



User's manual

with installation instructions

for AUTOTERM air heaters

AIR-2D 12 V/24 V AIR-4D 12 V/24 V

AIR-8D 12 V/24 V AIR-9D 12 V/24 V

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Dear Customer!

Thank you for choosing the AUTOTERM AIR heater! We are doing everything to ensure that this product meets your requirements. It is essential to us that every customer is satisfied with the quality of our products.

Introduction

This manual is intended for organisations that specialise in the installation and maintenance of AUTOTERM AIR air heaters (2D 12 V/24 V; 4D 12 V/24 V; 8D 12 V/24 V; 9D 12 V/24 V) (hereinafter referred to as heaters, or 2D, 4D, 8D and 9D for short), as well as users of the product after installation. This document covers the instructions and guidelines for installing the product on a variety of land vehicles and small maritime vessels (e.g., yacht, boat, cutter). It also covers function tests of the product after installation, and basic maintenance procedures to ensure that the heater operates reliably.

Please read this manual before installing and/or operating the AIR heater. This manual contains important information on how to use this product safely and correctly. Disregarding these instructions can void the warranty of the product, lead to damage to the product and/or property, or cause a health risk.

1 General instructions and operating principles

The AUTOTERM AIR heaters are designed to be used for:

- heating of various confined spaces, of vehicles, for example, the driver's cabin or the cargo compartment of vans or trucks at ambient temperatures up to - 45 °C;
- heating cabins, cargo compartments and other confined spaces of maritime transport.

The heater operates independently of the vehicle's engine.

The heater's built-in fan draws air through the air intake opening. The air heated by the heater is channelled to the cabins and desired spaces via outlet channels.

Fuel is supplied by a separate fuel pump from the fuel tank of the vehicle or vessel, or from an additional fuel tank.

The heater can be powered by the battery of the vehicle or a separate battery.

The temperature in rooms can be regulated by using a temperature sensor and a control panel, which sets the heating parameters.

When a temperature sensor is present (either built into the control panel or additionally installed), the heater constantly compares the actual temperature with the set temperature and automatically adjusts the heating capacity according to the heat demand.



Installation of the heater and its components **must be carried out by specialised organisations**, approved by AUTOTERM. Installation of the heater must be carried out **by certified specialists only** in accordance with the installation instructions.



If the heater is handled and/or installed improperly, there is a **possibility of a fire hazard** and **damage to property** because fuel and electrical components are being used. This is why all safety precautions and installation instructions must be carefully read and followed.

The basic parameters and specifications of the heaters can be found at the end of this manual (see *Annex 1*).

2 Safety precautions



- Do not use or install the heater in places where flammable vapours, gases or large amounts of dust may form and accumulate.
- Disable the heater when the vehicle or vessel is being fuelled.
- Do not cover the heater with clothing, pieces of fabric and such like, and do not place such objects in front of the air intake pipe, or inlet and outlet of the heated air.
- Do not install the fuel line inside the cabin of a vehicle.
- **The installation configuration must exclude the possibility of contact of the exhaust pipe with the air intake, fuel pipe, or other flammable objects.**
- The vehicle where the heater is installed must be equipped with a fire extinguisher.



- Do not install the heater's electric wiring (harnesses) near the fuel line and the exhaust pipe.
- Disconnect the heater from its battery during repair work on the heater.
- Do not connect the heater to the power circuit of the vessel when the engine is operating and there is no battery.
- Do not connect or disconnect the connectors of the heater when the heater is powered.
- When electric welding is carried out on the vehicle, or repair work is performed on the heater, the heater must be disconnected from the battery.
- Do not use fuses rated differently from those indicated on the electric circuit diagram.
- Do not use makeshift devices (wires, etc.) instead of fuses.



- The relevant safety precautions must be observed when working with coolant liquids and electrical and fuel systems when installing and dismantling the heater.
- **Do not disconnect the heater from the power before the purge cycle ends.**
- When the heater has been switched off, do not switch it on again for 5–10 seconds.
- Do not step on the heater or put any objects on it or in it.
- **Electrical wiring, the air intake, and the fuel pipe must be protected from contact with the sharp edges of vehicle structures.**



- For safety reasons, contact the service shop to troubleshoot the heater if it fails to launch twice in a row.
- In the case of faults in the operation of the heater, contact the specialised repair organisations authorised by AUTOTERM.

If the installer or final user of the product fails to follow the above requirements, the warranty of the heater becomes null and void.

Retrofitting

When replacing a different brand of heater with an AUTOTERM AIR heater, the following must be checked first:

→ Diameter of the exhaust pipe.

The AIR-2D and AIR-4D have an exhaust pipe with an internal diameter of 24 mm, and the AIR-8D and AIR-9D have an exhaust pipe with an internal diameter of 38 mm.

Some brands use an exhaust pipe with a different diameter; if so, it needs to be changed to the diameter necessary for the heater in use. Larger diameters can be used if needed. (See “*Section 3.3*” for more information on installing the exhaust pipe.)



Disregarding this advice can lead to the insufficient output of exhaust gases due to backpressure, resulting in damage to the heater.

→ Fuel system.

When retrofitting a heater, all old fuel pipes and fuel pumps must be removed completely, and a suitable fuel system for the AUTOTERM AIR heater must be installed instead.

Different brands of fuel pumps can have different fuel outputs, and fuel pipes can have different diameters. (see “*Section 3.4*” for more information on installing the fuel system).



Disregarding this advice can cause fuel overflow in the heater or an insufficient flow of fuel, resulting in damage to the heater.

→ Electrical wiring.

All old wiring, electrical connections, control panels, etc., must be removed and installed with new AUTOTERM AIR suitable components. (See “*Section 3.5*” for more information on installing the wiring of the heater.)



Electrical-related faults are common when using different and unsuitable electrical components.

→ Diameter of air ducts.

At least a 60 mm air duct must be used for AIR-2D, at least a 90 mm air duct for AIR-4D, and at least 100 mm for AIR-9D. If the existing air duct is smaller in diameter, then everything must be changed up to the first branch with the necessary diameter, as well as the first hot air outlet. After that, the size of the air duct can be decreased using different adapters. (See “*Section 5*” for more information on air ducting.)



Disregarding this advice can cause the heater to overheat, resulting in damage to it.

DO NOT connect air ducts to AIR-8D.

3 Main requirements for the installation of assemblies and units of the heater

The heater can be installed both inside and outside of the vehicle. Install the heater in a dry place that is protected from the ingress of water and condensate, dirt, excessive vibrations and heat emissions, engine emissions, or fuel or oil contamination.



When installing the heater on maritime transport, it must be protected from the ingress of overboard water.

Consider the maximum heel of the vessel. A heel must not bring overboard water into the discharge channel for exhaust gases, and bilge or overboard water must not get on the heater.



When installing the heater in the cargo hold of the vehicle, install the heater at a height and location that prevents contact with cargo and in a way that the cargo does not obstruct the intake/outlet of the heater.

The heater must be installed following the safety requirements and taking the type of vehicle or vessel into account. Consider everything related to peripheral equipment, for example, the maximum permissible length of the exhaust gas channel and intake of air for combustion, the location of the passage in the board (for maritime transport), the layout and length of electrical wires, the distance from the fuel tank, the layout of air ducts of warm air, and the intake of fresh air.

All precautions must be observed when installing the heater to reduce the risk of injuries to personnel or damage to the equipment to the extent possible.

3.1 Installation of the heater

Install the heater, taking into consideration the permissible operating position according to Fig. 1a/b. Take the possible heel of the vessel into account if installing on maritime transport.

