



Troubleshooting Grease Jockey® Air-Operated Pump System

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SECTION 1 TROUBLESHOOTING

1.1 TOO MUCH GREASE AT ALL POINTS

- a. Timer is set to cycle pump too frequently. Reset timer to longer pause time (e.g. from 2 to 3 hours).

1.2 TOO MUCH GREASE AT SOME POINTS

- a. Meters are not sized properly for application. Remove meter and replace with properly sized meter or remove sizing washers per bulletin L00003.
- b. Meters are defective (leaking through). Replace meters as required.

1.3 TOO LITTLE GREASE AT SOME POINTS

- a. Meters are not sized properly for application. Remove meter and replace with properly sized meter or add sizing washers per bulletin L00003.
- b. Fittings at lube points are broken. Replace fittings.
- c. Secondary tube has come loose from fitting or meter. Reattach tube.
- d. Secondary tubes is broken or worn through. Repair or replace tubes as required.
- e. Check for air trapped in main lines to modules. Follow Bleed Procedure in section 3 of this document.

1.4 TOO LITTLE GREASE AT ALL POINTS

- a. Timer is set to cycle too infrequently. Reset timer to shorter pause time (e.g. from 3 to 2 hours).

1.5 NO SIGNS OF FRESH GREASE AT ALL POINTS

- 1.5.1 Make sure the reservoir contains an adequate supply of air free grease.
 - a. If there is a sufficient supply of grease, check to make sure you are using the proper type of grease.
 - 1. Grease should be "0" or "00" grade. If not, remove grease from reservoir, clean thoroughly and replace with correct grease. Follow purge procedure in section 3 of this document. See bulletin L00002 for grease requirements.
 - b. If there is no grease present, refill with proper grease.
- 1.5.2 If pump has grease. Check to see if pump is cycling properly.
 - a. Turn Ignition switch to ON. Put timer in TEST mode and push Manual Run button on timer. Pump should cycle every 45 seconds.
 - b. If pump does not cycle.
 - 1. Verify air pressure is at least 100 psi at solenoid.
 - Check air line to pump.
 - If line is broken – repair or replace air line.

2. Check timer per instructions in section 2 of this document.
3. Check solenoid. With timer in TEST mode, solenoid should be cycling ON for 45 seconds and OFF for 15 seconds. Air should be heard as solenoid cycles to OFF.

- Make sure nothing is connected to the barbed elbow. This is the air exhaust port. See Figure 1 (new style).

- b. Disconnect electrical connector and check internal resistance of solenoid valve. Value should be approximately 20 ohms. Reconnect if okay. If bad, replace with solenoid part number 557932 (550-250-266).

1.5.3 If the pump cycles, but does not discharge grease:

- a. Check output at pump.
 1. Remove main line tube from front of pump. As pump cycles, grease should be seen coming from this outlet. Reconnect line if okay.

2. If no grease is seen coming from this outlet during cycling, the pump may be in need of rebuild. Part number 563762 (550-400-792) contains various seals, springs, and a new diaphragm for rebuilding air operated pumps. See Pump Rebuild Instructions enclosed with kit.

1.5.4 Pump discharges grease.

- a. If there is a excessive amount of grease somewhere around the vehicle.
 1. Check for mainline breakage around vehicle – repair or replace main line section. All grease will exit from a broken main line due to pressure required to fire meters. A broken main line is the path of least resistance.
 2. Check tightness of meters and plugs on manifolds. Tighten as required.
- c. If there is no excess grease, check for air trapped in lines. Follow Bleed Procedure in section 3 of this document.

SECTION 2

CHECKING TIMER OPERATION

2.1 CHECKING TIMER OPERATION

- a. Check fuses in wiring to timer. There are two (2) 5-amp fuses in a standard setup, one in orange memory wire and one in red ignition wire. See Figure 2 for wiring diagram.
- b. Check input voltage to the orange memory wire. Voltage should be 12 volts. If not, check for broken wires. If damaged, repair or replace with new timer harness, part number 557929 (550-250-120).
- c. Turn ignition switch to ON.
 1. Check input voltage to the red ignition wire. Voltage should be 12 volts. If not, check for broken wires. Repair or replace as required.
 2. Turn timer to TEST position and press MANUAL RUN button. See Figure 3.
 - Check output voltage across the output load wires (blue and yellow at the timer harness connector, black and white at the solenoid

connector). Voltage should cycle 12 volts in the ON cycle (approximately 45 seconds) and about 2 volts in the OFF cycle (approx 15 seconds).

CAUTION

DO NOT CHECK ANY LOAD WIRES TO GROUND. THIS COULD DAMAGE THE TIMER.

- Check the wires at the solenoid valve. Wires are black and white at the solenoid. If voltage is not present, check for broken or grounded wires between the timer and solenoid valve. If damaged, repair or replace with new solenoid harness, part number 563642 (550-250-140).
- If timer voltages and resistance values are not correct, the timer should be replaced. Replacement timer is part number 557926 (550-200-081).

