MANCHESTER TANK AUTOMOTIVE LP GAS CYLINDERS
TROUBLE SHOOTING GUIDE

Note: Never remove a valve or gauge without approval from Manchester Tank. Please refer to *Manchester Tank Warranty Procedures.*

Automatic Fill Limiter (AFL) Device

CYLINDER WILL NOT FILL (INITIAL FILL TEST)	1). Remote Filler is jammed. 2). Remote Filler rubber seal is missing. 3). Kink in fill line. 4). Cylinder containing compressed air. 5). AFL valve fitted incorrectly. 6). AFL valve is faulty.	• Test the flow with compressed air. • Filling guns will not fill. Fit rubber seal. • Check hose running from remote filler to AFL. • Remove lock off solenoid and slowly open Service valve tap. • Check orientation - contact manufacturer. • Check and replace. Notify manufacturer.
CYLINDER WILL NOT FILL (DURING SERVICE)	1). AFL not functioning. 2). Temperature / Pressure in cylinder greater than pump.	• Check above points. • Allow time to cool.
OVERFILLING	1). Mounting of cylinder at incorrect orientation. 2). AFL Wire bent incorrectly. 3). Incorrect AFL Valve fitted.	• Check manufacturers specifications for orientation. • Check float wire against templates supplied. • Contact manufacturer.
UNDERFILLING	As above.	
VARYING FILL LEVEL	1). Vehicle not sitting level when filling. 2). Vehicle being rocked during filling. 3). Differences in gas mixure. 4). Temparture and time of day. 5). Temperature of the tank.	• Towing Caravan or trailer / heavily loaded with luggage? • Vehicle needs to be steady so the float will not bounce. • Mixture of butane and propane can vary between stations. • Tank Pressure maybe higher than the pump working pressure. • Tank Pressure maybe higher than the pump working pressure.
BACK CHECK ON AFL VALVE FAILING	1). Rubber from filler hose jammed in poppet. 2). Faulty check in AFL.	• Check and remove rubber. • Replace AFL valve. Notify manufacturer.

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Contents Level Gauge

GAUGE READING EMPTY	1). Float wire damaged or bent, touching the cylinder wall. 2). Sender jammed. 3). Axle dislodged and float wire disconnected. 4). Float arm damaged. 5). Temperature of the cylinder too hot.	• Remove and check against templates supplied. • Remove access. Notify manufacturer. • Replace Level Gauge. • Replace Level Gauge. • Float buoyancy effected. Wait for tank to cool and re-check.
GAUGE READING INTERMITTENTLY	1). Float wire bent. 2). Faulty sender Unit.	• Remove and check against templates supplied. • Replace Sender Unit. Notify manufacturer.
SENDER DAMAGED	*See Sender troubleshooting guide.*	

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Service Valve

METHOD FOR INITIAL SERVICE LINE PRIMING	Set the Service tap knob so that it is only on 1/4 to 1/2 of a turn from its sealed closed position and allow the line to slowly prime. This will slowly build pressure in the lines and prevent the Excess flow valve activating. Once the vehicle is running on gas, open the Service Tap fully. When there is no pressure in the lines and the Service tap is opened fully, the gas will flow through is a sudden rush that will activate the Excess flow valve.	
INTERMITTENT DELIVERY	1). Insufficient LPG in tank. 2). Electrical Gas lock off solenoid not operating correctly. 3). Voltage drop to rear solenoid. 4). Faulty safety signal pickup, connections or operation. 5). Thread tape or sealant in lines & filters. 6). Valve freezing. 7). Damaged service line.	• Re-fill and check. • Replace solenoid. Notify manufacturer. • Check electrical wires and connections • Check electrical wires and connections • Check and clean filter. • Check for partial blockage. • Filter fitted upside down. • Safety switch problem. • Excess flow valve not reset. (see below). • Check and replace if damaged.
NO DELIVERY	1). Insufficient LPG in tank. 2). Service Tap closed. 3). Electrical gas lock off solenoids not operating correctly. 4). Pick up tube not fitted correctly. 5). Thread tape or sealant in lines & filters. 6). Excess flow valve activated. 7). Damaged service line.	• Re-fill and check. • Check and open tap slowly. • Replace solenoid. Notify manufacturer. • Remove Service valve and check pick up tube. • Check and clean filter. • Reset Excess flow valve (see below). • Check and replace if damaged.
RESETTING THE EXCESS FLOW VALVE	In the event the excess flow valve not automatically resetting, and after determining the possible cause and rectification has been completed, close the service tap tightly and wait up to serveral minutes the pressure to equalize. Then open the service tap 1/4 to 1/2 a turn and carry out the *Method for Initial Service Line Priming* sequence as above.	

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Sender Unit

DASH GAUGE ALWAYS READS EMPTY	1). Gauge signal wire is earthed 2). Faulty sender Unit. 3). Faulty Dash Gauge. 4). Level arm damaged	• Check wiring and connections • Replace Sender. Notify manufacturer. • Replace Gauge. Notify manufacturer. • Check arm against templates supplied.
DASH GAUGE ALWAYS READS FULL	1). Gauge signal wire is broken of poorly connected. 2). Faulty sender Unit. 3). Faulty Dash Gauge. 4). Level arm damaged	• Check wiring and connections • Replace Sender. Notify manufacturer. • Replace Gauge. Notify manufacturer. • Check arm against templates supplied.
GAUGE READS INTERMITTANTLY	1). Faulty or dirty connections 2). Intermittent power supply to the dash.	• Check wiring and connections • Check wiring and connections
SENDER IS OPEN CIRCUIT	1). Sender board burnt due to over supply of voltage.	• Check for fault and replace Sender Unit.
SENDER ONLY GIVES ONE READING	1). Faulty Sender.	• Replace Sender. Notify manufacturer.