When the heater is positioned with the exhaust pipe facing downwards and the air inlet facing towards you, it is considered the 0° position. AIR-2D and AIR-4D can be tilted anywhere between 0° and 90°. From the same viewpoint, the wires on 2D and 4D must remain on the right side or on the top of the heater. **The AIR-8D and AIR-9D should not be tilted** (see Fig. 1a).

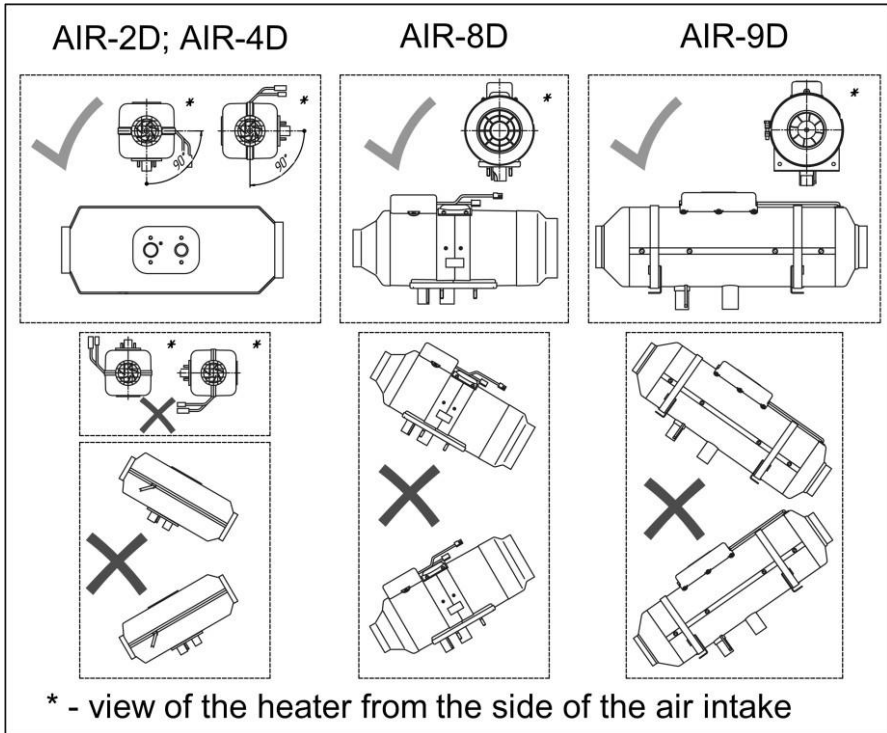


Fig. 1a – Mounting positions of the heater



WARNING!!! Reliable operation of the heater depends on its correct installation. The heater must be installed horizontally (according to Fig. 1a).

The distance from surrounding objects must be sufficient to ensure good ventilation. The distance from walls and partitions to the start of the inlet opening of the heater must be no less than **50 mm for AIR-2D/4D** and **100 mm for AIR-8D/9D** (see Fig. 1b). The distance from the walls and partitions to the start of the outlet opening of the heater must be no less than **150 mm for AIR-2D/4D** and **250 mm for AIR-8D/9D**. Ensure protection from the penetration of foreign objects into the intake and output openings when installing and operating the heater. Install the heater so that it is convenient to perform maintenance work. The air heater must be installed in a manner that allows for easy access for repairs and maintenance; failure to ensure this accessibility may result in additional charges for the time spent accessing the heater during service, and these costs may be passed on to the owner or the original equipment installer.

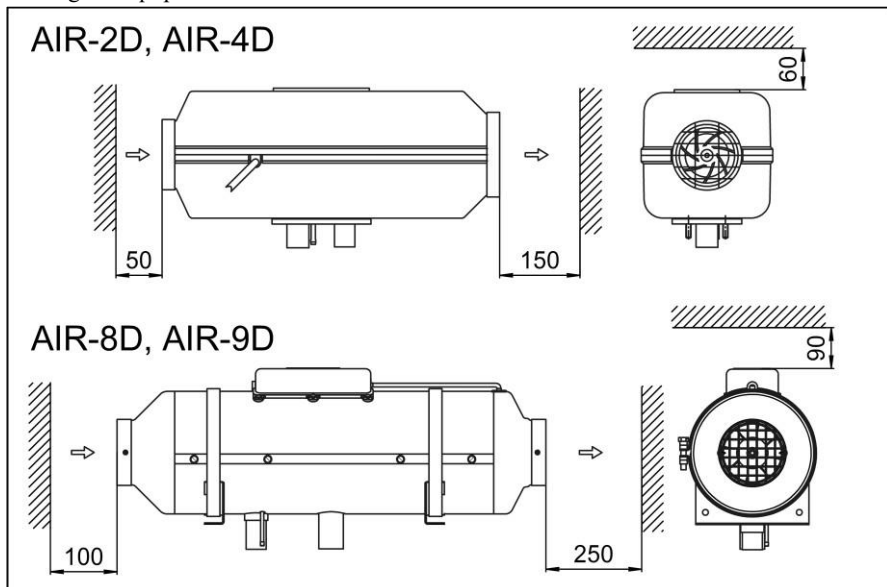


Fig. 1b – Distance from walls

For installing air ducts, these distances need to be considerably greater (see “Section 5” for more information on air ducting).



DO NOT install near flammable or heat-sensitive objects such as sails, fenders, clothing, sheets, paper, gas pipelines, fuel tanks, etc.

When installing the heater, make sure that the mounting flange is the only place of contact with the mounting surface of the vehicle or vessel. The casing of the heater should not contact any surface (Fig. 2b) to avoid deformation of the heater casing, jamming of the air blower fan, and potential overheating.



Install the heater on a flat surface, as installing it on an uneven surface can bend the casing of the heater, thus blocking the fan (common cause of error 27).

It is recommended to use an appropriate mounting bracket specific to the desired mounting location (a variety of mounting brackets can be purchased at your local dealer) and the rubber seal (see Fig. 2) for the installation surface of the heater when installing the heater.

In the case that the heater is installed in a large passenger van or a bus, it may be installed without using mounting brackets.

In the case that the heater is installed on a pedestal or a mounting bracket, cover the air intake, exhaust pipe, and fuel pipe areas with a metal cover.

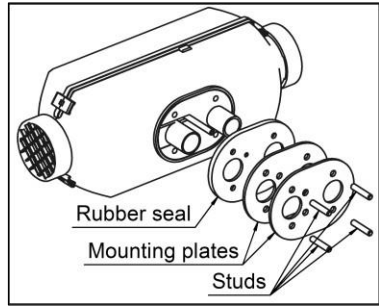


Fig. 2a – Mounting plates

In the case that the heater is mounted outside the vehicle in a protective box, it is recommended to include drain holes at the lowest part of the mounting box to prevent water from collecting inside. Additionally, small drainage holes should be drilled in the lowest parts of the air intake and hot air outlet hoses. This helps reduce the risk of condensation, which can cause corrosion and potentially lead to the malfunction of the electronic parts.

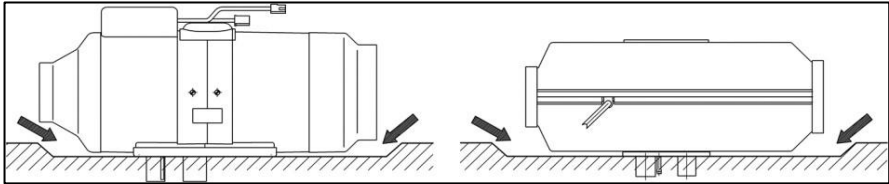


Fig. 2b – Leave some free space

For the AUTOTERM AIR-2D and AIR-4D heaters, holes in the body of the vehicle should be made as shown in Fig. 3. The heater can be installed using the mounting plates shown in Fig. 2. In this case, the studs provided with the heater must be replaced with longer studs.

