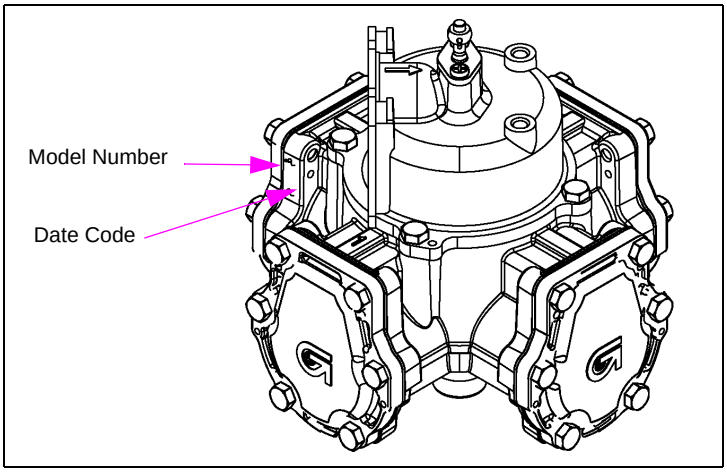
The C+ meter is electronically calibrated. C+ meters for the Encore 300 are not shipped calibrated from factory and precise calibration must be performed at start-up. Encore 500 and Eclipse units built after December 2002 are shipped with initial factory calibration. An error message is displayed if calibration at start-up is not completed. Meter calibration must always be verified at start-up.

Figure 7-25: C+Meter Date and Model Code Location



Service Tips

- Purge air from the system before performing calibration. Air in the system will affect accuracy of the calibration. Refer to “Purging Air from the System” on page 7-7 for details.
- Place the approved pan under the meter during repair to collect residual fuel.
- Replacing the top quad ring requires use of a special tool that is included with the replacement seal kit. This tool protects the new seal during installation over the drive pin cross hole in the shaft.
- Usually, it is not cost effective to rebuild a meter. If the meter exhibits problems, install a new meter.
- Remove and replace the meter using metric tools.
- Inspect all gaskets during off unit repairs. Replace as needed.
- Some meter bolts are difficult to access. A 13 mm universal socket will make installation and removal easier.
- For calibration problems, refer to “Calibration” on page 7-21.
- After a drive-off, inspect the meter for leaks.
- Non-use of filters and strainers can significantly reduce meter life.
- Abnormally low pressure and flow rates can cause meter to stall.
- Meter failure may be indicated by a significant change in calibration from high to low flow rates (excessive calibration spread), or meter stall at low flow.
  Note:Other problems may also cause the same symptoms.
- Calibration problems are not always caused by a bad meter. Meter check valves, leaking nozzles, binding pulsers, defective pistons, or internally leaking vapor recovery hoses can also result in calibration problems.