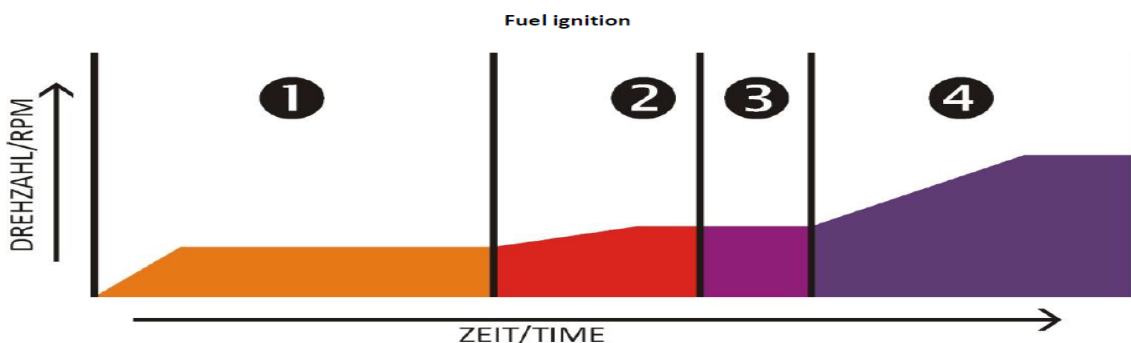# HOW TO FIND A IGNITION PROBLEMS Rev2 2015

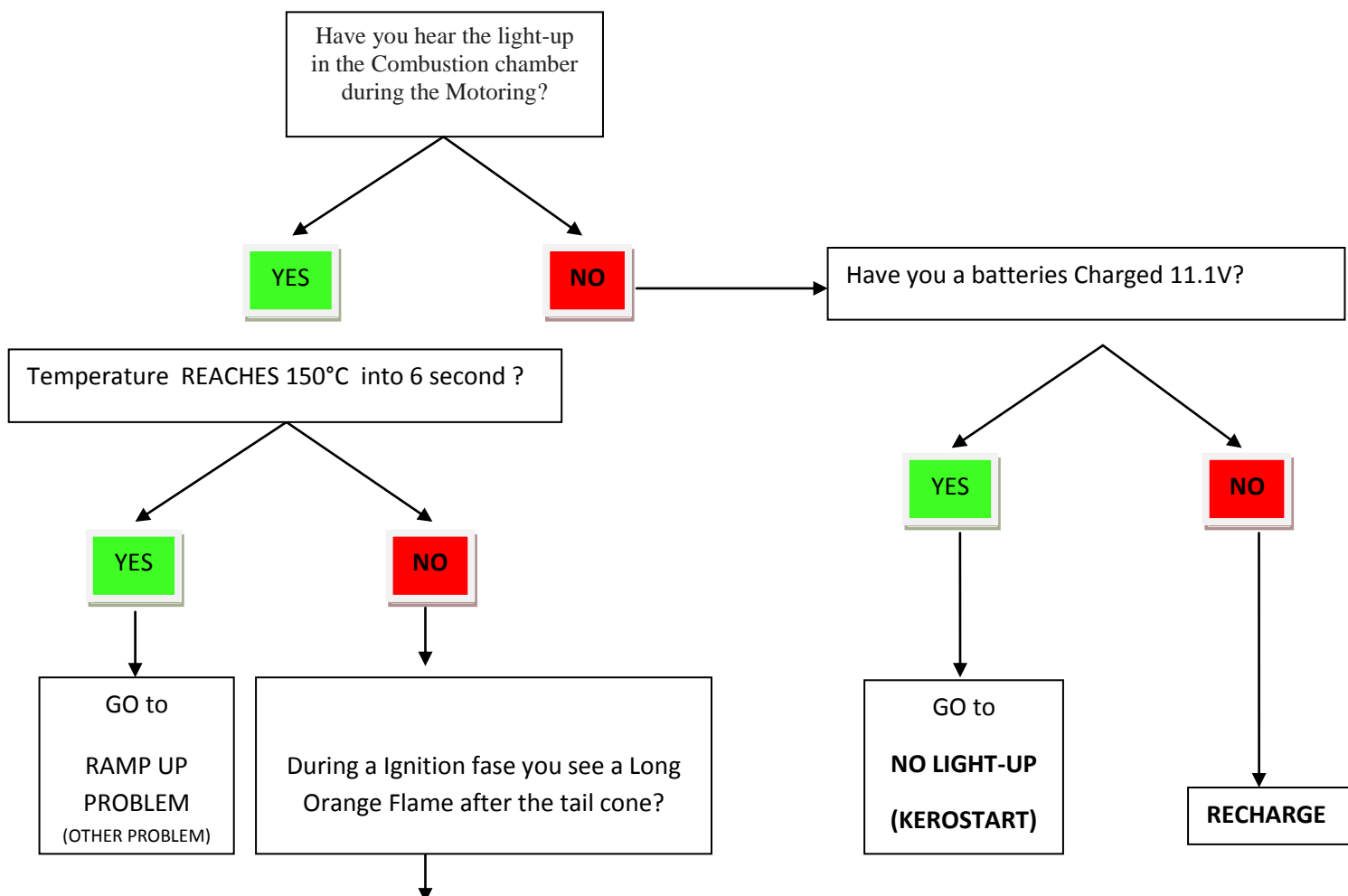## info@jet-italia.it or your Local Dealer

