

## COASTAL TROUBLE SHOOTING FLOW CHART

CONTROL BOX	PUMP	MOTOR	SPRAY NOZZLES
<p><b>&gt; NO LIGHTS / NO RESPONSE</b></p> <ul style="list-style-type: none"> <li>∞Check GFCI and re-set</li> <li>∞Check On Board Circuit Breaker and re-set</li> <li>∞Check / Replace circuit board fuse</li> </ul> <p><b>&gt; TANK STILL FULL FROM LAST VISIT</b></p> <ul style="list-style-type: none"> <li>∞Check and reset ALL circuit breakers</li> <li>∞Check that system is still in 'ON' mode</li> <li>∞Check current time on clock and verify it is still running. If not, the clock should be replaced</li> </ul> <p><b>&gt; REMOTE IS NOT WORKING</b></p> <ul style="list-style-type: none"> <li>∞Check that system mode set to 'ON'</li> <li>∞Check Antenna is connected tight and no breaks in antenna</li> <li>∞Remote battery may need to be changed for new one</li> </ul> <p><b>&gt;THE TIME ON THE CLOCK DOES NOT MATCH THE CURRENT TIME.</b></p> <ul style="list-style-type: none"> <li>∞It is possible the System has been without power for too long. Ensure the system is in ON MODE and reset clock. Ensure the power stays on at least 24 hours to recharge the battery.</li> </ul>	<p><b>&gt; MOTOR AND PUMP FIRE UP BUT DOES NOT PRESSURE UP</b></p> <ul style="list-style-type: none"> <li>∞Ensure the Pick-Up Filter is clean</li> <li>Check hose to pump from tank is tight</li> <li>∞Remove the 1/4" hose that delivers fluid to the nozzles. Step out of the way and turn the pump on to see if fluid shoots out.</li> <li>Replace hose to manifold and see if nozzles spray now.</li> <li>∞Check the pump by putting hand on brass pump, if it starts to warm up while system is running, it is bad pump</li> <li>∞NOTE: If pump does fail and is replaced, you should also change the manifold check valve.</li> <li>The pump going bad can put trash in the check valve and ruin it.</li> </ul>	<p><b>&gt; LIGHTS ARE ON BUT MOTOR DOES NOT FIRE</b></p> <ul style="list-style-type: none"> <li>∞Most likely the TRACE circuit needs repair</li> <li>∞Bring Control Box to office for repair</li> <li>∞NOTE: As a normal practice, The Motor is the last piece of equipment to stop working. It can happen, so be aware.</li> <li>∞Tune your ear to recognize the smooth hummm when the motor is set up properly. This will help to identify when the motor is healthy.</li> </ul> <p><b>&gt;MOTOR SHUTS OFF AFTER RUNNING FOR ONLY A FEW SECONDS.</b></p> <ul style="list-style-type: none"> <li>∞This situation occurs most likely because the system pressure is set too high. Adjust the pressure by loosening the NEEDLE VALVE adjustment nut to reduce the pressure. Restart the system and tighten the NEEDLE VALVE and bring to proper pressure slowly.</li> </ul>	<p><b>&gt;SYSTEM RUNS W/ PRESSURE, NO SPRAY FROM NOZZLES</b></p> <ul style="list-style-type: none"> <li>∞Debris in the nozzle tip can block the spray.</li> <li>Replace a no spraying nozzle tip with a new spray tip. If it sprays, the with the new tip, clean or replace the existing spray tips.</li> <li>∞A cut in the tubing or a loose tube to nozzle fitting can cause this problem.</li> <li>All connections have to be tight and properly seated to maintain the vacuum within the system. Check all connections.</li> </ul> <p><b>&gt;THE MOTOR SURGES FAST AND SLOW</b></p> <ul style="list-style-type: none"> <li>∞The NEEDLE VALVE on pump assembly my be turned too tight inward. Loosen the adjustment nut on the NEEDLE VALVE outward to reduce the pressure and then tighten slowly to bring the pressure up slowly to 200 psi.</li> </ul>

