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When the thermostat calls for heat it powers the gas valve, allowing the gas to flow to the burners. This produces heat in the heat exchanger, and at the 580C. Temperature setting on the fan limit control, the fan is turned ON. Air is blown over the heat exchanger and into the duct system, delivering heated air into the house. When the set room temperature is achieved, the thermostat turns OFF the gas valve and main burners. The fan continues operation, and the heat exchanger cools until the 400C. Temperature on the fan limit control is reached, and then the fan is turned OFF. Lighting Procedure Manually Ignited match Models Isolate 240 Volt power to the Heater. Ensure room thermostat is in OFF position. Remove front cover. If the gas control knob is in the ON position, depress it slightly and turn it to the OFF position. Wait five minutes for any unburnt gas to dissipate. Rotate the gas control knob anticlockwise to PILOT position. Depress the gas control knob fully whilst at the same time holding a match to the pilot burner. Continue to hold the gas control knob down for one minute after pilot ignites, then release. Rotate the gas control knob anticlockwise to the ON position. Replace the front cover and turn on 240 Volt power supply to the Heater. Adjust the room thermostat to desired temperature setting. Ensure the room thermostat is turned OFF. Remove front cover. If gas control knob is in the ON position, depress slightly and rotate it clockwise to OFF. Wait 5 minutes for unburnt gas to dissipate. Turn the 240 Volt power supply switch ON RI303 electronic ignition units Turn the OFF RELIGHT switch, to RELIGHT. The ignitor will commence sparking at the pilot, and will continue to spark until the pilot ignites, or the 240 Volt supply is turned OFF. RI303T Electronic Ignition Units The pilot ignitor will commence a limited sparking cycle at the pilot 75 seconds. If the pilot flame is not established within the time cycle, sparking stops.

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To reset the ignition unit, turn OFF the 240 Volt power, wait 7 seconds then switch the power back ON. The ignition unit commences another timed ignition cycle. Depress the gas control red reset knob fully. Once the pilot flame is established and the ignition unit has stopped sparking, hold the gas control knob anticlockwise to the ON position. To reset, switch 240 Volt power OFF then ON. Replace the front cover. Adjust the room thermostat to desired temperature. NOTE If lighting the pilot for the first time, or after a prolonged shutdown, it may be necessary to purge air form the pilot line. To purge, fully depress the gas control knob in the PILOT position for several minutes. After purging, wait a further 5 minutes for any gas to dissipate, then return to step 4 of the lighting procedure. The EPR has a bonus feature that if the pilot should be unexpectedly extinguished extreme high wind etc., it will be relit without interruption to heating. The EPR sparks across from an electrode to the body of the pilot burner which is Earthed. These sparks are in the path of the gas from the pilot burner and ignites the gas. The pilot flame contact on the EPR electrode completes an electrical circuit, which once sensed, turns OFF the EPR sparking operation. If the pilot flame is extinguished the electrode senses that there is no flame and signals the EPR to commence sparking and relight the pilot flame. As the pilot flame must also heat the thermocouple to enable the gas valve to unlock in order to operate, if the gas was to be turned off or the pilot flame was inadequate, the thermocouple would cool sufficiently and shutdown the gas completely. Check that the EPR electrode is positioned in the path of the pilot flame. Check the high tension lead connection at the electrode and EPR switch A poor connection may allow a spark at the electrode but not allow the electrode flame sense to operate. EPR sparks with power supply OFF and does not spark with power ON.

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Power supply faulty probably active and neutral polarity reversed. Its 240 Volt supply must be switched OFF to stop its reignition attempt if relight is unsuccessful at the OFF RELIGHT switch.

