

EUROPEAN HOME TROUBLESHOOTING GUIDE

G SERIES MODELS

GVF 42, GVF 60 & GVF 72

FUNCTION		POSSIBLE CAUSE	REMEDY	
1. Press UP and OFF buttons to start ignition sequence. Beep will occur each second.	No →	Transmitter batteries low.	Replace transmitter batteries. Quality 9V alkaline recommended.	
		Receiver batteries low.	Replace receiver batteries. Four quality 1.5V AA alkaline recommended.	
		Check that transmitter and receiver are synchronized.	Reset system, see the installation manual or the label on the receiver.	
		Transmitter distance is limited.	1. Straighten the antenna. 2. Replace the receiver.	
Yes				
2. Magnet unit is energized thus producing an obvious latching sound.	No →	No beep → Impulse magnet not operating properly.	Replace gas valve.	
		3 short beeps → Receiver batteries low.	Replace receiver batteries. Four quality 1.5V AA alkaline recommended.	
		1 long beep →	8-wire cable is off or not operating properly.	Confirm proper operation of the 8-wire cable.
			SW-cable disconnected.	Confirm proper operation of the SW-cable.
	Motor not operating properly.	Replace gas valve.		
	Micro switch not operating properly.	Replace gas valve.		
Yes				
3. Spark will occur each second.	No →	Ignition components not operating properly.	Check connection between ignition cable and ignition electrode.	
			Check ignition electrode spark gap.	
			Check ignition electrode.	
			Check ignition cable for damage.	
			Increase distance between ignition cable and all metal parts.	
			Ignition sequence stops, no pilot flame. No reaction to transmitter command.	Reset system.
				Remove ground bolt and clean ground lug. See Fig. C.1
				Do not coil the ignition cable.
Shorten the ignition cable, if possible.				
No →		Ignition sequence stops, no pilot flame. Transmitter command is possible.	Replace receiver batteries. Four quality 1.5V AA alkaline recommended.	

(continued)

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FUNCTION		POSSIBLE CAUSE	REMEDY	
4. Pilot lit. Yes ↓	No →	TC- and SW-cable reversed.	Check cable connection between receiver and interrupter block.	
		Magnet unit not operating properly.	Replace gas valve.	
		Short between interrupter and SW cable.	Check interrupter block connection.	
		No gas (magnet unit drops after 30 second audible count.)	Check gas supply.	
		Spark not lighting the pilot.	Check spark is crossing pilot orifice.	
5. Sparking stops after pilot is lit. Yes ↓	No →	Short between interrupter and TC-cable.	Check connection to interrupter block.	
		Electronic measuring amplifier defective.	Replace the receiver.	
6. Motor turns to main gas and pilot stays lit. Yes ↓	No →	Resistance in thermocouple circuit too high.	Check thermocouple circuit.	
		Not enough heat on thermocouple.	Check position of pilot to thermocouple and intensity of pilot flame.	
		Low voltage from thermocouple.	Replace thermocouple. Do not over tighten - hand tight + ¼ turn maximum.	
		No gas (magnet unit drops after 30 second audible count.)	Check gas supply.	
	Magnet unit drops (audible sound)	No →	Broken receiver	Ensure powered/unpowered receiver allows manual operation.
			Ignition sequence stops. No reaction to transmitter command.	Reset system.
	Add ground wire between pilot burner and gas valve.			
	Do not coil the ignition cable.			
	Yes ↓	No →	Shorten the ignition cable, if possible.	
			Manual knob is in the "MAN" position.	Turn the control knob to "ON" position (positive latch is required.)
7. Main burner is lit. Yes ↓	No →	Too much draft at pilot flame (poor flame impingement of thermocouple.)	Check installation.	
		Receiver batteries low.	Replace receiver batteries. Four quality 1.5V AA alkaline recommended.	
8. Main burner stays lit. Yes ↓	No →			
9. Magnet unit drops while motor turns. 3 beeps. No ↓	Yes →			
NORMAL OPERATION				



Figure C.1

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