

# MY16 Technical Support

The MY16 heater is equipped with a self diagnostic fault finding system to aid repair should a fault occur. **NOTE:** Should any part fail, or there is any loose connection then the control box will not allow the heater to start at all a fault code should flash in the control box window. The following table should assist you in repairing the heater if you follow the instructions step by step.

This list has been compiled from experience of the MY16 in the UK market. If you discover any new anomalies, please inform us so that we may add them to our list

## ON/OFF Frequency Indicates:

- 1 : IGNITION FAILURE
- 2 : NO FLAME SENSING
- 5 : MOTOR FAILURE
- 7 : GLOW PLUG FAILURE
- 8 : BATTERY VOLTAGE UNUSUAL
- 9 : OVERHEATING

IF THE HEATER FAILS TO START, BUT THE DIAGNOSTIC IS NOT FLASHING, CHECK THE THERMOSTAT BY LINKING THE TWO RED WIRES TOGETHER. ON INITIAL OPERATION OR IF THE VEHICLE HAS RUN OUT OF FUEL THE SYSTEM WILL NEED TO BE RE-PRIMED. THIS SHOULD BE DONE BY PUSHING FUEL THROUGH THE PUMP WITH A SYRINGE OR BY USING THE MIKUNI SP21 PRIMING PUMP.

IF THE GLOW PLUG FAILS, INSPECT THE BOSS FOR CARBON DEPOSITS OR STRAY STRANDS OF S/S GAUZE. CLEAN AS NECESSARY AND ENSURE THAT THE GAUZE IS NOT BURNT OR DAMAGED. IF IT IS, REPLACE THE GLOW PLUG ASSEMBLY.

## 1. Ignition Failure

CHECK FUEL SUPPLY > FROZEN FUEL LINE? > CHECK AND CLEAN FILTER IN FUEL PUMP > CHECK FOR BLOCKED STANDPIPE > COMBUSTION AIR OR EXHAUST PIPE BLOCKED OR DAMAGED? > IF HEATER RUNS OK FOR APPROX 3 MINS AND STOPS – SUSPECT FLAME SENSOR > IF HEATER SMOKES BADLY AND STOPS AFTER 3 MINS – STRIP DOWN AND DE-COKE.

## 2. Flame Sensing

CHECK ALL PLUGS AND SOCKETS IN WIRING LOOM > LOOK AT FLAME SENSOR; IF THE SEALANT IS PUSHING OUT OF THE RETAINING NUT REPLACE WITH A NEW FLAME SENSOR. IF NOT CHECK FOR BAD CONNECTIONS ON PCB INSIDE GLOW PLUG COVER > CHECK CONTROL BOX.

## 5. Motor Failure

CHECK MOTOR FUSE 12V=7.5A, 24V=5A > IF FAILED ENSURE THAT MOTOR SPINS FREELY > CHECK WIRING LOOM CONTINUITY > CHECK MOTOR > CHECK CONTROL BOX > CHECK FOR BAD CONNECTION ON PCB INSIDE GLOW PLUG COVER.

## 7. Glow Plug Failure

CHECK GLOW PLUG FUSE=24A (IF APPLICABLE) > CHECK GLOW PLUG AND GLOW PLUG RESISTOR ON 24V MODELS > CHECK CONTROL BOX > CHECK WIRING LOOM. **NOTE:** THE GLOW PLUG RESISTOR IS A DIFFERENT PART TO THE GLOW PLUG – DO NOT INTERCHANGE! (24 VOLT ONLY)

## 8. Battery Voltage Unusual

THE HEATER WILL CUT OFF IF THE BATTERY VOLTAGE IS TOO HIGH OR LOW. OPERATING RANGE FOR THE 12V MODEL IS 10.5>14v AND THE 24v MODEL IS 21>28 VOLTS. CHECK THE VOLTAGE AT THE HEATER WHILE IT IS RUNNING (SO THAT THE BATTERY IS UNDER LOAD) WITH THE BOAT ENGINE OFF AND AGAIN WITH THE ENGINE RUNNING TO ENSURE THAT THE VOLTAGE IS WITHIN THE OPERATING RANGE OF THE HEATER.

## 9. Overheating

MAKE SURE THAT THE HEATER HAS COOLED DOWN AND CHECK THE MOTOR FUSE > CHECK THE AIR INLET AND THE HOT AIR OUTLET FOR BLOCKAGE OR RESTRICTION. **NOTE:** OVERHEAT CUT-OUT WILL AUTOMATICALLY RE-SET WHEN THE HEATER COOLS DOWN.

