

# IMPORTANT - Please read this BEFORE you install this product!

## METER AND VALVE PROBLEMS DUE TO ULTRA-LOW-SULFUR DIESEL (ULSD) DEBRIS

Are you installing any of the following items in a diesel dispenser?

- Remanufactured Gilbarco® Ecometer®
- Remanufactured Wayne® Xflo® meter
- Remanufactured solenoid (flow control) valve

Has the diesel dispenser recently shown any of the following symptoms?

- There is trickle flow (fast dripping or a steady stream from nozzle) when the dispenser is authorized and the nozzle is open, but no money or gallons are displayed/counting?
- In prepay mode, the money display passes the “stop” point and continues to count steadily without stopping?
- There is full flow for a short time, then flow drops to trickle flow or no flow for no apparent reason?
- The meter was recently replaced, and the dispenser is now jammed again like it was with the previous meter.
- If the meter has been removed, it appears to be jammed.

If so, you need to inspect the components on the supply side of the meter and/or valve:

- Supply piping: Are there rust nodules or corrosion scale attached to the inside of the pipe? When you wipe your finger inside the pipe, can you easily loosen chunks of material?
- Spin-on-filter or strainer basket: Are there rust nodules or flakes visible that resemble “coffee grounds”?
- Is there debris visible in or on the defective component being removed?

If any of these symptoms or conditions are present, DO NOT INSTALL a replacement meter or valve! The existing equipment may have been damaged by corrosive (acidic) material produced from contaminated fuel. This condition is particularly prevalent with Ultra-Low-Sulfur Diesel (ULSD). The product piping and equipment must be thoroughly inspected and repaired or replaced before a new meter or valve can be installed. The valves and meters listed above have a low tolerance for ingested debris. A single rust nodule or strand of strainer mesh can jam or damage a meter or valve.

*If PMP receives a meter or valve requesting warranty consideration, we will assess a refurbishing charge if it is determined that contaminated-fuel-related debris has damaged the device.*

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There can also be other reasons for no flow or slow flow:

- Bad driver board
- Clogged filter/strainer
- No fuel in tank
- Defective hose breakaway
- Other solid debris has gotten into the valve or meter: metal chips, pipe dope, fabric strands
- Pulser is defective or not plugged in correctly - prevents proper display

Following are examples of ULSD debris in meters and valves:



Xflo® meter



Close-up with head removed showing ULSD debris



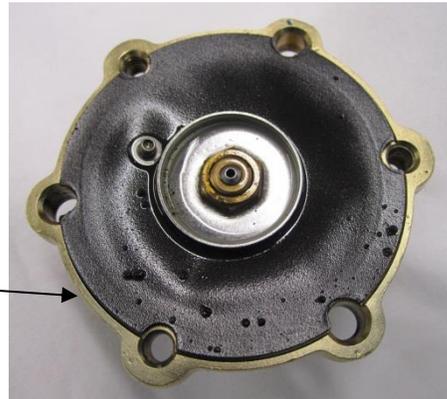
Ecometer®



Close-up with end cap removed showing ULSD debris



Proportional valve



Close-up of valve diaphragm showing ULSD debris



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