



2020 PORTABLE ENGINE HEATER AND EXTERNAL BATTERY CHARGER



GearFX is the exclusive builder and distributor of the C&R Portable Engine Heater

Portable Engine Heater 61-00003 & External Battery Charger 61-10003

The C&R Portable Engine Heater, by GearFX, is the ideal solution when it comes to your engine pre-heating requirements. Its 12-volt design is entirely independent to an external power source, providing up to 7 hours of continuous operation on a full charge. This portable unit utilizes a self-contained, Kerosene or Diesel fired heater to gradually heat water to a temperature of approximately 200 degrees F and maintains this temperature until switched off and disconnected. Turn the unit on or off manually, or program it to turn on at a desired time so your racecar is at the optimal water temperature when you arrive to the track.

BENEFITS:

- NEW for 2020 - Digital Easystart Timer
- Increased battery capacity
- Self-contained power
- One of the fastest engine heaters on the market
- Compact size allows for easy storage
- Helps to remove air from your cooling system

SPECIFICATIONS:

- Electrical - self-contained 12v battery
- Charge battery with maximum 5 AMP charger (7 hrs. for complete charge)
- Up to 7 hours of continuous operation
- Fuel - operates on Kerosene or Diesel
- Fuel consumption: 0.16 gal/hr (high)/ 0.8 gal/hr (low)
- Tank capacity: 0.5 gal
- Water Tank capacity: 1.0 gal



2020 PORTABLE ENGINE HEATER

This guide is provided to make sure you have all the information needed to operate this unit correctly. It is important to maintain this unit properly.

For best results, we recommend using Kerosene instead of Diesel Fuel. Kerosene burns cleaner and will help trouble free running.

DO NOT USE BIO DIESEL.

Please read all information carefully before using.
Failure to follow these instructions will VOID any and all warranty included with the heater.

Please contact us if you have any questions regarding the use of this product.

!! WARNING !!

This engine heater is equipped with a programmable timer that allows for remote start. Since the unit is self-contained, the potential exists for an unintentional start. The result of which could be property damage or injury. This can only happen if the unit is programmed improperly.

The following precautions must be followed in order to prevent this situation from happening.

1. Be aware of this potential situation. Read the included manual and understand all of the settings prior to use. **DO NOT** let unqualified users operate the heater.
2. **ALWAYS** keep the "HTR" toggle switch in the "Off" position when not in use. This breaks the electrical connection to the heater. The heater cannot start if this switch is "Off".
3. **ALWAYS** install the exhaust "cap" when not in use. This will prevent the unit from carrying out the ignition process - no matter what the circumstances.
4. **ALWAYS** keep the preheat time set to the minimum of 10 minutes when not utilizing the remote start option.
5. **ALWAYS** be aware of the exhaust orientation. The exhaust emitted from the unit is extremely HOT. When utilizing the remote start option, special care **MUST** be taken to ensure safety and prevent property damage.

OTHER IMPORTANT RECOMMENDATIONS

Listed below are recommendations that will help to maximize heater life and keep the heater operating at its full potential. **Failure to follow these recommendations will VOID any and all warranties included with the heater.**

ALWAYS drain the water from the unit if there is a chance the heater may see freezing temperatures during storage or transport. Observe the following steps to remove ALL water from the heater:

- Remove the water drain cap from the fitting under the unit.
- Loosen the radiator cap and crack the line fittings.
- Allow some water to drain, then remove the radiator cap and lines.
- Apply light air pressure to the “out” fitting. (Use caution as the air pressure will force water out of the open fittings.)
- Continue to apply air pressure to the fitting until minimal water is exiting the unit from all openings.
- Install the drain cap, radiator cap, and lines.

The following steps should be applied for extended storage periods (1 month+):

- Drain fuel and water (follow above steps to drain water)
- Ensure battery has full charge (Charge minimum of 2.5 hours)
- Remove fuse
- If fuse remains installed, the unit must be charged on a bi-weekly basis to keep battery full charged and maintain battery life.

BATTERY/CHARGER INFORMATION

Listed below are the general specs and information regarding the battery & charging system.