1 BURNER ON :   Burner ON for 10 senconds
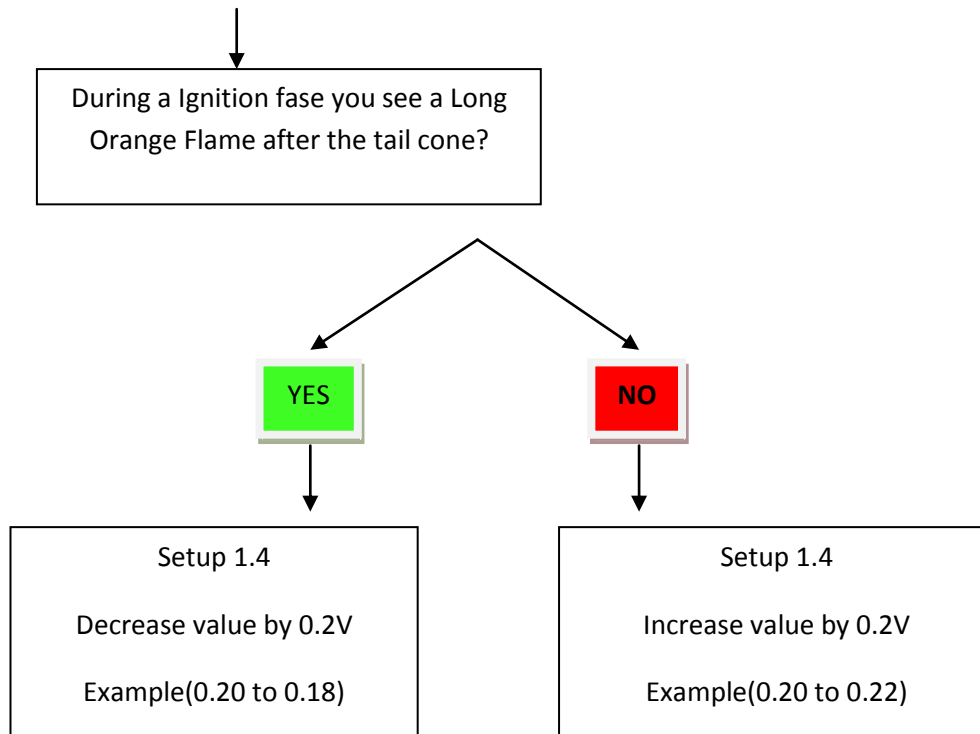
2 FUEL IGNIT : Pushing GAS/BURNER Valves - Starting Fuel Pump

   FUEL HEAT   :   Heating Time 150°C into 6 seconds – Segue from burner Supply to fuel ignition

3 /4 RAMP UP : Increasing to idle 35K

Ecu Show : NO KEROSENE IGNITION

Have you hear the light-up in the Combustion chamber during the Motoring?

YES   NO

Have you a batteries Charged 11.1V?

Temperature REACHES 150°C into 6 second ?

YES   NO

YES   NO

GO to

RAMP UP PROBLEM

(OTHER PROBLEM)

During a Ignition fase you see a Long Orange Flame after the tail cone?

GO to

NO LIGHT-UP

(KEROSTART)

RECHARGE

During a Ignition fase you see a Long Orange Flame after the tail cone?

YES	NO

YES → Setup 1.4

Decrease value by 0.2V

Example(0.20 to 0.18)

NO → Setup 1.4

Increase value by 0.2V

Example(0.20 to 0.22)

Some time to increase the temperature must SET lower value of pump,

because the kerosene in excess will not burn inside!!!!!!!!!

IF this Setting not solved the problem

GO to

**PUMP START VOLTAGE
CALIBRATION INSTRUCTION**

NO LIGHT-UP

- **CHECK -right connections in the ECU between Kero Valve and Gas/Burner Valve**
- **CHECK -connections Kero Tube and Gas/Burner Tube in the right Festo**
- **CHECK - blow with a tube of 4mm into the Turbine Gas/Burner Nipple (usually red) if it is clogged**
- **CHECK - Gas/Burner Valve by the Menu 5 Test Function**
- **CHECK - GLOWPLUG by the Menu 5 Test Function**
- **If Ambient Temperature is less than 5°C you can Adjust 2.2 Glow Power at 7.5V**
- **CHECK - Fuel Pump not is stuck, by push I/o platine button (between ECU & GSU)**
- **Problem in the Buble Trap**
- **TUBE Plugged**
- **Fuel Filter Clogged**

PUMP START VOLTAGE CALIBRATION INSTRUCTION

Disconnect a KERO Main TUBE ⟶ put the tubes in a glass to assess quantity of kerosene filling out

TEST MENU 5 ⟶ V

5.1 PUMP TEST MENU ⟶ V

Use arrows ⇧ ⇩ to Set Value from 0.6 to 0.19

NOW if you PUSH
- V   fuel pump start at the Setting Value and you can check the quantity of kerosene
- X   to stop the pump

NOW adjust the value to find a best quantity (continuously drips)   **NORMALY BETWEEN 0.16<0.20**

IMPORTANT: THIS VALUE MUST BE INSERT TO   **SETUP 1.4 (PUMP START VOLTAGE)** and confirm   V

This procedure is very important because models have a different type of Tanks, short and longs fuel line that can be change influence this value.

IF THE PROBLEM PERSIST: CHECK NO LIGHT-UP LIST OF CONTROL

RAMP UP PROBLEM

Turbine reach 150°C into 6 Seconds? YES

1) You can check the Solenoid Valve, cables,Pipes

Menu Test N.5

Go to sub Menu TEST **"KEROSENE VALVE"**

And check that it's working good

2)You can made a Test Starter Motor

Go to sub Menu TEST 5 **"STARTER"**

And check that it's working good

IF THE PROBLEM PERSIST: CONCTACT A COMPANY PRODUCER