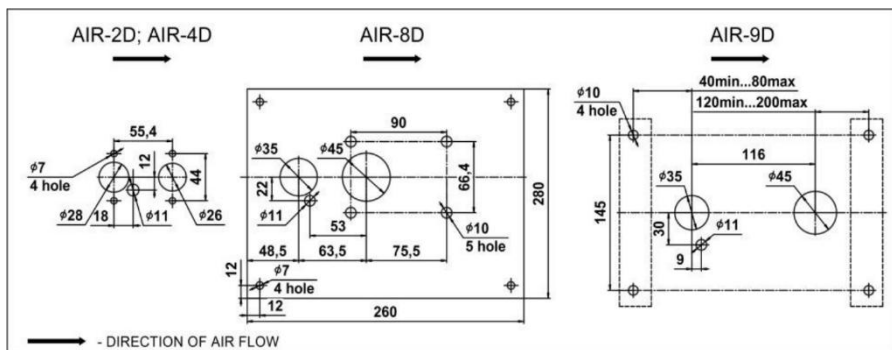


Fig. 3 – Mounting holes

Cut the opening inside the vehicle body (in the case that the side wall/floor is not thicker than 3 mm) to install the AIR-8D heater, as shown in Fig. 3. Where the thickness of the vehicle body (floor) is more than 3 mm, installation of the heater requires the following:

1. Cut a rectangular hole in the vehicle body, sized 180×95 mm;
2. Attach the mounting bracket* to the heater (this bracket can be made of steel sheet at least 2.5 mm thick);
3. Install the exhaust pipe, air intake, and fuel line to the heater, and fasten the whole assembly to the body of the vehicle.

* — *optional part*

3.2 Installation of the air intake pipe

The air for combustion must not be taken from the interior, living space, engine or luggage compartment of the vehicle or vessel. Air should be taken from well-ventilated areas or from outside the vehicle or vessel.

The maximum length of the air intake pipe is 2 metres. The air pipe must be as short as possible (cut to the necessary length).



It is forbidden to use the heater without an air intake pipe.

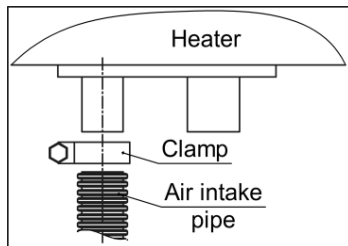


Fig. 4 – Connection of the air pipe to the heater

The air intake pipe is connected directly to the pipe of the heater and fastened with a clamp (Fig. 4). When laying the air intake pipe, avoid sharp bends and do not obstruct the opening of the air intake pipe with foreign objects. Ensure that its opening is pointing downwards (Fig. 5).

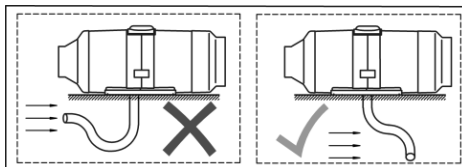


Fig. 5 – Position of air intake/exhaust pipe

If this is not possible, a Ø3 mm hole needs to be drilled at the lowest point of the pipe.

The exhaust and air intake pipes are installed correctly when they are on the same side (Fig. 6a/b). The distance between them should exclude the re-suction of exhaust gases through the air intake (at least 20 cm).

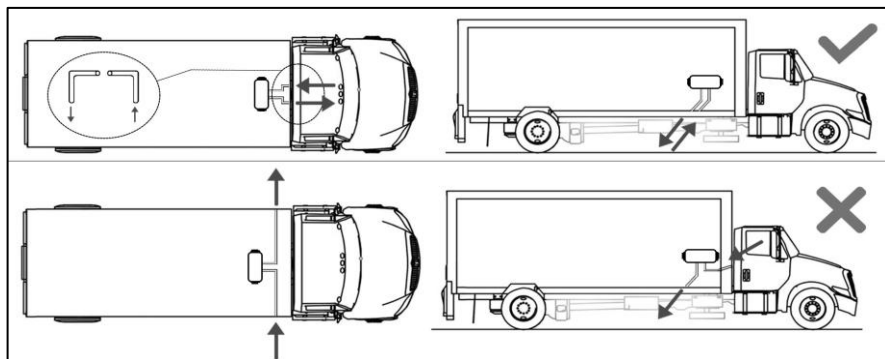


Fig. 6a – Location of the intake and exhaust pipes on land vehicles

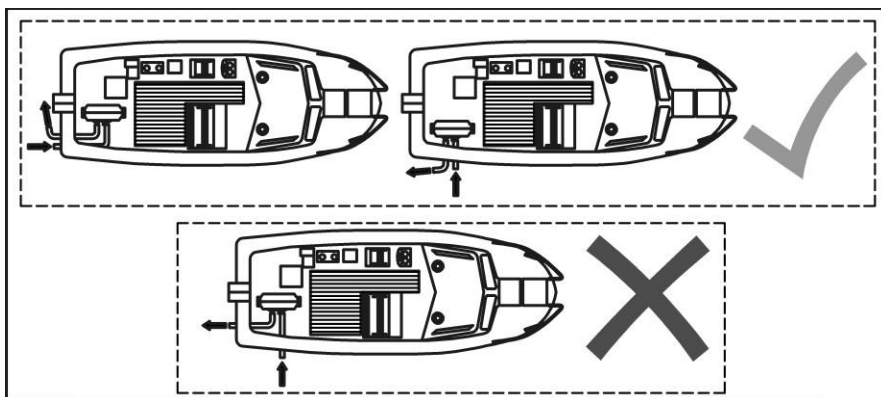


Fig. 6b – Location of the intake and exhaust pipes on maritime transport



Disregarding this recommendation can lead to the opposite movement of the flame towards the air pump fan, melting of the air pump fan, and burning of the heater.



The air intake must not be installed in the direction of movement of the vehicle/vessel.



In cases when the intake of clean air cannot be ensured, such as off-road and special purpose vehicles, please mount the dedicated AUTOTERM air filter (assy.2684).

3.2.1 Installation of the air intake pipe on maritime transport

➔ Air intake from well-ventilated areas.

Ambient pressure and sufficient ventilation using outside air must be present in the air intake zone. Increased or reduced pressure in the air intake zones is not allowed. It is recommended to attach the air duct along its entire length to the hull of the vessel using plastic clamps where possible. Place a cap on the end of the air duct to protect it from drawing in foreign objects.

➔ Air intake from outside of the vessel.

An air intake pipe (Fig. 7) should be used to draw the air from outside. Make an opening $\text{Ø}26^{+1}$ mm in the board of the vessel to install it. Install a rubber gasket between the flange of the air intake pipe and the hull of the vessel. Attach the air duct using three bolts, as shown in Fig. 7. Attach the air duct to the air intake pipe using the clamp. It is recommended to attach the air duct along its entire length to elements of the hull of the vessel using plastic tie straps where possible. Make a 3 mm opening at the bottom point of the air duct to drain the condensate or any water that has penetrated the air intake pipe.



Do not place the intake opening of the air intake pipe in front of the incoming air flow of the moving vessel.

