

GENERAL TROUBLESHOOTING

STEP 1: ENSURE THERE IS AIR PRESSURE TO THE SYSTEM

STEP 2: TURN OFF AIR, DRAIN SYSTEM (PULL SEAL LINE), REPLUG SEAL LINE, TURN AIR ON AND TRY AGAIN. IF SYSTEM STILL DOES NOT WORK, PROCEED TO NEXT STEP



PROBLEM: IF KNOB IS PULLED AND COVER DOES NOT OPEN

- IS VACUUM OPERATING? (AIR FLOWING NOISE INSIDE BOX)
 - IF YES.....SYSTEM ISN'T MEETING VACUUM REQUIREMENT.
 1. PLUG SEAL LINE TO SEE IF VACUUM STOPS, IF STOPS, YOU HAVE A LEAKY SYSTEM
 2. CHECK FOR LEAKS IN LINE, SEAL, AND FITTINGS ON SEAL LINE
 3. POTENTIAL INSUFFICIENT AIR TO CREATE REQUIRED VACUUM (SYSTEM REQUIRES 70 PSI)
 4. IF THESE 2 AREN'T THE ISSUE, THERE COULD BE AN INTERNAL VALVE PROBLEM
 - IF NO.....
 1. SHUT OFF AIR, DRAIN SYSTEM, UNHOOK CYLINDER LINES AT BOX AND CHECK CONDITION OF LID ON TOP OF TRUCK (LID SHOULD BE FREE TO MOVE BY HAND THROUGH FULL RANGE OF MOTION)
 2. IF LID IS FREE, REHOOK LINES EXCEPT FOR ROD (RED), TURN ON AIR, PULL KNOB, IF AIR IS BLOWING FROM "ROD" HOLE, VALVE IS WORKING PROPERLY, REATTACH ROD LINE
 3. SHUT OFF AIR, DRAIN SYSTEM, UNHOOK 1 END OF CYLINDER, RE-ENERGIZE SYSTEM AND CHECK FOR PROPER CYLINDER OPERATION
 4. IF THESE STEPS DO NOT RESOLVE THE ISSUE, THERE MAY BE AN INTERNAL VALVE PROBLEM



PROBLEM: IF KNOB IS PUSHED AND COVER DOES NOT CLOSE

- SAME AS ABOVE INSTRUCTIONS EXCEPT THE "BASE" AIR LINE SHOULD BE ENERGIZED INSTEAD OF THE "ROD"



PROBLEM: IF THE COVER CLOSES, BUT SEAL DOES NOT SHOW INFLATION

1. TRY CYCLING THE SYSTEM
2. SHUT OFF AIR, DRAIN SYSTEM, INSPECT COVER TO ENSURE IT IS FULLY CLOSED
3. WITH BUTTON IN CLOSED POSITION, REMOVE EOS LINE, THERE SHOULD BE AIR PRESSURE FROM THE CYLINDER EOS BLOWING INTO BOX (EOS LINE FROM CYLINDER MAY NOT BE WORKING PROPERLY)
4. IF EOS IS WORKING, CHECK SEAL LINE FOR PRESSURE (AIR SHOULD BE COMING OUT OF SEAL LINE @ ~40 PSI, IF IT IS, THE SYSTEM IS WORKING AND INDICATOR MAY HAVE FAILED)
5. IF THE EOS IS WORKING AND THERE IS NO PRESSURE ON THE SEAL LINE, THERE MAY BE AN INTERNAL VALVE PROBLEM



