

Daisy Chain Error (Fault 16)

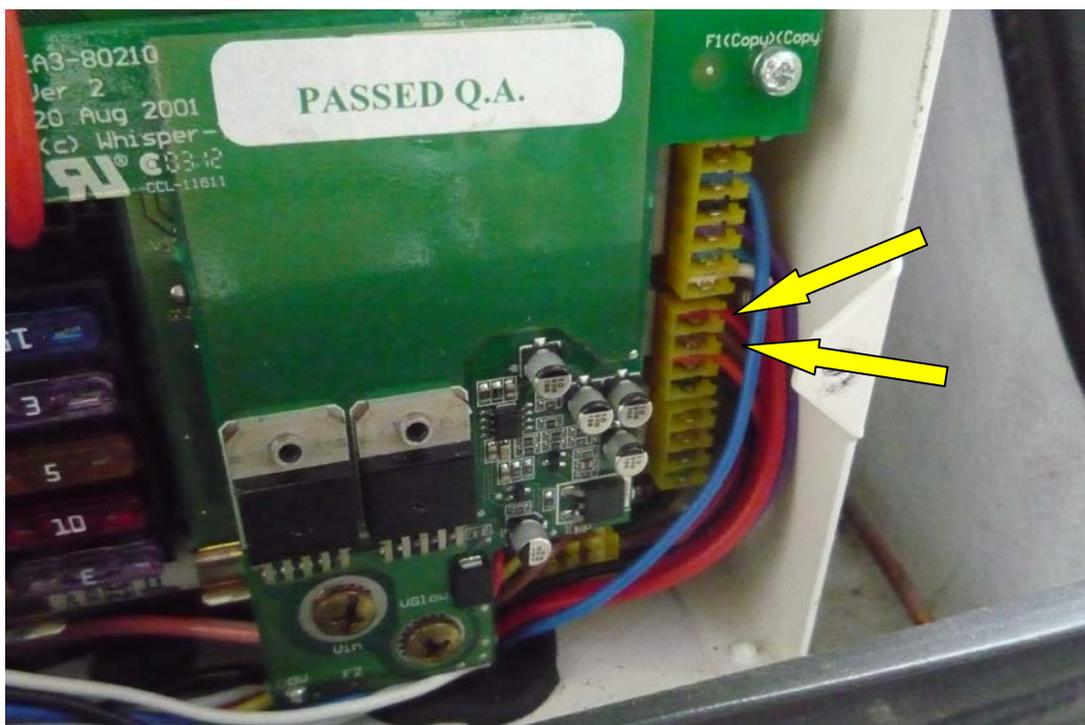
Date of issue:
19-07-2014

Reason :

Fault 16 refers to a problem with the Daisy Chain or a blown fuse.

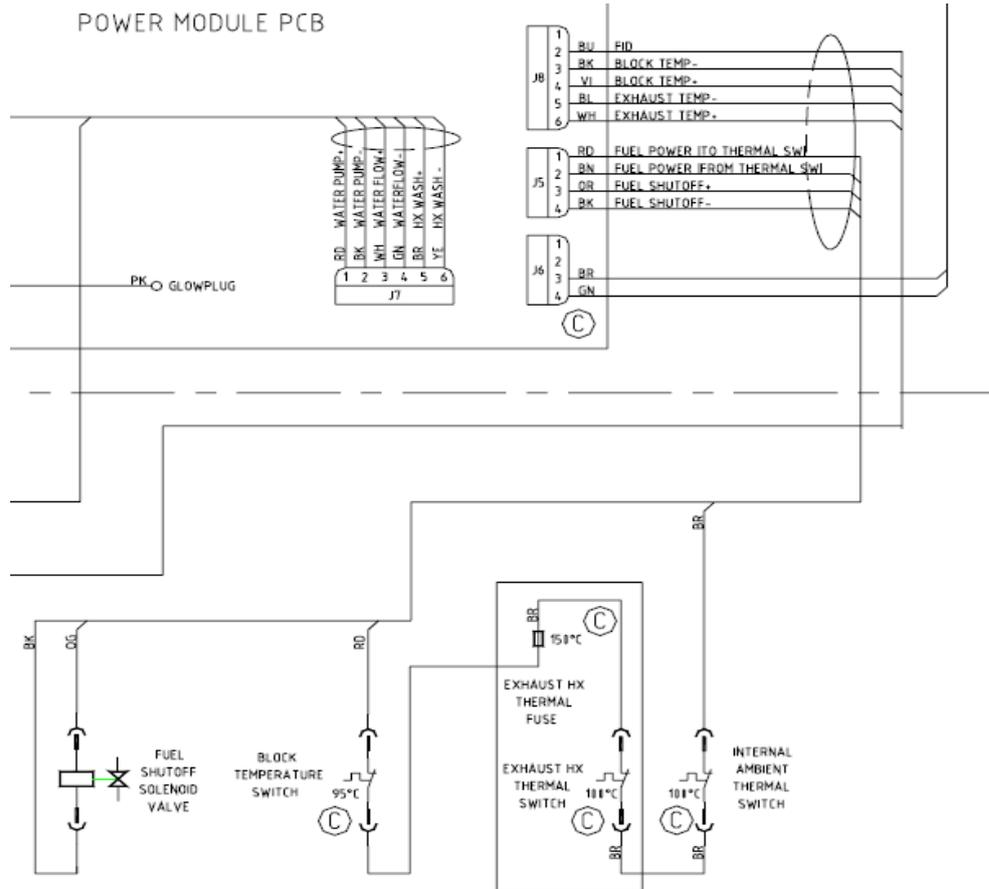
The Daisy Chain is a safety circuit that contains a number of switches that are connected in series.

