

VW Crafter/MAN TGE

Remove spare wheel. Reposition spare wheel carrier from.



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To

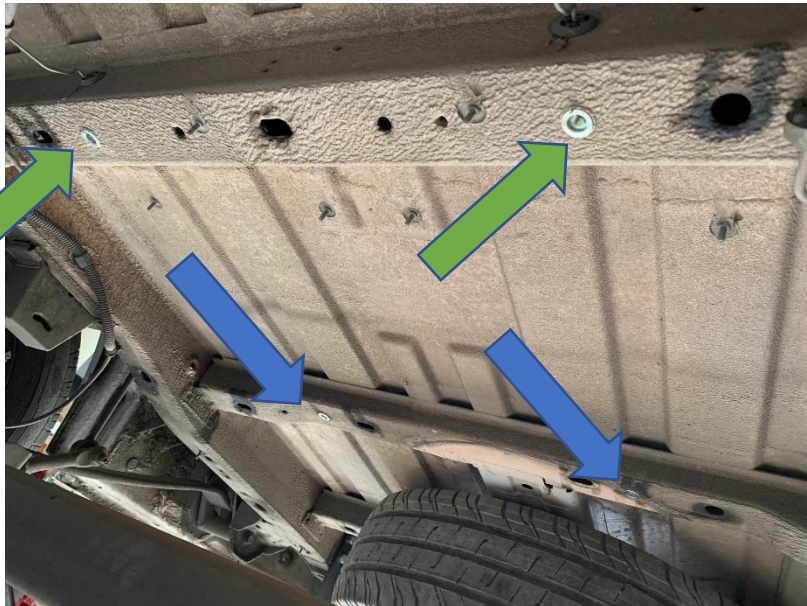


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You will need to drill and fit M8 Rivnut to create new mounting points

Replace spare wheel



Rivnut Existing Holes



Drill and Rivnut new holes



Fit tank ensuring valve remains at 30 degrees above horizontal

Fill point mounting

The fill point supplied is for mounting under the rear bumper, but Position is at the discretion of the installer. It is a requirement on LiquidGasUK CoP11 that the fill point is able to withstand an unintended 'driveaway' pull force of 500N.

Hose connections

The hose with a W20 termination will fit to your 30 mb regulator fitted to the tank support bracket, this must be positioned higher than the outlet on the tank. Double check it still has the dark red washer fitted inside the connector before making the connection.

The second hose has an 8mm standpipe and will fit to the 8mm compression fitting on the rear of the fill point. Use gas jointing compound on the thread when making this connection



Electrical connections

The kit is supplied with two cables. One cable from the Solenoid valve and the cable with the small white connector clips into the level sender gauge. The solenoid is not polarity conscious.



Secure the junction box provided internally in the vehicle and run the two cables from the tank to the junction box. Make the connections as indicated on the board. The White and black pair are the level sender. Bring your 12v DC feed from your leisure system into the centre block.

Position the gas control where it will be easily seen and operated by the camper's occupants but not where it may interfere with the driver's vision whilst the Vehicle is being driven. Run the 5-core cable to the Junction box and make the connections to the 5 way Connector as indicated on the board. Secure all cables.



The GASTORE control is microprocessor controlled, on first switching the unit on using the left button you should see the GREEN led's illuminate in a sequence whilst it carries out a self-test. This should then leave a single RED led illuminated, assuming the tank is empty. During this first 2 seconds the controller is supplying 12v@1A to the solenoid to open it, after this 2 seconds, and now the solenoid is energised, then the controller reduces the solenoid supply to 3v at <100mA and so reducing leisure battery drain to a minimum.

Operating the button on the right will allow 7 levels of illumination to allow the user to obtain the brightness to suit his preferred level.

The controller and system has built in diagnostics and fail safe systems, so should a fault occur errors will be displayed as follows

Front panel LED Error Codes:-

The Flashing Red LED (Approx 1 Hz) indicates a Gas Control Valve has a problem as follows:-

1.) Red LED and nearest Green LED flashing

Wiring problem:-

The 0 to 90 Ohm LPG tank Level Sender is 'open circuit' or not connected.

Remedy:- Check Level sender wiring.

2.) Red LED and second nearest Green LED flashing

Battery supply voltage problem:-

The battery supply voltage has dropped below 9.5 volts DC. (Gas solenoid is now turned Off)

Remedy:- Turn Off and recharge the battery.

3.) Red LED and second nearest Green LED and last Green LED flashing.

Battery supply voltage problem:-

The battery supply voltage has dropped below 9.5 volts DC and has now risen to above 10 volts DC. (Gas solenoid is now turned off)


Remedy:- Turn the Gas Control valve Off and then back ON again.

4.) Red LED flashing and third nearest Green LED flashing.

Gas Control Valve internal problem.

Internal Gas Control Valve unit has an internal problem with its Level gauge measuring circuit.

Remedy:- Return for repair.

When the  button is switched off and no lights are showing then the solenoid on the tank is closed and the entire gas system is isolated. It is strongly recommended that whilst the vehicle is being operated, refuelled or the vehicle is parked on inclines exceeding 20 degrees from the horizontal then the control is switched off and gas appliances are not operated.

Commissioning and hand over

Once all the gas system is installed, carry out initial gas check and system tightness checks in-line with BS EN1949. All gas system work should be carried out by a competent person.

When filling the gas tank for the first time ensure you are happy that the filling shuts off at the 80% full, which would equate to +/- approx 20 litres. When the gas pump shuts off STOP !!! - DO NOT TRY TO SQUEEZE A LITTLE MORE IN.

The regulator is fitted with a gas test point that takes a standard GOK test nipple, this will allow testing of the low-pressure side of the circuit. An LPG sniff tester should be used to detect for leaks on the high-pressure side.

Further information on LPG storage tanks, commissioning and testing can be found in UKLPG CoP11 or NCC CoP306. Should you have any doubts or questions over the installation of this equipment call Propex Heating and Leisure on 01425 486950.

Once all installation and checks are completed satisfactorily coat the tank and exposed brackets in underseal to protect against corrosion (We recommend using a clear underseal)

Operation

This system has been designed to provide LPG gas in its vapour stage for running standard leisure vehicle appliances such as a cooker, hob, air and waters heaters and Gas BBQ's. The system is designed to be easily refilled at forecourt filling stations saving considerably on the cost of gas. Having the gas located outside increases safety by eliminating handling of containers as well as easily being able to isolate the gas at source when the system is not in use.

Basic precautions should be taken when filling the tank. You should understand that this tank is designed to be filled to maximum 80% of capacity, or 20 litres of gas (10kg). The LPG filling pump will cut off automatically when it reaches the 80%. Maintaining the space in the top of the tank allows the liquid to convert to vapour, should you suspect that you have an overfilled tank do not attempt to use an appliance but seek advice from an LPG gas professional.

The Gas system should only be switched on when the vehicle is **stationary** and on **level ground** and then switched off before moving the vehicle. If the row of lights on the gauge is indicating a level then this also shows the tank valve is open, so no lights and the valve is shut!! It should be off when the vehicle is being driven unless your entire gas system is approved for Vehicle in Motion (Ref BS EN 1949).

The system should be pressure checked and inspected annually for damage or corrosion in line with UKLPG CoP11.

Propex Heating and Leisure Ltd, Unit 10 Carvers Trading Estate, Ringwood, Hampshire, BH24 1JS, Tel:01425 486950,
info@propexheatsource.co.uk