A small parasitic load exists within the Espar Heater, and applies a small Amp draw on the battery, even when the heater is not in use. Extended periods of storage will damage the battery if precautions are not taken.

CHARGE THE HEATER WITH A 5 AMP OR LESS CHARGER ON A BI-WEEKLY BASIS (Minimum of 2 hours) TO OPTIMIZE AND MAINTAIN BATTERY LIFE!

Battery:

- Part # BP-CYLA30LXTA
- USDOT classified as non-spillable, allowing for express shipping via air
- Maintain battery life by keeping the battery at full charge whenever possible by keeping the heater plugged in whenever it's not in use
- Heater can operate for approximately 7 hours on a complete charge

External Battery Charger 61-10003 (sold separately):

- Unlike the previous 61-00004 Portable Engine heater, the newer 61-00003 does not have an onboard battery charger. We did this to increase the battery size which increases running time on a single charge.
- A separate 5 amp charger (61-10003) can be purchased separately.
- When purchased from GearFX, the charger will come equipped with the mating connector to plug directly into the heater.
- All 61-00003 Heaters are supplied with an extra charger connector. This is provided so that the customer can use their own 5 amp, or less battery charger.

GENERAL INFORMATION

Electrical:

- NEW for 2020: Digital Easystart Timer / Controller
- Self-contained 12V battery
- Unit will operation for approximately 7 hours on a complete charge (AF:11 = Low Battery)
- External battery charger connector

Fuel:

- Operates on Kerosene or Diesel fuel. Always strain fuel to keep dirt out of system.
- Fuel consumption: 0.16 gal/hr (high) or 0.08 gal/hr (low)
- Tank capacity: .5 gal
- **NEVER** fill the heater or the race car with fuel while the heater is running!

Coolant:

- Recommended mix of water and NEO "Keep Cool" conditioner (minimizes heater corrosion)
- Water tank capacity: 1.0 gal
- Always keep the heater completely full of water to eliminate any air added to the engine system. (It is recommended that you check all fluid levels each time prior to using the unit).
- Always drain water if the unit will see freezing temperatures during storage. See instructions on page 2.

Exhaust:

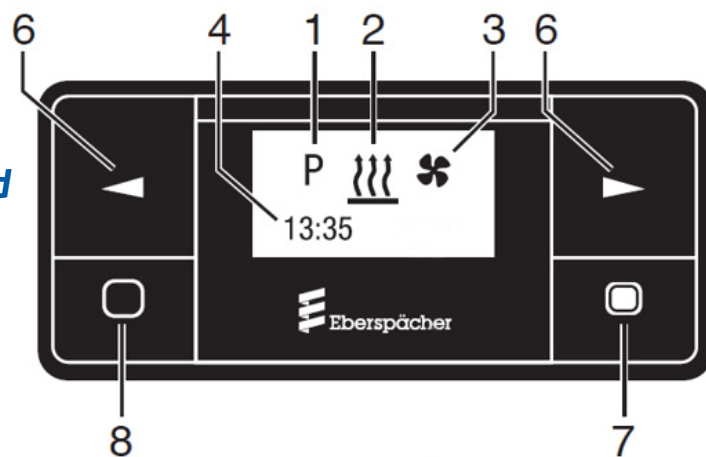
- Exhaust exiting the unit at the exhaust pipe is extremely hot!
- Always be sure that the heater unit is oriented with the exhaust point to "open air" (this step is extremely important when utilizing the 7-day timer).
- Do not sit the heater on top of anything that may contact the exhaust pipe underneath the unit! (i.e., grass, a tire, plastic of any kind ...)

CONNECTING TO THE RACECAR

Prior to connecting to the race car, it is recommended that you fill the heater completely. This can be accomplished by plugging the hoses together and turning the heater on. Top the heater off by filling the water tank at the radiator cap. Keeping the heater full of water will eliminate any change in the water level of the race car. In certain applications, the water level of the cooling system (race car) can be checked once the heater is hooked up to the car. The fill on the car must be at the absolute highest point of the system for this situation to be applicable.