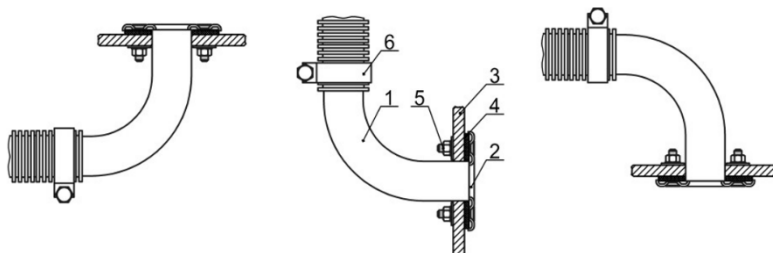


Fig. 7 – Installation of the air intake pipe

- | | |
|------------------------------------|------------------------|
| 1 – Air intake pipe; | 4 – Gasket; |
| 2 – Flange of the air intake pipe; | 5 – Fastener assembly; |
| 3 – Hull of the vessel; | 6 – Clamp. |

3.3 Installation of the exhaust pipe

When installing the exhaust pipe, take into consideration the high temperature (up to 500 °C) of the exhaust pipe when the heater is in operation. Cut the exhaust pipe (flexible crinkled metal hose, maximum length – 2 metres) to the necessary length. It is advised to use a two-layer exhaust pipe when installing the heater. Attach the exhaust pipe (Fig. 8) using clamps, and install it so that it is slightly inclined to the bottom in the direction of the exhaust. Install heat insulation on the exhaust pipe to protect individual sections of the vessel (wiring or other heat-sensitive objects).

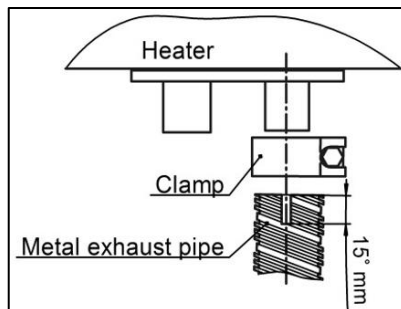


Fig. 8 – Attachment of the metal pipe to the heater



Install the exhaust pipe to avoid the possibility of the repeated intake of exhaust gases by the air intake pipe, and make sure that no exhaust gases enter the interior or are drawn in by the fan through the cab heater radiator.



At the end of the exhaust pipe, a (optional) shield is only installed if the exhaust pipe is facing sideways and there is a risk of wind being blown back inside to the heater. If you are installing this shield, make sure that the opening is 10 mm or more (Fig. 9).

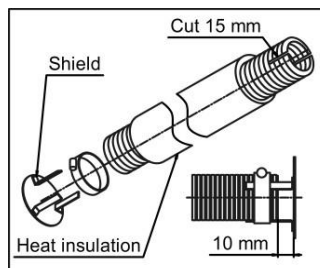


Fig. 9 – Exhaust pipe shield

Exhaust gases must be removed and emitted outside of the vehicle.

The heater is provided with an airtight exhaust silencer. This means it can be mounted in small vessels and confined spaces. However, to mount the exhaust silencer on the outside of the vehicle, a Ø5 mm hole needs to be drilled* at the bottom of the silencer (see Fig. 10a).

If the desired mounting situation requires the exhaust silencer to be mounted vertically, a condensate drain hole must be drilled*, as shown in Fig. 10b, to avoid the build-up of condensate in the exhaust silencer. If this is not possible, it is recommended to install it sideways (see Fig. 10a).

***Only for the rectangular exhaust silencer.**

The outlet of the exhaust pipe must be installed **pointing downwards (Fig. 5)**, but it should be in such a position that it prevents clogging or the entry of snow and dirt, and provides for the free drainage of any water getting into it.

When installing on maritime transport, a silencer must be mounted using the bolt and nut provided, so that it is in a fixed position.

Make longitudinal cuts (about 15 mm) (see Fig. 8, Fig. 9, Fig. 11) on the ends of the metal hose to ensure better sealing when connecting the heater pipe to the pipe for the discharge of exhaust gases through the board of the vessel, but without going beyond the pipe to be covered.

Rubber bushing (sold separately) must be used if the exhaust pipe goes through plastic parts, for example, the bumper of a vehicle (see Fig. 11).

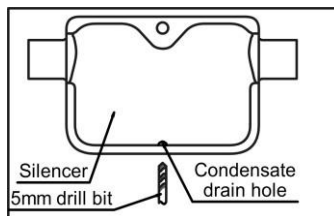


Fig. 10a – Condensate drain hole for horizontal mounting

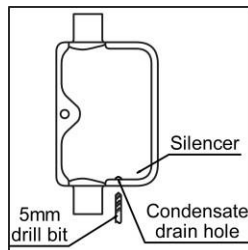


Fig. 10b – Condensate drain hole for vertical mounting

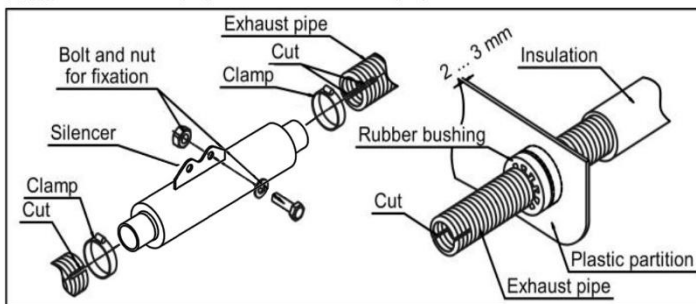


Fig. 11 – Attachment of the exhaust pipe to the heater and the use of a rubber bushing



The exhaust pipe needs additional insulation at every connection of the metal hose, for example, by using a heat-resistant tape or sealant, to prevent any leaks of exhaust gases at connection points.



Additional heat insulation must be installed at places where the exhaust pipe goes through the floor or the side wall of the vehicle (Fig. 12) to avoid an unnecessary fire hazard.

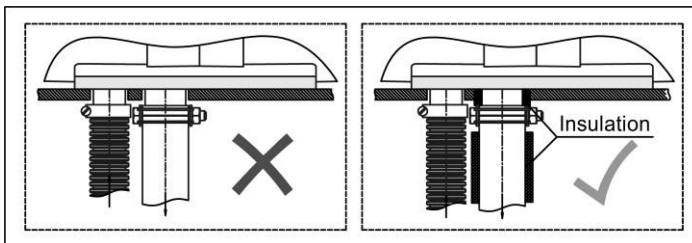


Fig. 12 – Installation of additional heat insulation

The end of the metal hose should not contact the rubber seal of the heater. It is advised to install the pipe for the discharge of exhaust gases in a way that does not allow exhaust gases to flow inside the spaces used by people, such as the driver's cabin or living quarters of maritime transport (e.g., away from open windows, doors), to avoid the possibility of inhaling dangerous exhaust gases.



Do not place the output opening of the exhaust pipe in front of the incoming airflow of the moving vehicle or vessel (see Fig. 5).

3.3.1 *Installing an exhaust adapter on maritime transport*

Exhaust gases are discharged overboard from the vessel. Install the pipe for the discharge of exhaust gases in a location inaccessible to water (at least 60 cm above the waterline) and to avoid the possibility of the repeated intake of exhaust gases by the air intake pipe.

To install the exhaust pipe adapter (hull fitting), drill a hole in the hull of the vessel at least 5 mm larger in diameter than the actual outer diameter of the hull fitting. Install the exhaust pipe into it as per Fig. 13, with the pipe pointing upwards (to avoid the penetration of water). Install a rubber gasket between the flange of the exhaust pipe and the hull of the vessel to seal the connection.