The switch is set in the RELIGHT position for normal heating operations. R1303 specification data Principle of operation flame rectification via spark electrode. Flame sense current greater than 1.0 ua. Flame sense time 1 second maximum response time to presence or absence. To reset the ignition unit, the appliance 240 Volt supply must be switched OFF for a minimum seven seconds, then again switched ON. Principle of operation flame rectification. Flame sense current greater than 1.5 ua. Flame sense time 2 seconds maximum response time to presence or absence. Turn OFF gas supply at gas cock. Remove pilot assembly from unit and replace with EPR pilot assembly. Mount the EPR switch assembly to the heat exchanger partition on left hand side above gas valve refer diagrams on page 24. Fit high tension lead from pilot electrode to terminal at bottom of EPR switch. Remove cover of the electrical box and feed wiring loom of EPR switch across the top of the electrical box so that the cable enters through from the right hand side behind the cover. Wire loom into main electrical terminal as follows brown to active blue to neutral green to earth bolt Replace electrical box cover. Reconnect electricity and turn on gas supply and test operation. High and low speed limits are factory preset. Multi position switch allows LOW, 1, 2, 3,4,5,6,7,8,9, HIGH fan speed selections. Located in the fan compartment. Flame RollOut Detection Switch The flame roll out detection system includes a thermal sensing capillary element, a thermodisc limit switch with red manual reset button and mounting bracket. The switch is a GEC model TL4, normally closed, heat sensitive type which opens at 122oC and must be manually reset after each operation.

The switch is wired in series with the gas control valve in the 24 Volt circuit. The switch is supplied as an assembly, with capillary sensing element and mounting bracket. Summer Fan Operation The fan in the Heater may be turned on manually for recirculating room air during summer conditions. As the thermocouple probe is heated, it generates an electrical current to the gas valve. The electromagnet in the gas valve is manually activated by depressing the gas valve control knob, until the electrical current from the thermocouple takes over, and holds open the valve. Should the pilot go out or the flame gets too small, the thermocouple cools and reduces the electrical current to a point that the electromagnet cannot hold and the valve snaps shut. All gas supply ceases. The flame from the pilot burner must be strong enough to heat the thermocouple probe to produce a minimum of 18 millivolts to hold open the electromagnet solenoid valve. The electromagnet is produced by the millivolt electrical circuit traveling through an insulated wire around a horse shoe shaped piece of soft iron, creating a magnet. The diagram below shows the mechanism held open by the thermocouple and the valve knob rod retracted to the normal position. It has 5 basic operations before the correct gas supply to the main burner is achieved.The gas valve control knob action unseats the electromagnet solenoid valve seat and the gas can flow into the gas cock section to the valve. As the gas valve control knob is in the pilot position it will only allow gas to flow onto the pilot burner refer diagram 1 on page 32. Once the pilot burner has been lit, it generates enough power to maintain the electromagnet solenoid in an open position, the gas valve control knob may be released and turned to the ON position refer diagram 2 on page 33. The gas may now flow onto the redundant solenoid section of the valve.

The redundant solenoid is normally open but will automatically close if the power supply is interrupted to the solenoid by power failure.As the redundant solenoid is normally open the gas can flow onto the next section of the valve. The gas valve now requires the main valve solenoid to be opened activated when the thermostat is calling for heat, before the gas can continue on and out of the gas valve. The gas pressure to the underside of the diaphragm, inflates the diaphragm which lifts and opens a valve refer to diagram 3 on page 34. As the gas flows out through the gas valve, gas pressure passes up a port to the under side of a diaphragm in the gas pressure regulator. The top side of the diaphragm of the gas pressure regulator is vented to atmosphere. The gas pressure

regulator has an adjustable spring to alter the tension to the top side of the gas pressure regulator diaphragm. If the main gas supply passing out of the valve increases in pressure too much, the pressure pushes up the diaphragm of the gas pressure regulator, and opens a small valve. This effectively lowers the gas pressure of the gas in the port that feeds to the underside of the main diaphragm, and in turn lowers the valve seat and the gas pressure leaving the valve. If the pressure at the outlet lowers too much, the pressure up the port to under the gas pressure regulator diaphragm is also decreased. The tension of the set spring on top of the gas pressure regulator diaphragm closes the regulator valve seat, and the gas pressure of the gas in the port to the under side of the main diaphragm increases. The increased gas pressure opens the valve seat further, and allows more gas to flow out of the valve. The gas valve is constantly adjusting to maintain the correct gas pressure required, as gas flows through and out of the valve.

