

TROUBLESHOOTING FAQ

Q: When I shut down my compressor why can't I restart it right away?

A: The blowdown cycle must be completed before the system will restart.

Q: When I start my compressor it instantly overpressures. Why?

A: The regulator is not sending a signal to the inlet valve. Check regulator.

Q: When I start my compressor I can only build up to about 50 PSI. Why?

A: The regulator is always sending a signal to the inlet valve. Check regulator. The minimum pressure sticking or faulty. Coalescer is plugged check and replace if necessary.

Q: My air compressor system will not work unless I ground a terminal on the bim. Why?

A: Most problems in this area are in the truck ECM or TCM. Have program checked by dealer and consult with Boss Service Department.

Q: Why do I see oil in my air cleaner?

A: Faulty o-ring in inlet valve. Machine shut down under a full load. Machine shut down with service valve open.

Q: My compressor will not go to high speed. What should I do?

A: Check for open service valves on a BCU controlled unit. Check vehicle programming. Check electrical connections. Check relays for speed control.

Q: My compressor slowly builds up air and overpressures. Why?

A: Faulty shaft seal. Faulty inlet valve.

Q: PTO light doesn't come on. Why?

A: Faulty light bulb. Faulty pressure switch on PTO solenoid block. No oil pressure coming from the transmission.

Q: Why is my oil a pinkish color?

A: There is too much moisture in the oil. Change the oil and the filter.

Q: My compressor overheats; what should I do?

A: Check cooling fan. Check cooler fins for plugging. Check thermo valve. Check oil level. Check compressor speed - it may be too fast.

Q: When I turn on my PTO the engine dies. What should I do?

A: Check engine speeds; the engine could be running too slow. Check the compressor, it could be seized up. Check the PTO, it could be seized up.

Q: What should I do when my system does not automatically blow down?

A: Check blowdown valve. Check muffler at blowdown valve. Check pilot line for blockage.

Q: Why is oil coming out of my service valve?

A: Check the oil level, it could be too full. Plugged coalescer. Compressor running too fast. Oil is broken down. Check oil return line. Check check valve on back of compressor.

Q: My fan light on my BCU comes on but the fan doesn't work.

A: The light just indicates that the fan circuit through the sensor is ok, but not necessarily the fan harness.

Q: Why does my fan run when the truck is turned off?

A: Check your Battery Power Input and Battery Ground Input.

Q: When I press the Test Button with the compressor off, nothing happens, why?

A: Test Button only works in Normal Mode. There must be 20 PSI in the system, and the blowdown switch must be closed.

Q: Why does my Oil LED flash?

A: Your oil filter needs to be changed. Once it has been changed, qualified personnel must reset your oil filter in-service time.

Q: I engage the PTO on my Ford Super Duty, but the engine RPM does not elevate. What should I do?

A: Verify the truck is in park, and the parking brake is set. Do not continue to run if engine does not elevate within 7 seconds.

Q: The Hour Meter State Indicator is flashing but my truck is not elevating to high RPM. What should I do?

A: Verify the Speed Control Relay on the BIM board is tripping. If it is, check the wiring from the BIM board to the truck.

Q: When I check the oil with the oil compressor shut off I have a green LED lit, but the compressor shuts down on low oil when I engage it. Why?

A: The oil level in the sump tank lowers when there is air pressure in the system. All the lines that are above the sump tank will drain back to the tank when the system is shut off, giving the impression that there is more oil in the system.