To prevent exhaust gas leaks or the exhaust pipe falling off, it is advised to use exhaust cement or a different kind of sealant at every connection of the exhaust pipe.

Sailboats should not install the exhaust adapter on the side of the hull, only at the stern.

- | | |
|---------------------------------|-----------------|
| 1 – Exhaust pipe adapter; | 5 – Fasteners; |
| 2 – Flange of the exhaust pipe; | 6 – Clamp; |
| 3 – Gasket; | 7 – Metal hose. |
| 4 – Hull of the vessel; | |

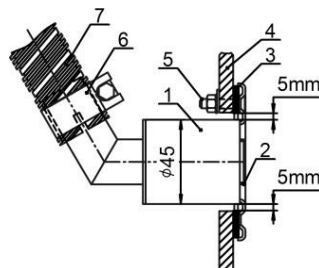


Fig. 13 – Installation of the exhaust pipe



Do not operate the heater using biofuel.

Use only diesel fuel, standard EN590, or HVO100, standard EN15940, depending on the ambient temperature.

Act as instructed in Fig. 14 and Fig. 17 to install the fuel system. The fuel pump and the fuel supply line must be protected from heating.

It is recommended to install a small inline fuel filter before the fuel pump. Make sure that the filter is completely filled with fuel. Also, make sure that you use fuel lines with the same diameter as provided with the heater.



Do not take fuel from the fuel filter or its casing, as doing so causes a fuel leakage. Do not drill directly into housing of the fuel tank.



Do not take fuel from the fuel line between the fuel filter and the fuel pump of the vehicle's engine, the return line of the engine, or after the high-pressure pump of the vehicle.

The heater is not designed to work with such high pressure.



The fuel line system should be as short as possible. The recommended maximum length of the fuel line is 5 m. The distance between the fuel tank and the fuel pump should not exceed 1 m, and the distance between the fuel pump and the heater should not exceed 4 m (see Fig. 14 and Fig. 17).

For the Air 9D heater, a thick nylon fuel line Ø6x4 mm (Assy: P2737) should be used. The distance from the fuel tank to the fuel pump should not exceed 1 m (the closer the fuel pump is to the fuel tank, the better).

3.4.1 Fuel suction using a fuel suction hose



Before installing a fuel suction hose in a fuel tank of the vehicle or vessel, make sure that the fuel level is sufficiently high to ensure the operation of the heater and low enough to easily remove the fuel tank, if needed.

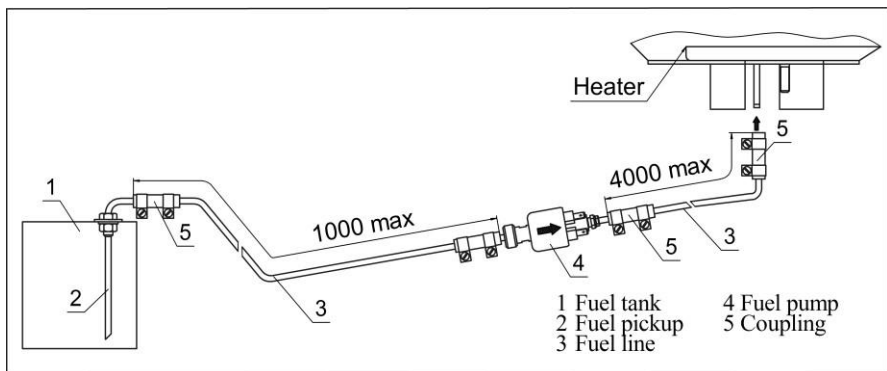


Fig. 14 – Example of fuel supply to the heater with a fuel suction hose

Fuel is taken directly from the fuel tank of the vehicle or vessel, or an additional tank. Drill a hole $\varnothing 16$ mm in the vehicles fuel pickup assembly to install a fuel suction hose. When drilling the hole in the fuel pickup assembly, follow the safety precautions that should be observed when working with transport that is filled with fuel or an explosive substance.

If needed, cut the immersible tube of the fuel suction hose shorter before installation. Its bottom end must be located about 10–15 mm above the bottom of the tank, or at a height to provide fuel for the engine in the fuel tank at any time. The cut at the end of the fuel suction hose must be made at a 45° angle to the axis of the tube. Remove all burrs from the cut after the work is performed.

Install the fuel suction hose in the fuel tank as per Fig. 15a. Install the special washer of the fuel suction hose in the tank hole as per Fig. 15b. Apply a fuel-proof sealant on the threaded surface of the fuel suction tank to properly seal the connection between the fuel suction hose and the fuel tank.

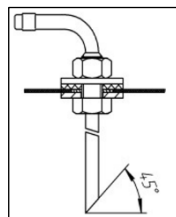


Fig. 15a – Installation of the fuel suction hose

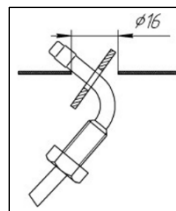


Fig. 15b – Installation of the washer



Never drill directly into housing of the fuel tank. The suction hose must be installed on the fuel pickup assembly of the vehicle.

3.4.2 Fuel suction from an additional fuel tank

Consider the convenience of fuelling when installing the fuel tank (Fig. 16). Install the fuel tank in such a way that the amount of fuel and its potential leaks from the inlet, fuel suction nozzle or connections can be visually controlled.



When filling the fuel tank, be careful not to spill any of the fuel on the exhaust system, wiring or other objects, which can be damaged due to their contact with fuel.



The fuel tank must be installed with its wide side perpendicular to the direction of the movement of the vehicle/vessel (see Fig. 16).

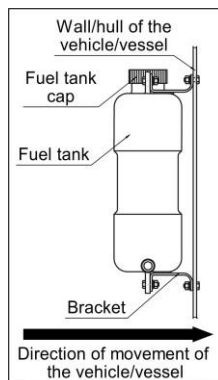


Fig. 16 – Installation of the fuel tank

3.4.3 Fuel suction from the fuel tank of the vehicle

Fuel is taken from a fuel line of the vehicle using a T-piece (see Fig. 17). This method can be used if there is no pressure in the fuel line. If the vehicle is equipped with a low-pressure fuel pump in the fuel tank, then those fuel lines cannot be used, and a fuel suction hose must be installed instead. **Be aware of the installation position of the T-piece.**

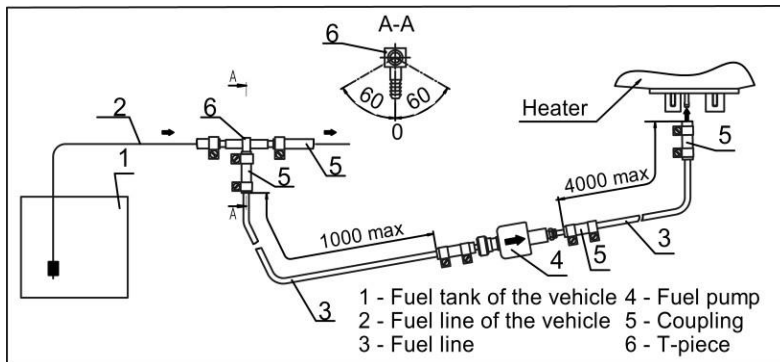


Fig. 17 – Fuel suction using a T-piece

3.4.4 Installation of the fuel pump and the fuel supply line

The fuel pump is connected to the heater through its own harness and supplies fuel, depending on the required heat capacity, to the combustion chamber of the heater. The fuel pump is operated by electrical impulses sent by the control unit. When running, the fuel pump makes a characteristic metallic clicking noise.

