

AUTOMATIC FIRE SUPPRESSION/ENGINE SHUTDOWN SYSTEM TROUBLESHOOTING

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METALCRAFT, INC. / SEA-FIRE MARINE TECHNICAL INFORMATION BULLETIN T.I.0226-04

SUBJECT – FUNCTIONAL TEST FOR ENGINE SHUT DOWN SYSTEMS (ESRS).

REASON – TO ENSURE FUNCTIONAL OPERATIONS ARE UNDERSTOOD, AND IN COMPLIANCE.

FUNCTIONAL VERIFICATION PROCEDURE

1. With the system fully installed, and display switch in normal operating position, start engine(s).
2. Verify green indicator light on display panel is illuminated, and red light is extinguished.
3. Disconnect plug from fire suppression system (cylinder).

NOTE: Disconnect plug is located approximately 6 inches from the pressure switch on cylinder.

4. The following conditions should occur on display, and with devices intended for shut down:
 - a. Green light extinguishes
 - b. Red light illuminates
 - c. Sounder alarms
 - d. Devices shut down (stop running)
5. On display – Place switch to override position.
6. The following conditions should occur on display, and with devices intended for shut down:
 - a. Green light remains extinguished
 - b. Red light extinguishes
 - c. Sounder is silenced
 - d. Engines, and devices should energize (run) when ignition switch is turned.
7. Shut off ignition switch, and reconnect the pressure switch plug at cylinder.
8. On display - Place switch back to normal operating position.

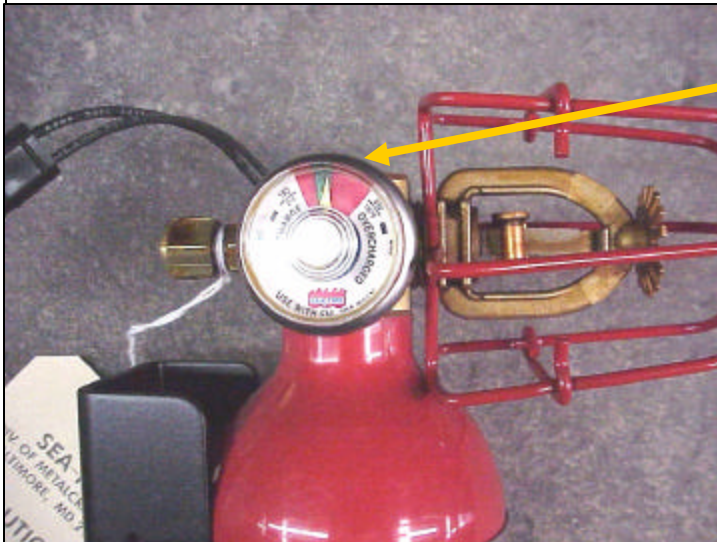
FOR ADDITIONAL INSTRUCTIONS OR INFORMATION CONTACT METALCRAFT
PHONE: (410-687-5500) USA EMAIL: info@sea-fire.com 1-800-445-7680

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The previous page is a technical information bulletin from the manufacturer of the fire suppression/engine shutdown system on your Hunter Marine craft. This is the manufacturer's procedure to check the system for proper function. The following is provided by Hunter Marine to let you troubleshoot your system in more detail if it is not working properly.

Before testing your system, check the gauge on the fire extinguisher located in the engine box to make sure it is fully charged. The arrow on the gauge should be in the "green" zone. Also insure that the extinguisher is plugged in well. Checking the level of the fire extinguisher should be done on a regular basis, a charged extinguisher is a necessity for the automatic fire suppression/engine shutdown system to work properly. Also, when starting the engine, always make sure the display switch is in the "normal" position, the "override" position is to be used only when the automatic engine shutdown system has deployed, or the system is malfunctioning. Use the "override" position only to get back to port then immediately replace the faulty components of the automatic fire suppression/engine shutdown system. The troubleshooting guide on the next pages will help you determine what is wrong with your system. Again, do not bypass the automatic fire suppression/engine shutdown system by placing the display switch to the "override" position for normal operations, the system has been installed for your safety and the safety of your crew, only use the "override" position when necessary to get back to port.



Gauge on extinguisher. Needle should be in the "green" zone. Replace extinguisher if charge is low.