- Attach the “TO CAR” line of the heater to the “FLAPPER SIDE” of the checkvalve
 - Water entering the cooling system from the heater will push against the flapper, thus pushing it shut
- Attach the “FROM CAR” line of the heater to the checkvalve port opposite of the “FLAPPER”
- Flip the HTR Toggle Switch to the “HTR” position (up)

- 1 Program symbol**
- 2 Heat symbol**
- 3 Fan symbol - *Not equipped***
- 4 Current time**
- 6 Menu selection button**
- 7 Enter / “ON”**
- 8 Exit / “OFF”**



Notes – #7 and #8

- “short press” (less than 2 seconds) : #7 Enter (yes/confirm); #8 Exit
- “long press” (more than 2 seconds) : #7 On; #8 Off
- This is important for menu navigation and settings

- 1 – Short Press #7 – Turns on Display
- 2 – Short Press #7 – Shows programed run time. Should be at 720. The heater will only run for the amount of time shown. If this time is less than desired, refer to SETTING RUN TIME further down in the instructions
- 3 – Short Press #7 – Turns burner “ON”
- At this point the control unit does a systems check (flame sensor, temp sensor, safety thermal sensor, etc.)
- Water pump starts circulating fluid
- Combustion air blower comes on
- Glow pin begins to preheat (20-50 seconds)
NOTE: There could be a “puff” of smoke out the exhaust ... this is normal
- Metering pump starts and combustion air blower speeds up gradually
- Once ignition takes place, the flame sensor alerts the control unit, which shuts off the glow pin

Total Startup Time - 1.5 –2 minutes

- Allow the heater to operate until your desired pre-heating temperature is reached. Check the system temperature by observing the water temp gauge inside the car.
 - NOTE: Once turned on, the heater will run continuously until the desired start-up temperature for the race car is achieved.
 - The heater will switch to “low heat” mode once the internal temp reaches approx. 200°F. It will switch between “low heat” and “high heat” mode to maintain a temperature between 175°F-189°F. If the internal temp exceeds 185°F, the heater will shut off, but continue to circulate water. It will restart once the internal temp drops below 175°F.

DISCONNECTING FROM THE RACECAR

DO NOT turn off the unit while running or during this cool down period by shutting OFF the “HTR” toggle switch.

TURNING OFF THE HEATER

- To turn off heater, Short Push #8 – “OFF”
- Short Push #8 – Exits to main screen
- Short Push #8 – Timer off

- The heater will begin its shutdown cycle.
 - The fuel pump stops delivery fuel and the flame is extinguished
 - The combustion air blower and water pump continue to run for 130 seconds to cool down
 - The heater shuts off
- Disconnect the heater from the car at the checkvalve (2 places).

NOTE: During shutdown, the heater continues to circulate water for approximately 2 minutes before it shuts off completely. If the heater is disconnected from the car within this 2 minute time period, it is recommended to hook the hoses together at the quick-connects to allow the water to keep circulating, preventing damage to the heater unit.

DO NOT turn off the unit while running or during this cool down period by shutting OFF the “HTR” toggle switch.

TIMER INFORMATION

SETTING CLOCK

- Short Push #7
- Toggle > to the wrench symbol. Short Push #7
- Clock is now flashing. Short Push #7
- Hour is now flashing. Toggle < > to set hour. Short Push #7
- Minute is now flashing. Toggle < > to set minutes. Short Push #7
- Exit to main screen, Short Push #8 Twice

SETTING CALENDAR DAY

- Short Push #7
- Toggle > to wrench symbol. Short Push #7
- Clock is now flashing. Toggle to Calendar. Short Push #7
- Toggle to set Day. Short Push #7
- Exit to main screen, Short Push #8 Twice

SETTING RUN TIME

The maximum run time is 720 minutes. GearFX sets to 720 at assembly. 30 is the default.

- Short Push #7 twice
- Toggle < > to set run time. Short Push #7
- Exit to main screen, Short Push #8

TURNING HEATER “OFF” - ALL MODES

- Short Push #8
- The signal to the heater will be terminated. The heater will do a normal cool down and turn itself off

DIAGNOSTICS

This timer is equipped to display fault code numbers if the heater should shut down due to an operating fault. This fault code will show in the timer display once properly accessed.