It is recommended to install the fuel pump close to the fuel tank (distance should not exceed 1 metre (see Fig. 14 and Fig. 17)) and below the low level of fuel in the fuel tank, but not lower than 70 cm of the minimal fuel level (see Fig. 19, point a). But the distance between the fuel pump and the heater cannot be greater than 1.5 metres (see Fig. 19, point b). The fuel pump should be positioned at a slight angle, pointing upwards (see Fig. 18).

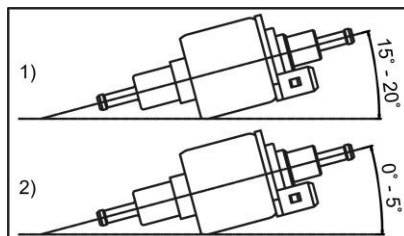


Fig. 18 – Installation angle of TH-9; TH-10; TH-11 fuel pump (1) and Thomas Magnete (2) fuel pump

If, for some reason, the sealing of the fuel pump is compromised, it is advised to install the fuel pump lower than the heater in order to avoid leaks and overflowing the heater with fuel due to gravity.



Remember to properly bleed the “silent” TH11 fuel pump. If it’s not properly bled, it will be as loud as a standard fuel pump.

To bleed it, start the heater and position the fuel pump with its outlet upwards until there are no air bubbles in the fuel line, and only then secure the fuel pump in its recommended position.

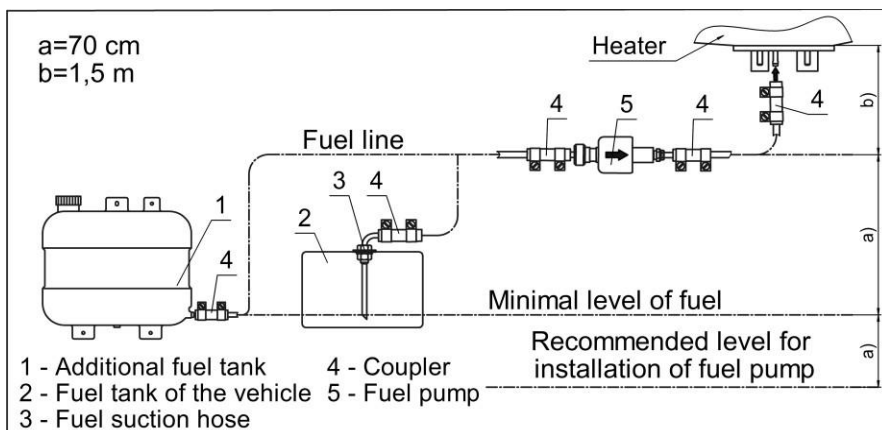


Fig. 19 – Height position of the fuel pump in the fuel system

Attach the fuel pump to the flexible rubber clamp (supplied with the heater), which reduces the transfer of noise to the frame of the vehicle or the hull of the vessel (see Fig. 20).

Act as instructed in Fig. 14 and Fig. 17 to install the fuel supply lines. Use clamps to attach the fuel supply lines. Do not overtighten the clamps; try to avoid leaks as the clamps break easily if tightened with too much force.

It is preferable to lay the fuel supply line on a straight line and with a small inclination upwards in the direction of the heater. The fuel supply line should be fastened at equal distances to prevent sagging and the effects of vibrations, as well as to avoid fractures. Do not allow the fuel pump and the fuel supply line to come into contact with hot objects. Cut the fuel supply line using a sharp knife only, as per Fig. 21. At the locations of cuts, there should be no narrowing of the flow cross-section of the fuel line, dents or kinks (pipe must be cut without any structural damage).



Fig. 20 – Flexible rubber clamp

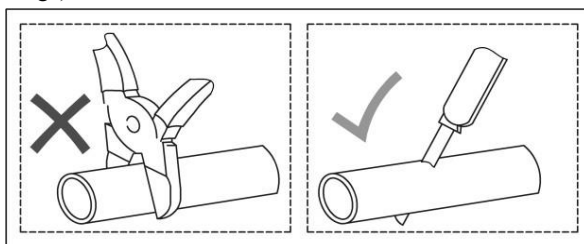


Fig. 21 – Cutting of the line before installation

The nylon pipe should be inserted as deeply as possible into the rubber sleeve to prevent air from accumulating in this pocket. Over time, trapped air could grow large enough to interrupt combustion and cause the heater to stop (Fig. 21a).

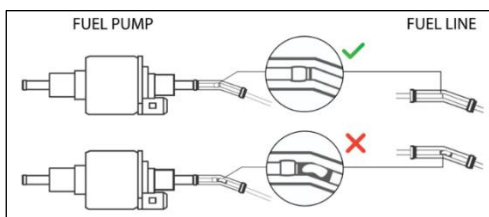


Fig. 21a – Fuel line connections

3.4.5 Installation of the electrical harness of the fuel pump



If the length of the wiring harness of the fuel pump needs to be shortened, it is permitted to remove the unnecessary portion from the middle of the harness. The connection point must be insulated.



Never connect the fuel pump to a continuous DC power supply. It will burn the coil of the fuel pump.

The installation of the connector of the electrical harness of the fuel pump is shown in Fig. 22.

Make sure that the wiring of the fuel pump is installed in the desired way before inserting the pins of the wiring in the plastic casing.

Make sure that the pins are inserted all the way to the end and lock securely in the plastic casing. When it is correctly inserted, a small click can be felt.



The polarity of the pins for the fuel pump wiring connection does not matter.

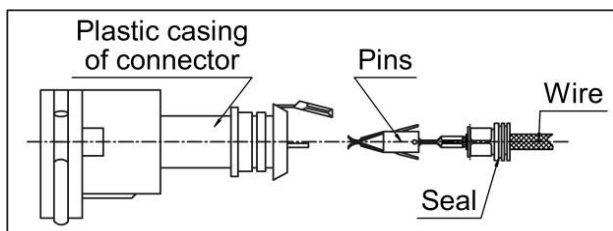


Fig. 22 – Installation of the connector of the electrical harness of the fuel pump

3.5 Installation of the wiring of the heater

Install the electric harnesses of the heater according to the diagram of electrical connections of the heater (see *Annex 4*).

When installing electrical harnesses, exclude the possibility of them being heated. Install all the wire harnesses and electrical elements in dry and protected places. No deformation or movement of wires is permissible when the vehicle or vessel is operated.



IMPORTANT!

Fuses must be removed before installing electrical harnesses.

The battery of the vehicle or an auxiliary battery powers the heater. Control the charge of the battery on a regular basis. It is recommended to disconnect the heater from the battery to avoid its discharge during long-term dockage or storage of the vessel or vehicle. **Do not disconnect the heater from power before the purge cycle ends.**

The heater must be connected to an uninterrupted power supply at all times. Cutting the power to the heater will result in the loss of settings (clock, operation mode and settings).

If the heater is connected to an existing electrical installation, the wiring should be of sufficient diameter to prevent voltage drop (main cause of error 15). It is always recommended to connect the heater directly to the battery of the vehicle/vessel or auxiliary battery. It is strongly recommended to use new wiring and the wiring provided for installing the heater.

3.6 Installation of the temperature sensor (optional)

The temperature sensor (Fig. 23) measures the air temperature in the area of its installation and allows the heater to be run in a set temperature mode. Install the sensor in a convenient (appropriate) place in the heated room.

The operation of the heater with a temperature sensor is described in the operation manual of the control panel.

The maximum length of the sensor harness is 5 metres. Temperature regulation depends on the location of the sensor.

