## Troubleshooting

SYMPTOM	POSSIBLE CAUSES	CORRECTIVE ACTION
PRESSURE WASHER WILL NOT RUN	Pump switch in OFF position	Place switch in ON position.
	Power supply disconnected	Connect power supply.
	Fuse blown or circuit breaker tripped in electrical supply line	Replace fuse or reset circuit breaker. Use only circuits of adequate capacity.
	Motor circuit overload tripped	Allow sufficient time for motor to cool down. Place pump switch in ON position.
PRESSURE WASHER RUNS BUT WON'T SPRAY	Trigger of trigger gun released	Squeeze trigger.
	Water supply not turned on	Open water supply valve.
	Clogged pressure nozzle	Clean pressure nozzle opening.
	Inlet water screen clogged	Check screen and clean if necessary.
	Pump sucking air	Fill the detergent container and check for loose hose clamps or fittings.
LOW SPRAY PRESSURE AT NOZZLE	Inadequate water supply	Fully open faucet. Check for kinked or damaged hose. Use 5/8" minimum hose. Check for debris clogging inlet screen.
	Partially clogged or damaged pressure nozzle	Clean or replace.
	Air being drawn through detergent inlet line	Refill detergent container. Ensure that pick-up screen is fully immersed.
UNEVEN SPRAY PATTERN	Partially clogged or damaged pressure nozzle	Clean or replace.
PRESSURE WASHER WILL NOT PRODUCE HOT WATER	Burner switch in OFF position	Place switch in ON position.
	Gas valve switch in OFF position	Place switch in ON position.
	Inadequate fuel supply	Check fuel supply.
	Pump switch turned off	Pump must be running before burner will light.

SYMPTOM	POSSIBLE CAUSES	CORRECTIVE ACTION
PRESSURE	Inadequate water supply	Fully open faucet. Check for kinked or damaged hose. Use 5/8" minimum hose. Check for debris clogging inlet screen.
WASHER WILL NOT PRODUCE HOT WATER (CONTINUED)	Trigger of trigger gun released	Squeeze trigger. Water must be spraying for burner to light.
	Thermostat set too low, or defective	Raise thermostat setting. Replace if defective.
	Manual gas valve not open	Turn ON gas valve.
	Defective gas valve	Replace gas valve.
POOR OR NO DETERGENT FLOW	Inadequate detergent supply	Refill detergent container. Ensure that pick-up screen is fully immersed.
	Detergent screen or hose clogged	Clean. Always start with a clean detergent container.
	Clogged detergent injector check valve	Clean check valve at detergent injector.
	Improper detergent concentration or mixing	Mix detergent per manufacturer's instructions. Ensure that powdered detergents are fully dissolved.
POOR CLEANING	Wrong detergent for the application	Select appropriate detergent.
	Rinsing with hot water	A final rinse with cold water will reduce water spotting.
	Detergent valve not opening	Check that handle or knob is not slipping on shaft.
UNLOADER	Air in system	Open and close trigger gun several times.
CYCLES WHEN TRIGGER GUN IS OPENED OR CLOSED	Unloader defective	Replace if defective.
	Water leak between unloader valve and trigger gun	Check fittings, hose and trigger gun for leaks. Repair or replace.
BURNER SMOKES OR HAS OBNOXIOUS ODOR	Stack restriction	See Venting under Installation.
PRESSURE RELIEF VALVE LEAKING	Excessive pressure due to defective unloader valve	Replace unloader valve.
	Defective relief valve	Replace relief valve.
	Dirty relief valve	Clean relief valve seat