Because the gas valve uses the incoming gas pressure to operate the diaphragm of the main valve, poor incoming pressure will seriously affect the operation of the gas pressure regulator. This jet of gas injected into the venturi of each burner, causes the air to be drawn into the venturi also. The zip burner cross lighting burner receives gas input at the same time as the main burners, and it too has a venturi and primary air intake in the same way as the main burner. The zip burner has two functions To light across from the pilot flame to ignite all the main burners. To maintain the flame at the front of the main burner, and prevent it from lifting. Brivis has one burner design which is used for all models.The burner is manufactured from stainless steel, which is pressed into two halves, then spot welded around the perimeter. The burners venturi has a fixed air port open for primary air entry that doesnt require adjustment. The burner is suitable for both Natural and LP propane gas. Once the air temperature has stabilised, check to make sure the outlet temperature at the closest outlet to the Heater, does not exceed 47oC.Increasing the fan speed will lower the outlet temperature, and vice versa. Rotate the control to increase or decrease air volume to suit the duct system as follows For floor outlet systems the temperature rise above ambient should be targeted around 35oC. For ceiling outlet systems, where higher outlet velocities and air quantities are generally required, a lower outlet temperature rise is expected, due to the increased airflow.Cooling The electrical circuit within the control box has a terminal facility to operate the fan independently, for addon cooling or air circulation. The terminal block at the top right hand side of the electrical box is the cooling operation switch connection. Is the gas valve turned to the ON position. Is the electrical cord plugged into the powerpoint and power turned ON.

Has the thermostat been turned to a temperature high enough to call for heat. Do you have a time clock. If Yes, is it turned ON. Does the fan work on Manual by pressing white fan button. Has the fan limit control overheat limit switch been tripped. Has the antiflame roll out device been tripped and require resetting. Is the gas valve in PILOT position, and fully depressed. Is there any air in the gas line that needs to be bled. If there is gas at the pilot burner Check ignition and operation of the pilot burner by manually lighting it with a match. Check the EPR electrode has a clearance of approximately 4mm between the electrode and pilot body. Check the polarity of the power supply if active and neutral terminals are reversed the EPR will not spark, even though the heater operates. Check the electrical connections at the electrode and the PCB. Check the high tension lead has not been damaged use multimeter or continuity tester. Check the electrode is not damaged or cracked on the ceramic insulator. Check the electrode is not coasted with any substance preventing it from arcing the spark to the pilot. Warning Ensure the appliance is electrically safe at all times, disconnect 240 Volt power before servicing.Check the thermocouple connection to gas valve is clean and tight. Check that the gas valve knob is fully depressed before releasing allow 60 seconds for thermocouple to generate power to electromagnet.If the Pilot Flame will Not Light Check for gas output from gas valve pilot connection disconnect the pilot tube. If no gas output in valve check if gas supply is turned ON.Check for blockage in the pilot feed tube. Check for blockage or damaged pilot injector Replace if necessary. If No Gas at Pilot Burner Check pilot adjustment anticlockwise to

open. If no gas flow check gas supply to appliance is good, if so, blockage is in gas valve Dismantle gas valve to clear blockage or replace valve. An excessively large pilot flame will shorten life.