FINDING FAULT CODES

- Short Push #7
- Toggle < > to the wrench. Short Push #7
- At this point the clock will be flashing. Long Hold #8 for 5 seconds until 1.1.1 shows in the display
- When 1.1.1 is showing there will be AF: The number after AF: is the fault code
- Record fault code before clearing

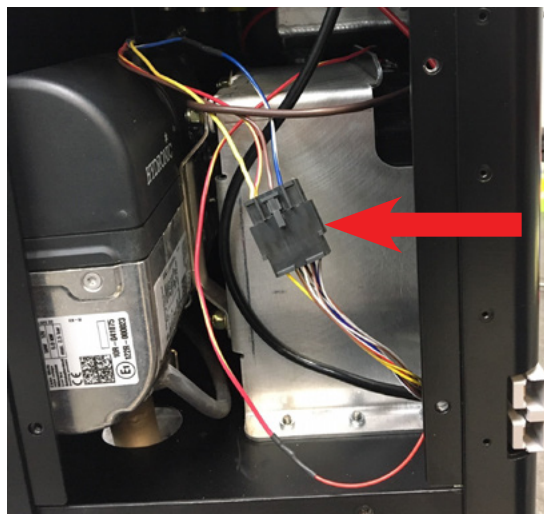
CLEARING FAULT CODES

- Short Push #7
- Toggle < > to the wrench. Short Push #7
- At this point the clock will be flashing. Long Hold #8 for 5 seconds until 1.1.1 shows in the display.
- Toggle < > to 1.3.1. Short Push #7 to clear code.
- Exit to main screen. Short Push #8

NO SIGNAL

No Signal means there is no connection to the heater ECU, via the connection to the battery being broken or the battery is completely dead.

- Check that the HTR switch is in the ON position. If it was not, Short Push #8 and the display should say “off”. Turn on HTR switch and try to restart the heater.
- If the HTR switch is in the ON position and there is NO SIGNAL, check for proper battery voltage and battery connection. Once these have been fixed, **the unit will need REINITIALIZED.**
- To REINITIALIZE, remove the LH panel (Exhaust Side) and place the HTR switch in the ON position.
- Disconnect and then reconnect the connector located behind the LH panel, shown in Fig 1 below. This will reestablish the signal to the unit.



- Turn off HTR switch.
- After REINITIALIZATION the clock, day and run time will need reset.

A common fault code will be AF:11 for an “under voltage shutdown”, which is caused by the battery not having enough charge. The heater needs a minimum of 10 volts to fire.

The most common causes for overheating can be the unit being turned on without establishing a connection at the quick disconnects, lack of water flow at the checkvalve, or through the entire system.

If the heater switches to LOW mode, but your temp gauge on the car is not reading the temp you feel it should, check the block temp at the temp sensor with an infrared laser temp gun, as well as checking the in/out fittings on the heater. A common issue is that the heater IS seeing the proper temp and then shutting down, but due to a lack of water flow through the car, the car is not getting to the desired temp. If this occurs, once the heater is completely cooled down, hook the two lines together and run the heater. It should take 6-7 minutes for the heater to completely heat up on high and switch to low mode. Check the temp of the fittings or the water tank to verify the temp reached. If the heater reached temp using this method, then there is an issue with water flow through the rest of the system.

Always check the fuel supply, battery charge, and water level when diagnosing a problem with your heater.

