

Webasto Technical Website: <http://www.techwebasto.com>

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Fuel not being fed to heater, although combustion air blower is running

Additional tank (where applicable) is empty, air in fuel system, defective coupling in heater, fuel filter and/or screen at fuel pump blocked, fuel shut-off valves (as applicable) closed, defective solenoid valve, defective fuel pump, crossed fuel lines.

Fault symptom Defective Solenoid Valve

Check electrical connection; apply current directly to the solenoid valve with PC diagnosis (component test) or 24 V (audible clicking)

Intense white smoke emission in the starting phase and/or after-running

White smoke indicates unburned fuel in burner chamber usually indicating no flame / no start situation. Begin a no flame diagnosis.

Incorrect fuel pump pressure

Fuel filter and / or screen at fuel pump blocked, defective fuel pump.

CO² level cannot be set at nominal value

Leaky suction side of fuel system, fuel filter and/or screen at fuel pump restricted, fuel return line restricted, leaky fuel pump, incorrect fuel pump pressure – pressure control valve, atomizer nozzle defective, combustion air or exhaust line restricted, combustion air motor speed too low, voltage supply too low.

Frequent flame cut-off, resulting in locking of heater control unit

Air in fuel system, fuel filter and/or screen at fuel pump blocked, defective solenoid valve, defective fuel pump. Leaky suction side fuel system, fuel filter and/or screen at fuel pump restricted, atomizer nozzle, CO² value too low, viscosity of fuel too high, no ventilation of vehicle tank. Dirty photo eye.

Can the seal between the cover and the fuel pump housing be replaced?

No, the fuel pump is a high-pressure component and can only be assembled in the factory!

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Why the fuel pump must be replaced every 5 years

Fuel is compressed to 145 PSI inside the fuel pump. Aging of the seal could result in fuel leakage.

Heater does not function at all

Fuse defective, chassis-earth connection open, no switch-on signal, fault lock-out by control unit, control unit defective

When switched on, heater immediately converts to fault override

Control unit has detected an electrical fault in a heater component. Check individual electrical components or use PC diagnosis

What does the malfunction code "No Start" mean?

Electrical component scan by control unit positive, but no flame. Cause is mechanical (flame detector inspection glass dirty, fuel system etc.)

How is the lock-out of the 1572 D control unit deactivated?

Disconnect main power connector ONLY for at least 2 minutes while the heater is in the on position. (Heater signal on power must be active for reset to properly occur)

When does the 1572 D lock?

After 5 consecutive aborted flames or 8 consecutive unsuccessful start attempts.

Fault symptom Flame Detector Defective

Replace parts in the following order; fuel nozzle first, next flame detector, if fault still persists the heater control unit is defective, must be replaced.

Fault symptom Light from External Source detected in Pre- or After-Run

Flame detector defective, severe carbon accumulation in combustion tube or heat exchanger; fuel solenoid remains open after run, replace fuel solenoid, or control unit defective.

Fault symptom Under Voltage

Under voltage cut-off at an input voltage of 20...21 V to heater control unit. Check vehicle voltage - battery, wiring, and electrical connections. Control unit defective.

Deformed burner head (ignition spark generator, ignition electrodes, etc.) due to excess temperature

Temperature increase in heater due to exhaust system blockage; Check exhaust system. Heater main power removed during heater run time with no cool down stage. Switch clean combustion air filter if applicable.

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Fault symptom Temperature Limiter

Heater at ambient temperature, check temperature limiter for continuity, switch back temperature limiter, and check heater plug-in connection. If fault remains after replacement of limiter, defect is to be found in heater control unit.

Fault symptom Temperature Sensor Defective

Check electrical wiring/plug-in connections. Temperature detector defective. If fault persists after detector replacement, heater control unit is defective.

Circulating pump U 4851 or U 4852 locked

Disconnect power from pump for at least 2 minutes.

Cracks in burner tube

Cracks of up to 80mm in burner tube are permissible.

Heater combustion time too short or heater constantly overheats

Too little coolant (3 or more gallons), water shut-off valve closed, air in water system, inadequate delivery rate of circulating pump, water system resistance too great, water filter blocked, water circulating pump defective or locked (locking only in U4851 and U4852)

Too little heat available in vehicle

Heat exchangers blocked, too little coolant, proper coolant ratio (50/50 mix), vehicle thermostat open, air in water system, water shut-off valves closed, contaminated heat exchanger surfaces (convectors) defective convector blower, concentration of anti-freeze too high.

Which water circulating pumps can lock?

Water circulating pump U4851 (AquaVent 6000S)

Contaminated combustion chambers, defective motors

Ensure the arrangement of the heater air intake tube and the exhaust are far enough apart that the intake can only breathe in clear air.