its function.
	Switch bad	If wiring is proper and still no current flow when activated, switch may need replacement.
Switch does not activate	Plunger fouled or stuck	Check pressure plunger to see if it will travel freely. If not, the passage may need cleared.
	Plunger not moving far enough	Check to see if the plunger is traveling far enough to depress the microswitch. Adjust if necessary.

Switch activated manually	Current not flowing through switch	If switch activates manually but boiler does not fire, current may not be flowing through. The switch may need replacing.
	Microswitch not properly adjusted	Microswitch may need readjustment so plunger can trip in.
	Switch bad	Replace switch with another one.
	Problem elsewhere in the system.	If switch works manually and current is flowing properly, the problem is elsewhere. Try other boiler diagnostics.

BOILER SYSTEM DIAGNOSTICS - Vacuum Switch - Optional

PROBLEM	POSSIBLE CAUSE	SOLUTION
Switch activated manually	Improper diaphragm movement	Replace switch if improper diaphragm movement is detected.
	Low water flow	Correct problems related to inadequate water flow.
	Air leak in or punctured diaphragm	Replace vacuum switch if diaphragm shows an air leak or hole.
Switch shows continuity when activated	Problem elsewhere in system	If vacuum switch works properly, continue with other boiler control diagnostics.
Switch does not show continuity when activated	Switch contact bad	Replace switch with another one.

BOILER SYSTEM DIAGNOSTICS - Flow Switch - Optional

PROBLEM	POSSIBLE CAUSE	SOLUTION
Reed switch activates when tested with external magnet	Magnet fouled and will not move	If magnet does not move freely within its housing, remove debris to unstick it.
	Reed switch misadjusted	To adjust it for the flow the system is producing, loosen the reed switch and move it in its
	Magnet is bad	If reed switch activated the boiler when tested with a hand held magnet, the internal magnet may
Reed switch does not activate when tested with external magnet	Reed switch is bad	If reed switch does not activated the boiler when tested with a hand held magnet, the reed switch may need replacement.
	Problem elsewhere in system	See diagnostics listed above.

BOILER SYSTEM DIAGNOSTICS - Thermostat

PROBLEM	POSSIBLE CAUSE	SOLUTION
Thermostat set improperly	Thermostat set too low	Set thermostat properly and ensure connections are not loose or corroded.
Boiler fires when thermostat jumped, but will not fire with thermostat in circuit	Thermostat bad	Replace Thermostat.
Boiler will not fire when thermostat jumped	Problem elsewhere in system	Continue with boiler control diagnostics. If boiler still does not fire, the thermostat may need replaced.

BOILER SYSTEM DIAGNOSTICS - High Temperature Limit

PROBLEM	POSSIBLE CAUSE	SOLUTION
Electrical continuity through switch	Connections loose or corroded	Check connections to high temperature limit switch to ensure that they are not loose or corroded.
	Problem elsewhere in system	If there is continuity through the switch but the boiler still does not fire, there is a problem elsewhere in the system. Continue with boiler control diagnostics.
No continuity through switch	Switch bad	Replace switch.

BOILER SYSTEM DIAGNOSTICS - Low Fuel Shut-Off

PROBLEM	POSSIBLE CAUSE	SOLUTION
Fuel level low	Switch may be operating properly	Add fuel and retest.
Fuel level proper	Level sensor stuck	Check level sensor for proper movement. Clear, repair, or replace sensor assembly.
	Reed switch bad	Check level sensor for proper action. Replace switch if needed.