Follow these recommendations when installing the temperature sensor:

Install the sensor:

- ✓ in the largest heated cabin;
- ✓ in the middle position of temperature distribution in the cabin;
- ✓ on a vertical internal wall of the cabin, if possible;
- ✓ at a distance from sources of heat.

Do not install the sensor:

- ⊘ close to the deflector, to avoid the effect of the flow of warm air;
- ⊘ near the gangway;
- ⊘ behind cushions or curtains, or other accessories;
- ⊘ in direct sunlight;
- ⊘ close to the ceiling.

When the temperature sensor has been installed, lay the line up to the heater location. Connect the socket of the temperature sensor to the corresponding connector on the heater.

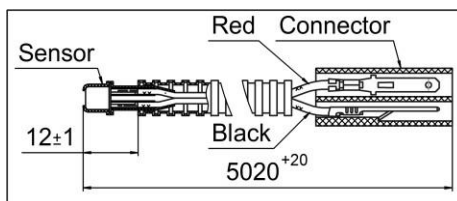


Fig. 23 – Temperature sensor

3.7 Installation of the control panel

The control panel is intended for controlling the operation of the heater. Install the panel in a convenient (appropriate) place, protected from water. The panel is attached using double-sided adhesive tape or a standard bracket (Fig. 24). The wire may be brought out of the panel casing through the back cover or the partition of the inner surface of the panel casing. Before installation, degrease the surface where the panel is to be installed. Remove the protective film from the adhesive tape and install the panel on the prepared surface.

Never extend the cable of the control panel itself. It is transmitting a digital signal. In the event of a poor connection, this will result in malfunctions. If the cable provided is too short, it is recommended to purchase an extension cable from a local dealer.

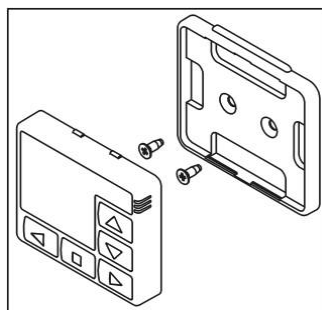


Fig. 24 – Installation of the control panel PU-27 using a mounting bracket

4 Testing of the heater after installation and first launch

The heater can only be put into operation when the system has been fully installed! After installation, check:

- tightening of clamps;
- voltage of the battery;
- reliability of the attachment of electrical contacts of harnesses and assemblies of the heater.

Fill the fuel main line with fuel, preferably using a fuel-priming device, which can be ordered from official dealers. When the fuel system is filled, check that the fuel supply line is sealed.

Start the heater and check its operation in minimum and maximum modes. Check the tightness and sealing of all the connections of air ducts and fuel supply lines.

Run the heater in maximum mode for about 2 hours.



During the first launch, the exhaust pipe might emit some smoke for a short period of time.

The launch process of the heater starts with an under-a-minute-long power-on-self-test. At this time, the heater self-checks its components for errors. During this phase, all components are powered up once, which results in a single audible pump click, a short fan burst, and internal checks of the glow plug and sensors. After that, it starts a phase of heating the glow plug to remove any fuel vapours remaining from the previous cycle of work, which is up to 120 seconds long and does not make any sounds. Be patient.

After the purge ends, the process of ignition and continuation of the set mode commences, which means that the fan will slowly start to rotate, and the fuel pump will start to click.



Before starting the desired working mode and power/temperature setting, the heater will power up to 100% to heat up the combustion chamber and ensure proper burning temperatures.

Depending on the ambient temperature and model of the heater, this process can take up to 15 minutes.



Hot air is only produced after heating up the heat exchanger. This process takes up to 3–5 minutes, depending on the ambient temperature and model of the heater.

IT DOES NOT HAPPEN INSTANTLY.

Stop the heater. When the heater is stopped, the fuel supply stops, and the combustion chamber and the heat exchanger are vented to reduce the temperature.

After the first launch, please test the heater with a running engine of the vehicle/vessel to check possible fuel and/or power supply problems.



During the first few hours of operation, the heater can emit an unpleasant smell. To get rid of it, run the heater for several hours on maximum power. Ensure good ventilation at the place of installation.



The insulation of the exhaust pipe has to burn in. This also causes an unpleasant smell.

4.1 Automatic control features

- 1) If, for some reason, the heater does not start, the start-up process is automatically repeated. After two failed attempts, the heater is switched off;
- 2) If burning is interrupted during the heater's operation, the heater automatically restarts. It restarts after consecutive flameouts are performed up to three times;
- 3) In the case of overheating the heater coil (for example, due to blocked intake or output of the heating unit), the heater is automatically switched off;
- 4) If the maximum temperature of the heated air is exceeded (for example, due to a closed outlet of the heating unit), the heater is automatically switched off;
- 5) If the voltage drops below 20 V (10 V) or increases to more than 30 V (16 V), the heater automatically switches off. The numbers in parentheses are for the heaters with a nominal voltage of 12 V;
- 6) If the heater switches off due to an emergency situation, a malfunction code appears on the control panel. The malfunction code and the LED indicating the operation mode will blink;
- 7) In the case that one of the temperature sensors is faulty, the heater will not launch, and a malfunction code will appear on the control panel.

5 Installation of air ducts

The air for heating must be taken from a clean space protected from rain, splashes, dirt, water, and **without exhaust gases**. Never draw air from the engine compartment.

Fresh air from outside, or recirculated air from rooms, can be taken for heating.

➔ Intake of fresh air.

The air is taken from outside, heated and supplied to the inner rooms. This operation renews air in heated spaces and lowers humidity. Note the locations of outlet vents in cabins and make sure that their number is sufficient.



When installing the heater on maritime transport, avoid the ingress of overboard or rainwater into the inner space of the heater.



Air intake from outside can lead to loss of heating capacity and an increase in fuel and electrical power consumption. **For safety reasons, it is not recommended** because of the high risk of drawing exhaust gases (yours or other vehicles') into the living spaces.



The air intake duct should not exceed 1.5 metres from the heater to the inlet.

➔ Air intake from inner rooms.

In this case, heated air is taken from inner rooms. The advantage of such an option is fast heating due to the better utilisation of heat. However, this operation does not lower humidity, and the air in the heated spaces is not renewed.



Use only thermally stable air ducts and components, designed for operating temperatures of up to 130 °C, to lay channels for the heater air!

Heat insulation is necessary to reduce heat losses when laying air ducts through the rooms or spaces that do not need heating, for example, when installing ducts over or nearby batteries.



WARNING!!!

Do not connect air lines to AIR-8D air heaters because it can cause the heater to overheat.

Additional air duct components can be added to the heater for distributing hot air (Fig. 26a/b/c). Each of the components reduces the total flow rate of hot air (Fig. 25). In order for you to be sure that the option you have selected for the installation of air ducts is acceptable and will not result in a massive flow rate reduction of hot air or overheating of the heater, you have to consider the distribution of the air with different components.

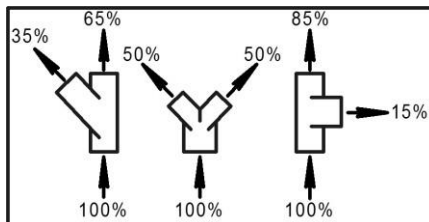


Fig. 25 – Examples of air distribution with different components



The air duct system should be kept as simple as possible. Complicated systems lead to heat loss.

The diameter of the air duct depends on the model of the heater. The air duct system must always start with the designated diameter for the type of heater; after that, the diameter can be reduced using different adapters (see Fig. 6b/c). Using smaller diameters than designated at the start of the system can cause the heater to overheat.

