

## Testing the System Operation

The Unit can be tested by pressing the “Test” button on the face of the Unit. The Unit will cycle through the LEDs .

Unplug the Gasoline Fume Sensor. The Amber “Sensor Trouble” LED will illuminate. If the Amber LED does not illuminate, remove Unit and return direct to manufacturer following the instructions at the back of this manual.

## Testing the Gasoline Fume Sensors

### **WARNING**

**DO NOT USE A GASOLINE SOAKED RAG OR A PARTIALLY FULL CONTAINER OF GASOLINE TO TEST A SENSOR. THE RAW GASOLINE COULD IGNITE, RESULTING IN SERIOUS INJURY.**

Test the Sensors by holding an unlit Butane lighter to the sensor. Within a few seconds, the Red “Fumes Detected” LED will illuminate, the alarm horn will sound, and the engine starter output will turn OFF. Remove the lighter from the Sensor and press the “Silence” button to mute the alarm horn. Test that the engine is not able to start. Lift the safety cover and activate the “Bypass Switch”. Test that the engine is able to start. After approximately one minute, the Red LED will turn off and the Unit will return to its normal state of operation.

## Maintenance

The system should be tested periodically in the fashion described in the previous sections. Due to the harsh environmental conditions in marine applications, it is recommended to replace the Gasoline Fume Sensors every 3-4 years.

## In the Event of an Alarm

Immediately have all passengers and crew exit the passenger compartment and vessel if possible.

Ventilate the space being monitored.

Carefully check all fuel lines and other potential sources of gasoline fume leaks. If leaks are identified, shut off fuel supply and make any necessary repairs.

### **WARNING**

**DO NOT BYPASS THE ENGINE START INHIBITOR UNLESS THE REQUIRED REPAIRS HAVE BEEN MADE. THE GASOLINE FUMES COULD IGNITE, RESULTING IN SERIOUS INJURY.**