The continuity of the whole Daisy chain circuit can be checked by removing the J5 connector in the electronics enclosure and checking the continuity between pin 1 (red wire) and pin 2 (brown wire) on the yellow plug.

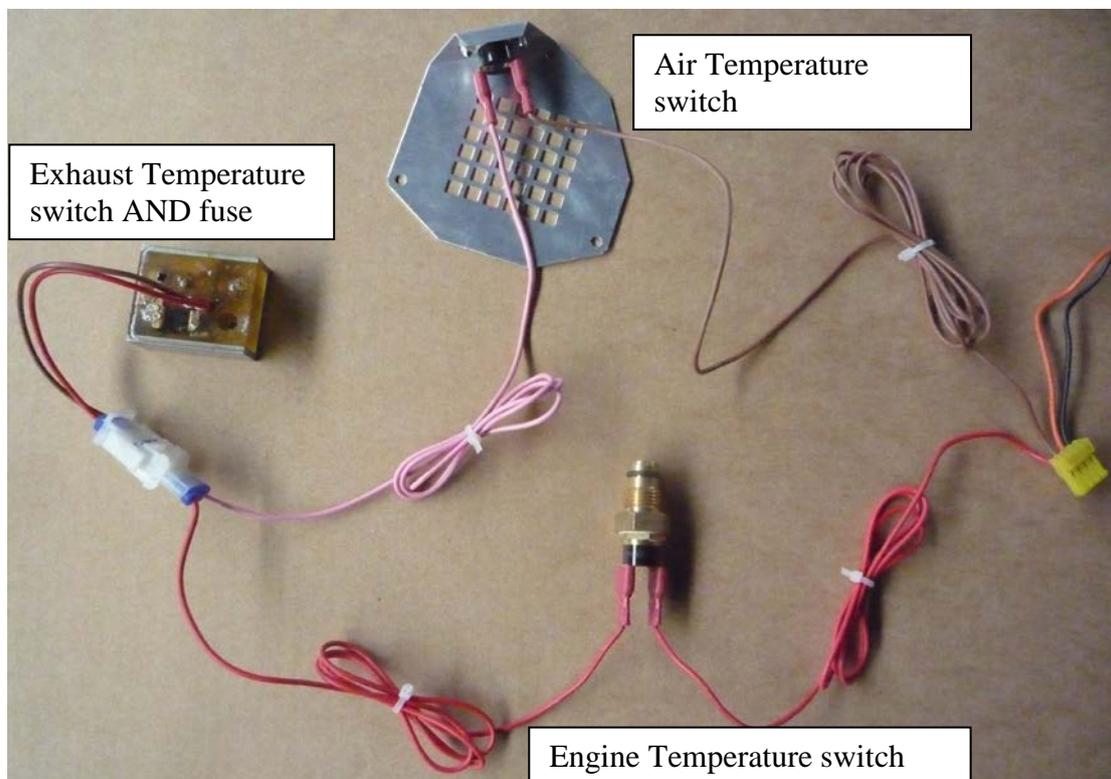


The diagram below shows the three components of the Daisy Chain; core engine temperature switch, fan (air) temperature switch and the exhaust temperature switch + fuse.