Uninstalled extinguisher, notice plug is about 6" from the extinguisher.



Fire extinguisher in the engine box, specific location in the engine box will vary between boat models, but they are all located within the engine box. Notice plug that connects the fire extinguisher to the boat harness. Unplugging this will give the same results as a low or discharged extinguisher. This may be done at times to troubleshoot the system.

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Place the key in the ignition and turn it to the “ON” position (the engine does not need to be running). The display switch should be in the “NORMAL” position.

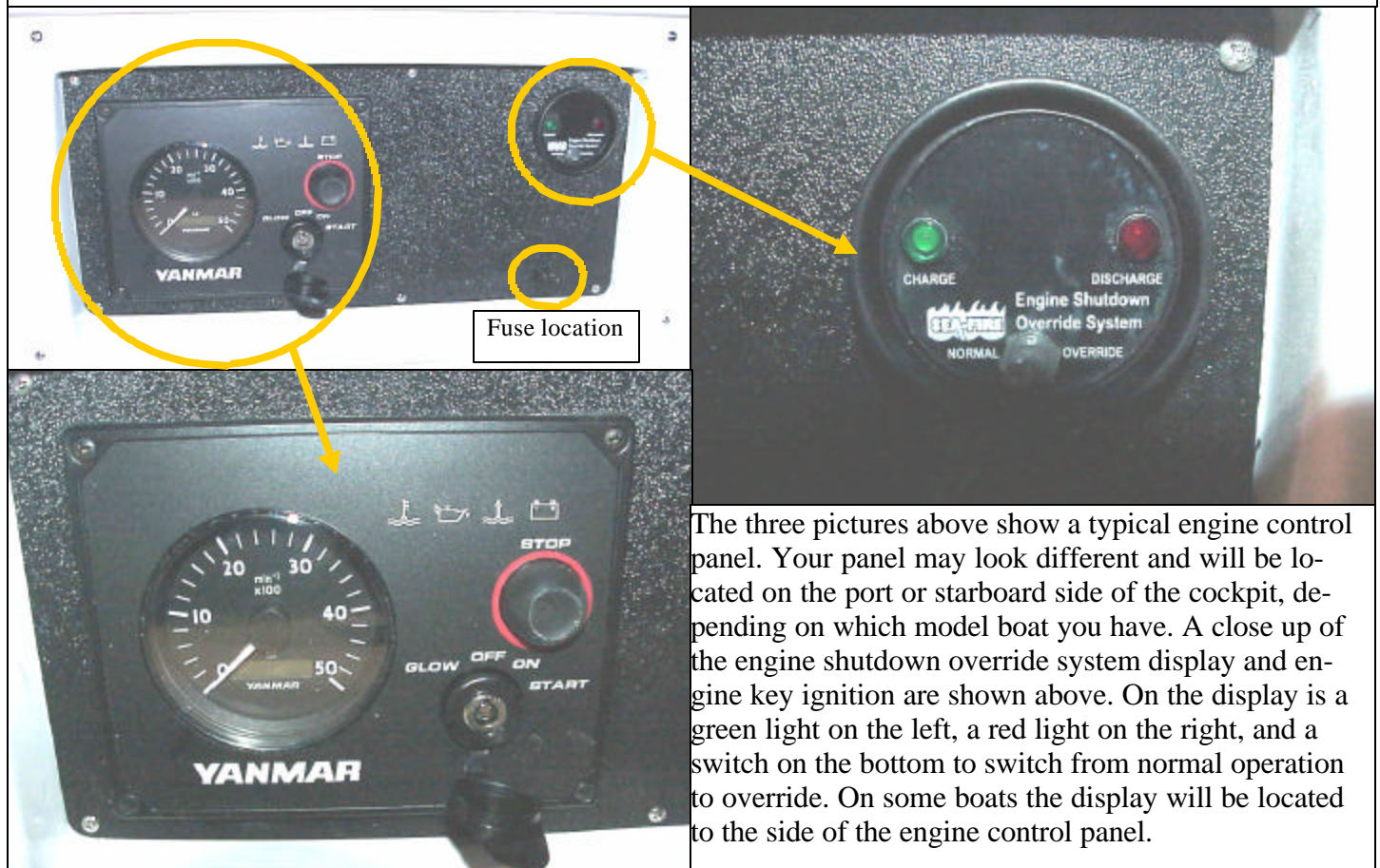
The troubleshooting flow chart on the next page gives all the combinations of; lights on or off, alarm sounding or not, and if the display switch is in the “NORMAL” or “OVERRIDE” position. Some of the combinations should not be able to exist but are listed anyway just in case, by some fluke, they do. If one of these conditions exist, contact Metalcraft / Sea-Fire for further instructions. (Contact information is on page 1)

The display switch should be in the “NORMAL” position for the following:

With a properly working system you should see the green light on and the red light off on the display.