To replace pilot injector or thermocouple, first remove pilot assemble from unit see Diagram. Check that pilot is alight. Check that room thermostat is set above ambient temperature. Check that the programmer if fitted, is switched to ON position. Check 2 AMP fuse in electrical box. Overheat limit switch manual reset type only. Check switch has not operated, reset if necessary Check the flame roll out switch has not operated. Reset manually if necessary. Repeated operation of the flame roll out detection switch may indicate flue restriction or a burner blockage. NOTE Allow approximately thirty seconds for normal delay of gas valve operation. If burner still fails to light, replace the gas valve. Not igniting properly i.e. flame lifting OFF burner and then relighting again. Check list for Delayed Ignition Check if the burners are dirty and require cleaning. Check for blockage in the main injectors. Check for blockage to zip injector and zip tube burner. Check the pilot flame has the correct formation and adjustment. Check the incoming gas pressure is correct. Check each burner is not faulty, damaged or distorted. Check there is no blockage in burner foreign matter. Check the burner compartment is not subject to excessive draught i.e. front cover not on Buffalo. Check if the heat exchanger is split or has sooted. Check the flue is not down draughting. Check that the burner injectors are the correct size. Check that the combustion ventilation is adequate. Each burner draws air in through the venturi, and mixes it with the injected gas, for proper combustion. As it draws air in, some of the dust or fluff present in the air starts to deposit on the venturi. To remedy perform routine service maintenance to burners.Important When replacing the burners, care must be taken to align the burners vertically within each heat exchanger clam or damage to the heat exchanger will result.

Check the fan limit control fan switch is closed circuit test with circuit tester or plug in another appliance. Check the fan plug is secure in the fan plug socket. Check all electrical connections are good and tight. Check there is no obstruction in the fan or fan blades. Check the fan motor speed control operates circuit test or bridge out. Checks the fan motor brackets are not broken and jamming fan blades. Check List for Fan Will Not Turn OFF Check if the burners operating. Check if the fan is switched ON at the manual switch, remote fan switch or airconditioning thermostat. Check that there is enough outlets open. Check if a filter is fitted at the return air, if so, is it blocked. Check the fan limit control switch is set correctly and functions. Check the ductwork has not been damaged or blocked. Check the return air intake has not been obstructed or restricted. Check if enough duct outlets on the system are opens minimum 3 outlets for 52 MJ, minimum 5 outlets for 85 MJ and 8 outlets for 120 MJ unit. Check if a filter is fitted at the return air grille, if so, is it clean and is it the correct size refer installation instructions Check gas pressure does not exceed maximum for the hourly input of the unit. Check fan speed set to correspond to gas input. Check air temperature rise at outlet does not exceed 470C.Check for any obstruction in the fan blades housing or the heating cabinet. Check that the ductwork has not been damaged crushed and has been sized correctly. Check if time clock is fitted and wired correctly. Check wiring circuit for loose connections or plugs to the heater and to the fan motor. Check that the fan limit control function is switching on the fan automatically. It may be necessary to adjust the hourly gas input to a minimum as well as adjusting the fan speed to give the correct operating temperature outlet temperature. An obstruction in the burner venturi causing burn back. A sooted or damaged heat exchanger chamber.

Air disturbance from around the heat exchanger panel, interfering with the burners operation. Note An obstruction to the burners and subsequent sooting, may result through lack of service maintenance. Unbalanced or Down draughting from the flue terminal could result from Not having the front cover on the unit. An obstruction too close to flue terminal. A faulty flue installation. Inadequate combustion ventilation. Incorrect return air installation. Heat being registered at this point, indicates the burner combustion is being upset or is incorrect or incomplete. This may be

caused by Balanced flue being unbalanced and down draughting onto the burner. Split heat exchanger or sooted heat exchanger. Flame from burner cannot draw up through heat exchanger properly. Obstruction in flue terminal or to the passage of product of combustion from the heat exchanger through the flue blocked with leaves etc. Obstruction in the burner venturi causing burn back. Down draughting at flue terminal could result from not having the front cover on the unit or an obstruction too close to flue terminal. Check that the correct clearances have been maintained refer to instructions. Dirty burners may result in carbonising and sooting the heat exchanger and therefore should be regularly inspected. Turn OFF the gas supply before stating procedure. Remove six screws at bottom of gas valve. Split upper section away from lower section of gas valve. Clear through ports and passages of both upper and lower sections of gas flow to pilot supply.