TROUBLESHOOTING GUIDE FOR PIVOTAL EDGE 2012 VALVE



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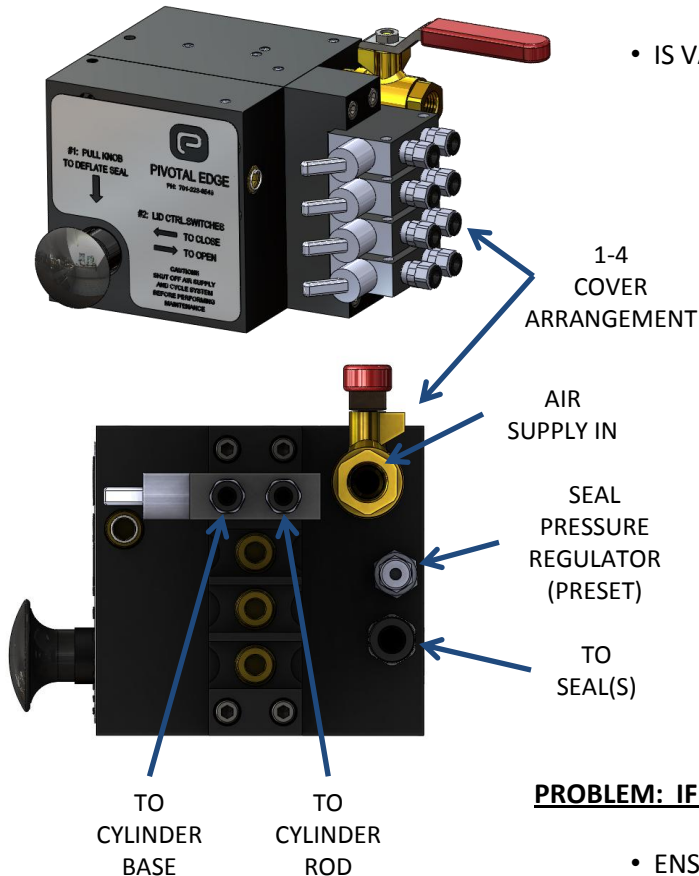
PROBLEM: IF KNOB IS PULLED AND CONTROL VALVE IS FLIPPED TO “OPEN” AND COVER DOESN’T OPEN

- IS VACUUM OPERATING? (AIR FLOWING NOISE INSIDE VALVE)

- IF YES.....SYSTEM ISN’T MEETING VACUUM REQUIREMENT. THIS VALVE DISABLES AIR TO CYLINDER CONTROL VALVES UNTIL VACUUM IS SATISFIED
 1. PLUG SEAL LINE TO SEE IF VACUUM STOPS, IF STOPS, YOU HAVE A LEAKY SYSTEM
 2. CHECK FOR LEAKS IN LINE, SEAL, AND FITTINGS ON SEAL LINE
 3. POTENTIAL INSUFFICIENT AIR TO CREATE REQUIRED VACUUM (SYSTEM REQUIRES 70 PSI)
 4. IF THESE 2 AREN’T THE ISSUE, THERE COULD BE AN INTERNAL VALVE PROBLEM

- IF NO.....

1. SHUT OFF AIR, DRAIN SYSTEM, UNHOOK CYLINDER LINES AT VALVE AND CHECK CONDITION OF LID ON TOP OF TRUCK (LID SHOULD BE FREE TO MOVE BY HAND THROUGH FULL RANGE OF MOTION)
2. IF LID IS FREE, REHOOK LINES EXCEPT FOR ROD (REAR CONNECTION), TURN ON AIR, PULL KNOB, FLIP VALVE TO “OPEN”, IF AIR IS BLOWING FROM “ROD” HOLE, VALVE IS WORKING PROPERLY, REATTACH ROD LINE
3. SHUT OFF AIR, DRAIN SYSTEM, UNHOOK 1 END OF CYLINDER, RE-ENERGIZE SYSTEM AND CHECK FOR PROPER CYLINDER OPERATION
4. IF THESE STEPS DO NOT RESOLVE THE ISSUE, THERE MAY BE AN INTERNAL VALVE PROBLEM



PROBLEM: IF CONTROL VALVE IS FLIPPED TO “CLOSE” AND COVER DOES NOT CLOSE

- ENSURE KNOB IS PULLED PUTTING SEAL IN THE DEFLATED CONDITION,
- REFER TO OPENING INSTRUCTIONS ABOVE EXCEPT THE CONTROL VALVE SHOULD BE FLIPPED TO THE “CLOSE” POSITION, AND “BASE” AIR LINE SHOULD BE ENERGIZED INSTEAD OF THE “ROD” ON CLOSING