Fault Code	Fault Description	Causes/Repair
000	Normal Operation	
010	Overvoltage	Check voltage between terminals 1 (red) and 2 (brown) at connector (B1). This must be less than 16 volts. Check battery, electrical leads and vehicle charging system.
011	Under voltage shut down	Check voltage between terminals 1 (red) and 2 (brown) at connector (B1). This must be greater than 10.2 volts. Check battery, electrical leads and vehicle charging system.
012	Overheating	Check for possible causes of overheat (water circuit), Sensor. Check overheat switch resistance values. Temperature at temperature sensor or overheat sensor is greater than 125°C.
014	Possible overheating detected (difference evaluation)	Difference of measured values at temperature sensor >15°C (min. 70°C water temperature and metering pump in operation); Check temperature sensor and overheating sensor, replace if necessary. Check values from previous page.
015	Too many overheats	Remove cause of over heat. Reset control unit using 7-day timer or fault code retrieval device to unlock control unit. Permanent overheating counter reading exceeded. Heating enable only possible by means of diagnostics system (press both "LL" keys simultaneously).
017	Overheating detected	Temperature at temperature or overheating sensor >130°C, emergency OFF if Fault Code 012 or 014 not applicable; check water circuit, check temperature sensor and overheating sensor; replace if necessary. See graph on previous page.
020	Open circuit - glow pin	Check glow pin and electrical leads for continuity, replace if necessary.
021	Short circuit - glow pin	Check glow pin and electrical leads for continuity, replace if necessary.
030	Combustion air blower motor	Blower impeller or electric motor may be jammed (frozen solid, dirty, etc.). Fix jam, replace electric motor if necessary.
031	Combustion air blower motor	Check lead to combustion air motor for continuity, replace motor if necessary. Debris might be jamming blower.
032	Combustion air blower motor short-circuit	Check combustion air blower motor (electric motor); replace if necessary. Check power supply (chafed, corroded, etc.).
038	Vehicle fan relay control break	Check electric lead to relay, fix break, replace relay if necessary. For wiring harness (P/N CA1 60 401) without relay, replace harness.
039	Vehicle fan relay control short circuit	Check electric lead to relay, fix break, replace relay if necessary. For wiring harness (P/N CA1 60 401) without relay, replace harness.
041	Water pump break	Check supply lead to water pump for continuity, remedy break, replace water pump if necessary.
042	Water pump short-circuit	Check supply lead to water pump for short circuit, check water pump, replace water pump if necessary.
047	Short circuit - fuel metering pump	Check wires for short to fuel metering pump. Test fuel metering pump. Replace if necessary.
048	Open circuit - fuel metering pump	Check supply lead to metering pump for continuity, remedy break, replace if necessary.
050	Too many no start attempts	Safety time counter reading exceeded. Reset control unit using 7-day timer or fault code retrieval device to unlock control unit.
051	Faulty flame recognition	At start, if flame sensor is above 70°C > 240 seconds; check exhaust gas and combustion air supply, check flame sensor, replace if necessary. For flame sensor values see graph on previous page.
052	No start safety time exceeded	No flame detected on start attempt. Check fuel delivery and fuel supply. Check exhaust gas and combustion air ducts.

Fault Code	Fault Description	Causes/Repair
053	Flame cutout in boost mode	Heater has started successfully the flame has extinguished. Check fuel supply. Check combustion air and exhaust flow. Check flame sensor resistance value. Replace flame sensor if necessary.
054	Flame cutout in high mode	Heater has started successfully the flame has extinguished. Check fuel supply. Check combustion air and exhaust flow.
056	Flame cutout in low mode	Check flame sensor resistance value.
060	Open circuit - temperature sensor	Temperature sensor detects a value beyond its range. Check connections. Check sensor resistance values between 11 and 12 at connector B2 > 2 M W (if open circuit).
061	Short circuit - external temperature sensor	Check connections. Check sensor resistance values between 11 and 12 at connector B2 < 50 W (if short circuit). Temperature sensor values on previous pages.
064	Open circuit - flame sensor	Sensor is sensing value outside of range. Check connection leads. Resistance values between 13 and 14 at connector B2 > 3040 W (if open circuit).
065	Short circuit - flame sensor	Check connection leads. Resistance values between 13 and 14 at connector B2 > 780 W (if short circuit). Flame sensor values on page 17.
071	Open circuit - overheat sensor	Check connection leads. Resistance values between 9 and 10 at connector B2 > 2 M W (if open circuit).
072	Short circuit - overheat sensor	Check connection leads. Resistance values between 9 and 10 at connector B2 < 50 M W (if short circuit).
090	Control unit defect (internal fault)	Control unit malfunction due to interference voltage from vehicle electrical system; possible causes low batteries, charges, other sources of interference, eliminate interference voltages. Internal faults detected in microprocessor/memory detected. Replace control unit.
092	Control unit defective (ROM error)	
093	Control unit defective (RAM error)	
097	Control unit defective (power failure)	Internal failure. Replace control unit.