The other two wires of connector J5 supply power to the Solenoid Fuel Shutoff Valve.



Actual components and wiring colours



Possible causes for a Daisy Chain Fault

1. An electrical fuse has blown.
2. The self-resetting thermal switch on the engine block has opened or is defective. (Opens at about 95 C and closed at about 91 C).
3. The self-resetting thermal switch on the fan has opened or is defective. (Opens at about 100 C and closes at about 96 C).
4. The self-resetting thermal switch in the thermals switch/fuse block on the bottom of the exhaust heat exchanger has opened or is defective. (Opens at about 100 C and closes at about 96 C).
Or the thermal fuse in the thermal switch/fuse block on the bottom of the exhaust heat exchanger has blown (blows at 150 C).
5. There is a loose connection in the Daisy Chain circuit.

Before starting the engine, make sure coolant is flowing as overheating may damage the engine. Check both the primary and secondary coolant flow.

Check if the pump is actually running.

Test this by going into the Installation-Menu (see below) and start the Primary pump. This is the pump that runs water through the primary circuit, which is stirring engine and plate heat exchanger inside the Whispergen enclosure. If the pump is running, water should be visibly moving in the header tank.

To test the secondary pump, which is required to pump sea water through the plate heat exchanger if the temperature gets over 65 C, start the secondary pump using the Installation Menu and see if water is flowing in the strainer in the secondary circuit.

If the pumps are not running check the fuses inside the electronics box.

