

TROUBLESHOOTING

The information contained in this troubleshooting guide has been compiled from field report data and factory experience. It contains symptoms and usual causes for the described problems; however, do not assume that these are the only problems that may occur. All available data concerning the trouble should be systematically analyzed before undertaking any repairs or component replacement procedures.

A detailed visual inspection is worth performing for almost all problems and may avoid unnecessary additional damage to the machine.

- Check loose wiring.
- Check for damaged piping.
- Check for parts damaged by heat or an electrical short circuit, usually apparent by discoloration or a burnt odor.

Should your problem persist after making the recommended checks, consult your nearest dealer or Boss Industries by calling 219-324-7776 or 800-635-6587.

COMPRESSOR WILL NOT START

- No fuel.
 - o check fuel gauge, add fuel if necessary.
- Plugged fuel filter.
 - o replace the element.
- Low battery voltage.
 - o recharge or replace battery.
 - o loose battery cables, tighten cable.
 - o dirty battery cables, clean thoroughly.
- Plugged air filter
 - o clean or replace the element.
- Defective low oil pressure switch or engine coolant temperature switch.
 - o Check continuity and replace if necessary.
- Faulty circuit breaker.
 - o Check continuity and replace if necessary.
- Faulty fuel solenoid valve.
 - o Check and replace valve.

For any engine problems that may develop, refer to your Engine Operation Manual.

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COMPRESSOR SHUTS DOWN WITH AIR DEMAND PRESENT

- No fuel.
 - o check fuel gauge, add fuel if necessary.
- Engine coolant switch is open or defective.
 - o replace switch.
- Low oil pressure switch is open or defective.
 - o Check oil pressure.
 - o replace switch.
- Cooling airflow is insufficient.
 - o clean radiator.
- Check fan belt tension.
- Check coolant level in radiator.

ENGINE DIES AFTER GOING TO IDLE SPEED

- Idle speed too low.
 - o set idle speed to specification.
- Unloader piston O rings leaking
 - o inspect, replace O rings and lubricate with high temperature grease.
- Partially plugged control system air filter
 - o replace the filter
- Plugged control system air line to compressor unloaders.
 - o inspect, clean or replace.

ENGINE DOES NOT PICK-UP LOAD FROM IDLE TO FULL SPEED. (LABORS OR STALLS)

- Cold engine.
 - o let engine warm up.
- Engine performance below standard.
 - o perform compression check.
- Idle speed too low.
 - o set idle speed to specification.
- Flow control valve open too far.
 - o adjust valve (close).
- Leaking air control line(s) to unloaders.
 - o inspect for leaks and repair.
- Sticking or weak return spring in idle cylinder.
 - o replace cylinder

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ENGINE RACES GOING FROM IDLE TO FULL SPEED. AIR PRESSURE CONTINUES TO DROP.

- Flow control valve.
 - o adjust or clean (open.)
- Unloaders sticking
 - o Clean and lubricate unloaders.

COMPRESSOR WILL NOT BUILD UP FULL DISCHARGE PRESSURE

- Air demand is too great.
- Dirty air filter.
 - o change or clean element if required.
- Pilot valve out of adjustment.
 - o adjust to specification.
- Engine speed too low.
 - o adjust speed to specification.
- Defective pilot valve
 - o replace pilot valve

IMPROPER UNLOADING WITH AN EXCESSIVE PRESSURE BUILDUP CAUSING PRESSURE RELIEF VALVE TO OPEN.

- Pilot valve is set too high.
 - o Readjust to specification.
- Leak in the control system
 - o Check unloader control lines and fittings
- Unloader piston O rings leaking
 - o inspect, replace O rings
- Restriction in the unloader control system.
 - o Check all control lines and components.
- Plugged control system air filter.
 - o Replace air filter.
- Defective pressure relief valve.
 - o Replace pressure relief valve.
- Defective air pressure gauge.
 - o Replace gauge.

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ENGINE OVERHEATING

- Loose or broken fan belt.
 - o tighten or replace belt.
- Dirty radiator core.
 - o clean thoroughly
- Low coolant level.
 - o refill.
- Low oil level.
 - o refill.
- Faulty water pump.
 - o replace pump.
- Plugged radiator tubes.
 - o clean thoroughly

ENGINE – COMPRESSOR CYCLES TOO FREQUENTLY

- Leaking pilot valve.
 - o Repair or replace.
- Leaking air control lines or fittings.
 - o Check for leaks, repair or replace.
- Leaking air lines or service valves.
 - o Check for leaks, repair or replace.
- Leaking compressor valve.
 - o Check for valve leak – see leak test procedure.

COMPRESSED AIR TOO HOT

- Engine speed.
 - o Set speed to specification.
- Air pressure too high.
 - o Adjust pilot valve.
- Compressor aftercooler dirty.
 - o Clean aftercooler.
- Leaking compressor valves.
 - o Check for valve leak – see leak test procedure.

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OIL BLOWING OUT OF OIL DIPSTICK TUBE

- Too much oil in crankcase.
 - o Check and correct.
- Defective PVC valve or system.
 - o Check and correct.
- Stuck or worn-out piston rings.
 - o Take engine compression, check and repair.
- Leaking compressor valves.
 - o Check for valve leak – see leak test procedure.