Figure 2

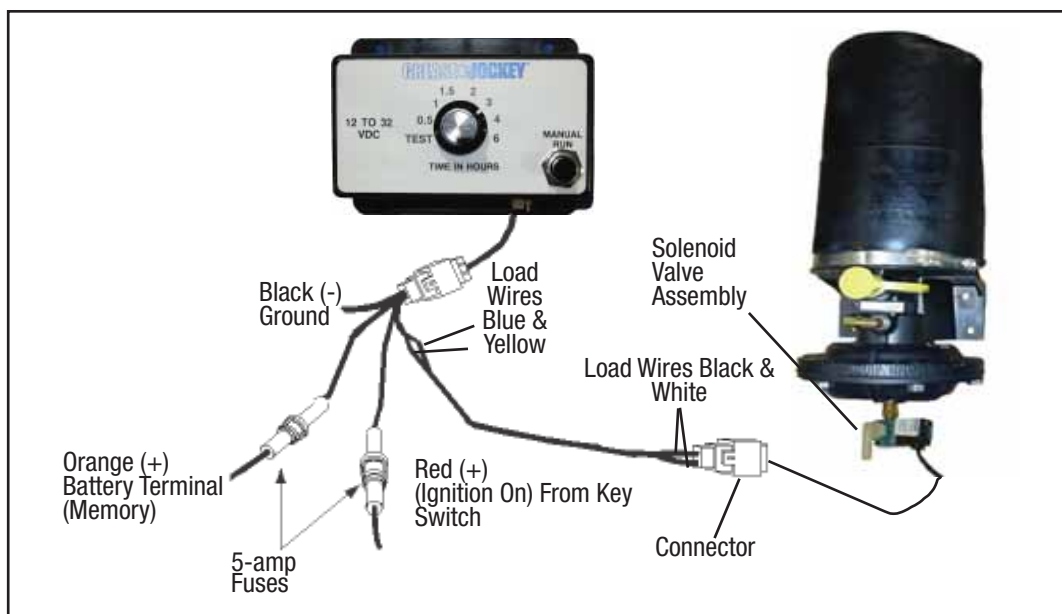


Figure 3



SECTION 3

BLEEDING MAINLINES AND MANIFOLDS

3.1 BLEEDING MAINLINES AND MANIFOLDS

- Remove upper, lower and stem plugs from all manifolds. Do not remove any side meter outlet plugs. See figure 4.
- Begin cycling of pump in TEST mode (Ignition to ON, timer to TEST, Press MANUAL RUN). Monitor the closest outlets where grease could flow from the manifolds. Grease should begin to flow from the manifold nearest the pump as grease is pumped through the main lines.
- When grease flows without air, replace plugs to that manifold from lowest toward top end.
- Proceed to next manifolds in line and again watch for grease to flow.
- Continue to all manifolds in system, in turn, until the last manifold is purged.
- When completed, all air should have been successfully removed from the system.
- Continue cycling pump for several minutes to ensure grease is getting to all lube points.

NOTES

- Any tube nut can be removed and reconnected up to eight times. To reattach, hand tighten up to original make-up position plus 1/16 turn to seat ferrule.
- Mainlines (5/16") require use of brass inserts for tube nuts and ferrules to seat properly. New nuts/ferrules for 5/16" tube are part number 556666 (435-702-503). Inserts for 5/16" tubing are part number 557963 (550-402-330), package of 20.
- Secondary 3/16" tubes do not require inserts. If nuts are cut off, replacement nut/ferrules are part number 556660 (435-702-340).

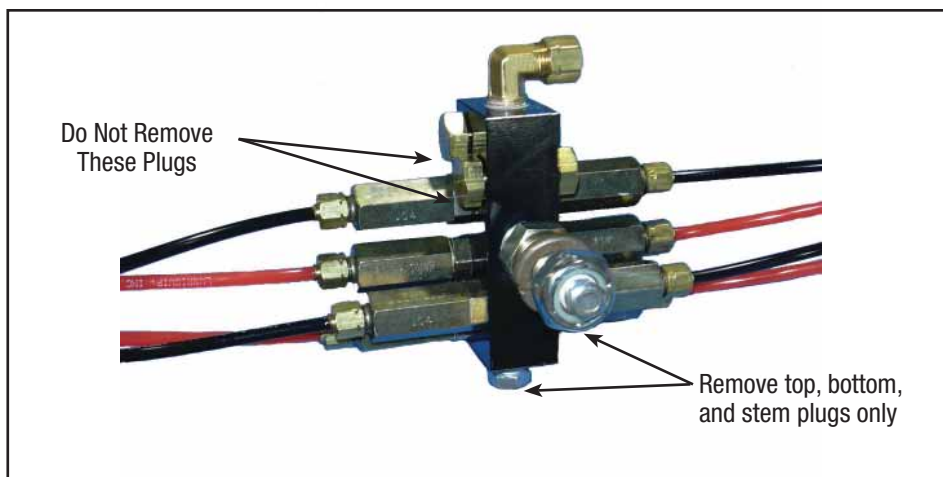


Figure 4

All written and visual data contained in this document are based on the latest product information available at the time of publication. Graco reserves the right to make changes at any time without notice.

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