TROUBLESHOOTING

Listed below are a few of the more common Fault Codes and troubleshooting notes.

F11 - UNDER VOLTAGE SHUT DOWN

This code basically means that the battery is dead. The heater needs a minimum of 10 VDC to fire.

We installed an externally removable fuse for the heater circuit that could be removed for periods of long term storage.

The solution for this is to charge the unit on a bi-weekly basis (minimum) as noted in the instruction manual at 5 amp or less, to prevent damage to the battery. Listed below are some notes on the F11 code for the earlier models:

- After charging the battery for a minimum of 2 hours, unhook the charger and check the voltage across the terminals. If this value is around 6-7 volts, the battery is defective and needs replaced.
- With the charger plugged in, check the voltage across the terminals to make sure that the charger is working properly. Though slowly, the voltage number should gradually be increasing.

F14 - POSSIBLE OVERHEATING DETECTED

This code is triggered by an excessive temperature split between the internal temperature sensor and the overheat sensor.

Internally, the Espar heater has temperature sensors that continually monitor the temperature in two different locations within the heater. In order to make the units achieve the desired pre-heat temps, a potentiometer/ resistor had to be installed internally to these circuits to essentially “trick” the controls. Depending on the water flow restriction of the system, the difference between these two values can become too high (>15°C), and essentially trigger the F14 code. Listed below are some notes that correspond to this code:

- This code will repeatedly trip if the unit is pre-heated (unhooked from the car/lines hooked together). This is an unnecessary step and not recommended, as the capacity of the heater alone is very minimal. It trips the code when it tries to resume “high” heat mode.
- Check the potentiometer setting. It should be backed OUT 7 turns to start - turn the knob clockwise until closed, and then counter-clockwise 7 turns out. This can be accessed by removing the exhaust side skin.
- If the problem still exists, turn IN (clockwise) ½ turn at a time and cycle the unit when hooked up to the car...this value (# of turns) is system dependent per the water flow restriction that exists.
- Likewise, if the customer would like to see more performance (higher temp) out of the unit, this potentiometer setting can be backed OUT ½ turn at a time until the F14 code begins to trip.
- Open the brass bleeder on the side of the unit to ensure that water is flowing and there is no air pocket trapped within the unit. An air pocket can prevent water flow and cause the F14 code. This can also be checked by monitoring the heat distribution across the engine (by hand) – if no water is flowing, no heat will be felt.

F15 - TOO MANY OVERHEATS

This indicates that the unit has been “locked” due to too many overheat codes in succession. Follow the CLEARING FAULT CODES procedure.

The locking of the control unit (F15) is a very rare occurrence, and generally points to a lack of water flow/restriction within the system. Once unlocked, the system should be reviewed prior to resuming use of the heater.

F50 - TOO MANY NO START ATTEMPTS

This indicates that the unit has tried to start unsuccessfully 10 times in succession.

The same notes as per the above F15 code apply to unlock the heater. Refer to F52 notes to help diagnose why the unit will not start.

F52 - NO START SAFETY TIME EXCEEDED

This indicates that there is no flame detection during start up. Some areas to check include:

- Check exhaust flow path (is exhaust cap removed?)
- Check fuel tank vent – small screw on fuel cap must be “loose” if equipped
- Check fuel level
- Check to make sure that nothing is plugging the bottom of the fuel tank or the lines

The codes listed above represent the most common codes that have been triggered over the past 5 years. For fault codes that are NOT listed above, refer to the fault code cross reference located above.

Batteries can be purchased from GearFX or from your local automotive battery supplier:

Battery: BP-CYLA30LXTA	400cca
Charger: 61-1000	12VDC 5A