## **Burner Troubleshooting**

PROBLEM	POSSIBLE CAUSE	SOLUTION
	Faulty main valve coil in the gas valve	Set test meter to 24 volt scale.
	Faulty ignitor/sensor and/or its wiring	With pilot flame on ignitor/sensor, probe terminals MV and MV/PV on the ignition control unit. If you read 24 volts here, but not at the gas valve, there is a loose wiring connection. Repair or replace as needed.
	Ground wire not attached to machine chassis	If you do read 24 volts at MV and MV/PV and the pilot flame is impinging on the ignitor/sensor rod, the problems may be:
HAVE PILOT FLAME,	Faulty ignition control unit	a. Faulty ignitor/sensor and/or its wiring.
NOT TURN ON		b. Faulty ignition control unit.
		Set test meter to the ohm scale. Turn burner switch off.
		Check continuity through the green ground wire and its connections.
		Reconnect the ignitor/sensor wire and the ground wire.
		Turn burner switch on. With the pilot burning and the flame on the ignitor/sensor rod, the main burner should turn on. If it does not, replace the ignition control unit.
SHORT-CYCLING OF MAIN BURNER. MAIN BURNER TURNS OFF BEFORE THE BURNER SWITCH OR FLOW SWITCH IS TURNED OFF	Draft condition pulls flame from ignitor/sensor rod.	Check the thermostat by bypassing at terminals P1 & 1.
		Set thermostat high. With main burner on, observe the pilot flame impingement on the ignitor/sensor.
	Faulty thermostat or water temperature is too high	If pilot flame is small and draft condition pulls flame from ignitor sensor rod, the burner will turn off and then on again. a. Adjust pilot flame higher or clean pilot oriface. b. Bend ignitor/sensor rod closer to pilot flame.
		If flame impingement on the ignitor/sensor is stable and the system short-cycles, check the limit switch.
		Set test meter to 110 volt scale; a. When the system cycles off, probe the switch terminals of the limit switch. b. If you read 24V accross the switch terminals the limit switch is open. Replace the limit switch.
		A pilot flame set too high will also cause burner to short cycle. Pilot flame lifts over ignitor/sensor.

PROBLEM	POSSIBLE CAUSE	SOLUTION
FLOW & BURNER SWITCH ON; NO SPARK, NO PILOT GAS	A. No main power B. Faulty transformer	With power switch on, open trigger on spray gun and set your test meter to the 24 volt scale. Probe terminals 24V and 24V(GND). If you do not read 24 volts, the problem is not the ignition system.
	C. Faulty burner & flow switch	Perform normal system checks of main power, transformer, thermostat and the limit control. If you do read 24 volts at TH and GND, the problem is in the ignition system. Check for loose or defective wiring. If wiring is good, replace the ignition control
	D. Faulty ignition control unit	unit.
	Main gas supply turned off	Set test meter to 24 volt scale.
		1. Be sure main gas valve (gas cock or selector arm) is turned on.
HAVE SPARK, NO PILOT GAS FLOW		2. With gas on and system sparking, probe terminals PV and 24V(GND). If pilot gas does not flow with 24 volts at these terminals, replace gas valve.
		3. Probe terminals PV and MV/PV. If 24 volts not present, replace ignition control box.
	A. Defective ignitor/ sensor and or its wiring	Set test meter to ohm scale.
HAVE PILOT GAS, NO SPARK		1. Disconnect the wire from the IGN terminal on the ignition control unit.
	B. Faulty ignition control unit	2. Touch one meter probe to the tip of the ignitor/ sensor rod in the pilot. Touch the other probe to the quick connect at the other end of ignitor/sensor wire.
		3. If you have continuity from the tip of the ignitor/ sensor rod to the connector and no spark, replace the ignition control unit.
		4. If you do not have continuity through wire and the ignitor/sensor, check for a loose wire connection in the wire. Repair as needed.
		5. Check to see if spark shorts to burner ring through a cut in the ignitor wire.

## IMPORTANT

If the pressure washer demonstrates other symptoms or the corrective actions listed do not correct the problem, contact the local authorized Hotsy Service Center. The Hotsy Service Center can be identified by visiting **www.hotsy.com**.

When ordering from your dealer, please provide the following:				
Model Number: _		Release:		
Machine Serial Number:				
Component Part Number:				
Description:				
GAS-FIRED SERIES OPTIONAL EQUIPMENT 835526 Draft Diverter, 8"				