

- a- Remove multivalve from fuel tank and use caution when inspecting all circuits and make sure no power wires touch the fuel tank causing a short. Place the multivalve so that testing can be performed while out of tank.
- b- Verify 12v power at brown wire of Fill solenoid.
- c- Verify Ground at blue wire of 80% sensor and body of pressure switch.
- d- Provide a ground to the green circuit at the (pressure switch) and listen for a click sound from fill solenoid.
- e- If solenoid clicks then remove ground and listen for the solenoid to click after 2 minutes. This will indicate the circuits are working properly.
- f- If the solenoid does not click this may be due to one of the following. A connector pin fit concern, faulty solenoid or 80% fill sensor.
- g- Provide a ground to the black lead at fill solenoid and listen for a click sound. The fill solenoid should click when grounded then click when ground is removed.
- h- If the solenoid does not click confirm power to the solenoid on brown circuit and replace solenoid if power is present.
- i- If the fill solenoid tested ok then the pressure switch is suspect or the mechanical part of fill valve is defective.
- j- The pressure switch can be tested with shop air or nitrogen; this can be performed by adapting a fitting to fill hose so that pressure greater than 10 psi can be applied. Then check for ground at green lead of pressure switch. If ground is present then check for ground at black lead of fill solenoid to confirm 80% sensor is working.
- k- If the pressure switch and 80% sensor test ok and there is still a no fill condition it is recommended to replace the multivalve as the concern is with the mechanical part of multivalve.
- l- Please review picture on next page for reference to wiring diagram for 80% sensor.