If the green light is off, the red light is on, and the alarm is sounding then the fire extinguisher is not fully charged or the plug is disconnected. Check the gauge on the fire extinguisher, replace the extinguisher if necessary. Also check the plug for proper connection. The engine will not start in this condition. To operate the engine during this condition, flip the display switch to the “OVERRIDE” position.

If neither light is on and the alarm is not sounding this indicates you may have no power to the panel. Check the fuse(s) below the display and replace with a good 5 amp fuse, if necessary. The engine should work in this condition but some models may require shutting down by using the manual shutdown on the engine. Refer to the engine owners manual for instructions if this is necessary.



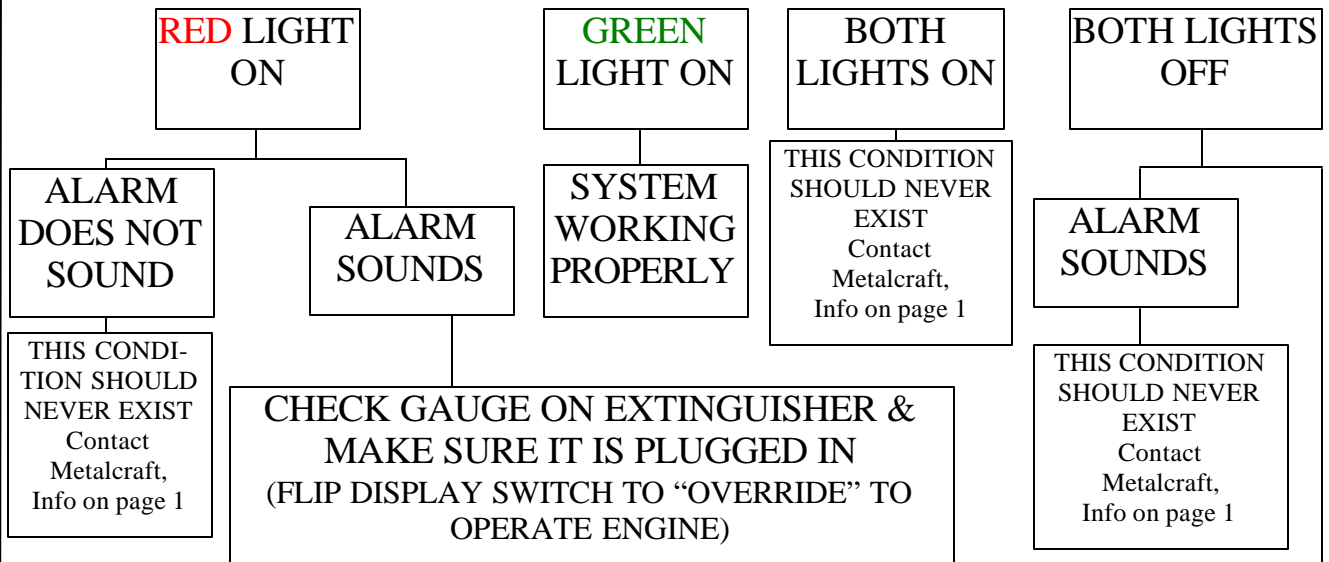
The three pictures above show a typical engine control panel. Your panel may look different and will be located on the port or starboard side of the cockpit, depending on which model boat you have. A close up of the engine shutdown override system display and engine key ignition are shown above. On the display is a green light on the left, a red light on the right, and a switch on the bottom to switch from normal operation to override. On some boats the display will be located to the side of the engine control panel.

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TURN IGNITION KEY TO "ON" POSITION

DISPLAY SWITCH TURNED TO "NORMAL"



DISPLAY SWITCH TURNED TO "OVERRIDE"