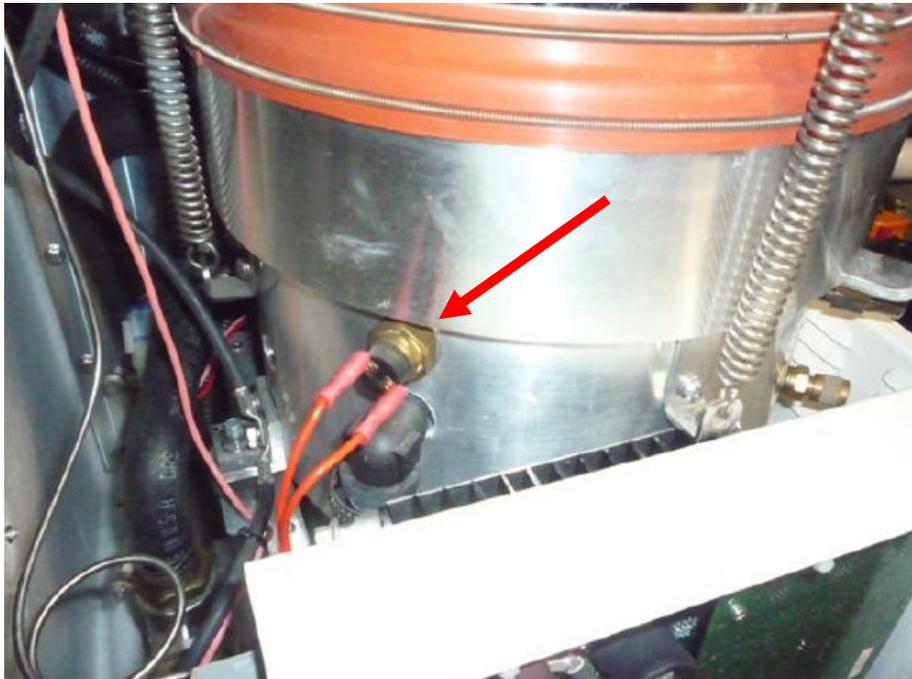
Component location

Air Temperature Switch



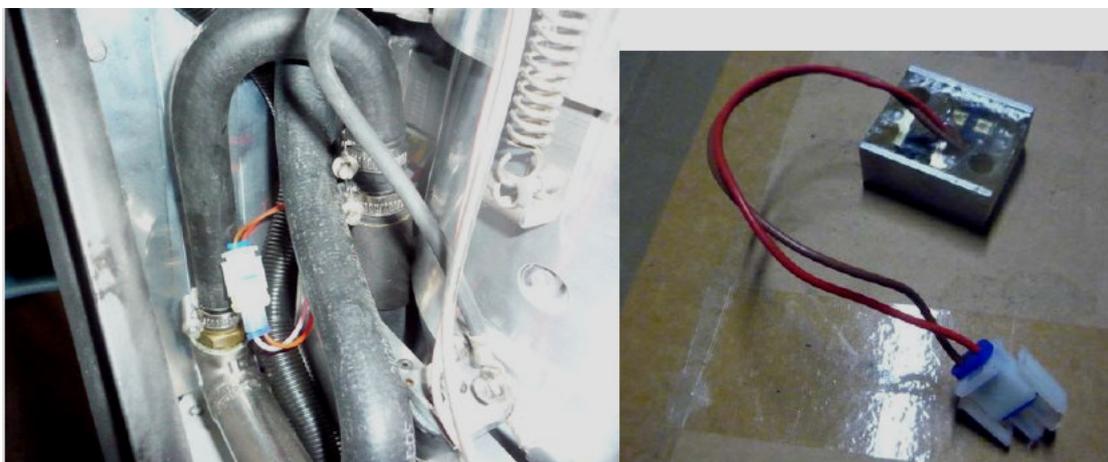
Engine Temperature Switch

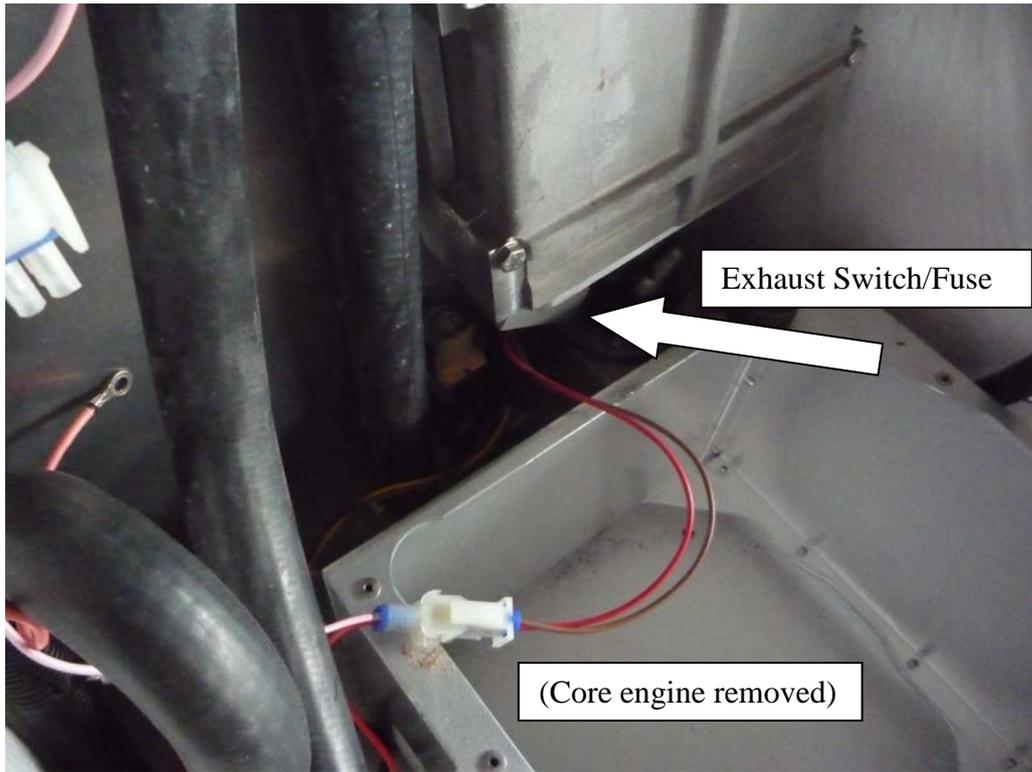
This switch will trip if the core engine gets too warm (no cooling). While the engine is running, the “coolant temperature” can be checked in the Extra Info Menu. This temperature is measured with a temperature sensor on the left hand side of the engine block.



Exhaust Temperature Switch/Fuse

The exhaust switch and fuse are mounted on the bottom side of the heat exchanger in the right/back of the Whispergen enclosure. This switch is very hard to access. The Exhaust switch connector is located at the left/back of the enclosure. A quick and short term solution is to disconnect the Red/Brown wires (the switch) and use an extra wire to connect the Red/Pink wire to close the loop. The exhaust temperature is also monitored by the Exhaust Temperature Sensor in the outlet of the burner.





Menu Overview User Display Panel

