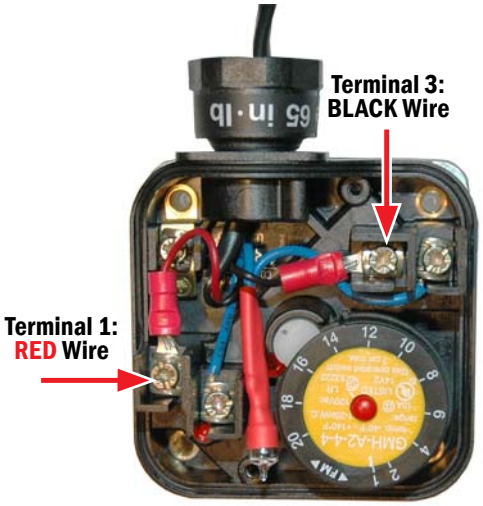
Regulator Output Pressure Switch (P/N G11012)

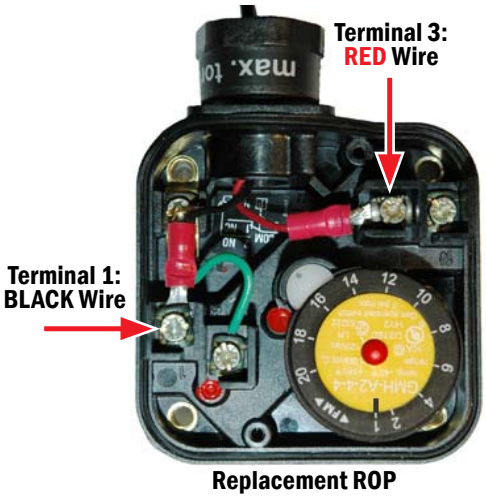
This bulletin applies to all **GPN2010**, **GPN2212**, **GPN2213** and **GPN2214** panels with **DE-3010 Terminal Module** below serial number **1162** (panels shipped prior to **January 16, 2008**). This bulletin **DOES NOT APPLY TO GPN1000** or any panel installed in a steel enclosure (**GPN2000L**, **GPN2000V**, **GPN2002V**, **GPN2003V** or **GPN2004V**).

Altronic-GTI is providing a new ROP SWITCH (P/N G11012) for all panels covered by this bulletin.

In order to ensure proper operation of the ROP (Regulator Output Pressure) switch, it is necessary to thoroughly and accurately carry out the following instructions to replace and test the switch.



Existing ROP



Replacement ROP

REMOVAL OF EXISTING ROP SWITCH

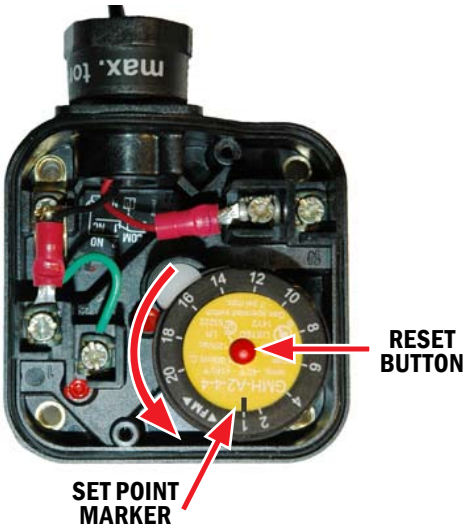
1. Ensure that the **Bi-Fuel® System** is off by pressing the **STOP** button on the display keypad. It is also advisable to close the manual gas shutoff valve upstream of the gas train. Remove the power to the **GTI Panel** by turning the switch on the face of the panel to the **OFF** position.
2. Remove the plastic cover from the existing **ROP** switch.
3. Disconnect the **RED** and **BLACK** harness wires from **TERMINALS 1** and **3** and pull them out of the body.
4. Remove the two screws that mount the switch body to the solenoid valve and discard the **ROP** switch.

INSTALLATION OF NEW ROP SWITCH

1. Remove the plastic cover from the replacement **ROP** switch.
2. Remove the O-ring and mounting screws from the plastic bag inside the switch body. Place the O-ring over the gas pressure sensing port on the back of the switch.
3. Making sure that the O-ring remains in-place, mount the new **ROP** switch on the solenoid valve using the two mounting screws. It is critical that the sensing port of the **ROP** switch covers port **5** on the solenoid valve (refer to **FORM GTI IOM 5-07**). **FAILURE TO DO SO RENDERS THE SWITCH INEFFECTIVE.**
4. Run the **RED** and **BLACK** harness wires through the conduit gland of the switch body. Connect the **RED** wire to **TERMINAL 3** and the **BLACK** wire to **TERMINAL 1** as shown. Although this is reversed from the original installation, this will be the new wiring configuration on future systems.

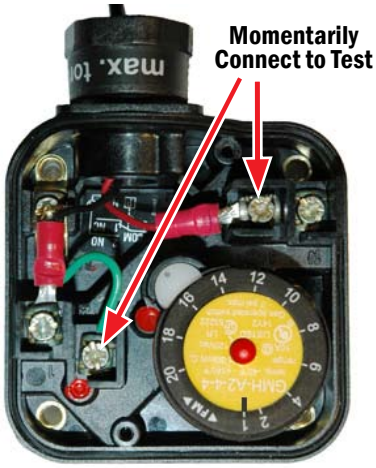
SETTING THE ROP SWITCH

1. The **ROP** switch is shipped with the number **1** on the outer set point dial aligned with the **BLACK** mark on the inner stationary portion of the dial. Check that this is the alignment. If not, rotate the dial to align the **1** with the inner **BLACK** mark as shown.
2. Press the **RED** button in the center of the set point dial to ensure that the **ROP** switch is in the **RESET** position.



TESTING THE ROP SWITCH WIRING

1. Turn the switch on the front of the **GTI** panel to the **ON** position.
2. Press the **RESET** button on the **Display Module** keypad followed by the **CANCEL TIMERS** button.
3. Using a small jumper wire or clip lead, momentarily make contact with **TERMINALS 2** and **3** as shown. This action will cause the **GTI Panel** to see the **ROP** switch as "tripped." Proper operation is verified when the screen shows the **FAULT** as below:

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STATUS FAULT AL1
1ST FAULT
  CHAN 12A
ROP1 REG. OUT. PRESS
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If the switch does not trip, it indicates that the switch body is not achieving ground through the body of the gas train system to the engine block.

4. Once operation has been verified, press the **RESET** button on the **Display Module** keypad and reset the switch by pressing the **RED** button in the middle of the set point dial on the **ROP** switch.
5. Reinstall the plastic cover.

Open the manual shutoff valve to the gas train and return to normal use of the **GTI Bi-Fuel® System**.

NOTE: It is recommended that all protection inputs be tested in a regular program of preventative maintenance in order to ensure proper protection.