Heater	Size of duct
AIR-2D 12/24V	ø60 mm
AIR-4D 12/24V	ø90 mm
AIR-9D 12/24V	ø100 mm

Table 1 – Minimum size of the ducts depending on the model of heater



The first metre of the air duct must be as straight as possible. 90° and other sharp bends are not allowed within the first metre from the heater outlet.



When using double-channel air ducts, one channel should end with a non-closable air outlet.

The heater is supplied with inlet and outlet grilles already installed. In such a case, the heater can be used for heating the room/cabin in which it is installed. If several rooms/cabins need to be heated, lay air ducts along the perimeter of the vessel. Replace the inlet and/or outlet grille on the heater to connect the air duct to it (only for AIR-2D and AIR-4D). Use a flat screwdriver to disengage the hitches on the heater casing and remove the grille. Install an adapter (only for AIR-4D) and attach the air duct to it with a clamp. Use adapters and connectors of different shapes for distributing warm air (it is recommended to use Y-shaped adapters to reduce resistance and increase effectiveness, if possible). Install deflectors on the ends of the air ducts (Fig. 6a for AIR-2D, and Fig. 6b for AIR-4D).



**When installing an air duct at the air inlet, the noise level will rise.
It is recommended to install a silencer.**

Do not deform channels with heated air. This may add additional resistance to the flow of warm air and reduce heating efficiency.

Install air ducts without excessive bends or narrowed sections. The cross-sectional area of the air duct must not be less than the outlet of the heater.

When distributing the supply of hot air, one of the deflectors **MUST** be of a non-closable type to avoid the heater overheating.

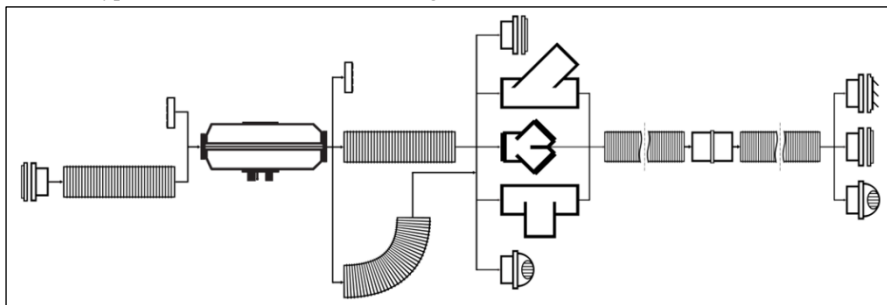


Fig. 26a – Air duct connections for AIR-2D (60 mm)

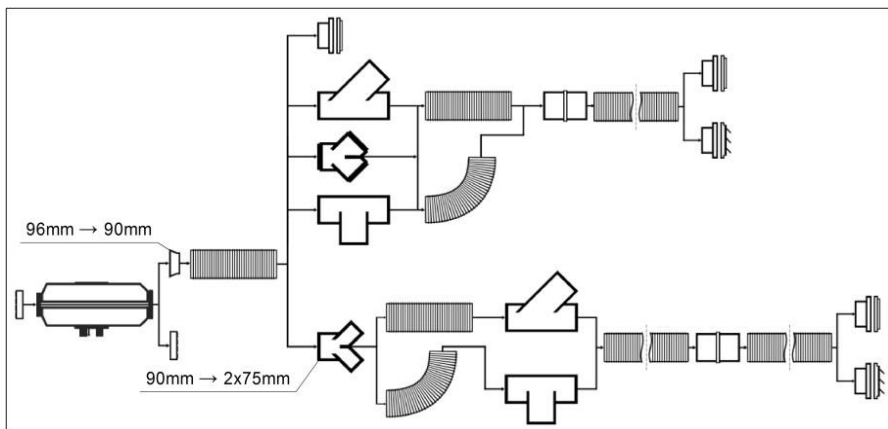


Fig. 26b – Air duct connections for AIR-4D (90 mm/75 mm)

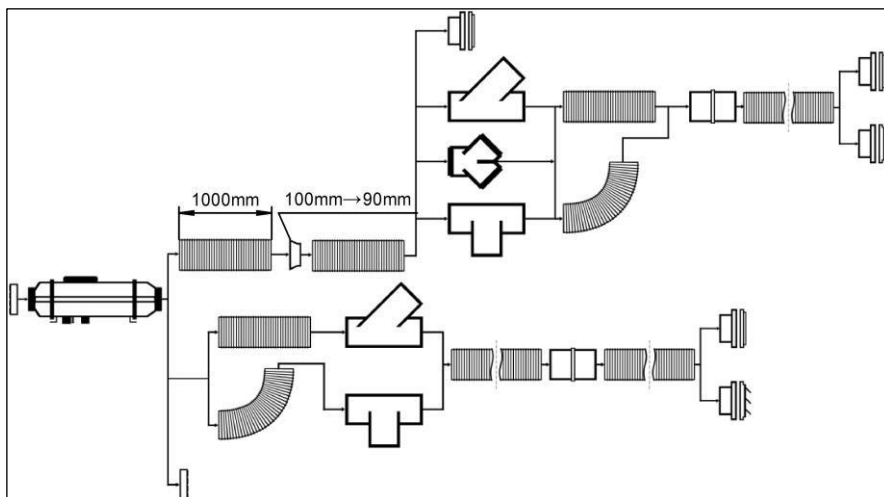


Fig. 26c – Air duct connections for AIR- 9D (100 mm/90 mm)

6 Recommendations

If the heater does not start after switching it on, make sure there is fuel in the tank, check the charge of the battery, and check whether the connectors are properly connected and the 25A fuses are in good condition.

If you are unable to find the root cause of the fault, contact your nearest dealer or service centre, or see the website www.autoterm.com.

WARNING!



1 When starting the heater for the first time after installation, it is preferable to fill the main fuel line up to the input nozzle of the heater using a priming device. If there is no priming device, start the heater several times until the main fuel line is filled.



2 It is important to remember that if the heater has not started after activation, the control unit will restart the heater in automatic mode. If the heater does not start after two attempts, a fault code will be displayed on the control panel. (Look for the fault code table in “Section 7 – Malfunctions” in this manual).



3 The cabin temperature sensor must be disabled (if it is installed) if you need to start the heater at a temperature above 30 °C. Operation with a temperature sensor is described in the operation manual.

For correct operation, the heater needs regular (annual) maintenance. Stop the heater and let all the system parts cool down before performing any works:

- check for corrosion on the electrical plugs and contacts (with the battery disconnected);
- check the sealing of fuel hoses;
- check for sealing and corrosion in the exhaust gas system;
- check that the air intake pipes and air ducts are clean;
- check the air ducts for damage;
- run computer diagnostics of the heater.



To ensure reliable operation of the heater, switch it on once a month for 20 minutes on full power, including the warm seasons of the year, when the heater is out of operation. This action is necessary to remove any viscous film sediments on moving parts of the fuel pump. Failure to do so may lead to premature failure of the heater.

If a separate fuel tank is used, the fuel in the system has to be changed at least once a season. Before the start of the heating season, check the fuel tank. If the tank has stored fuel for a long time (for example, from the previous heating season), it is necessary to drain it! Rinse the tank with gasoline or kerosene and fill it with fresh diesel fuel or HVO100. This procedure is designed to remove sediment formed in the fuel during prolonged storage. Failure to follow this procedure can lead to clogging or failure of the fuel pump and the increased accumulation of soot in the combustion chamber.

In the case of long-term parking or storage of the vessel or vehicle, disconnect the heater from the power source (battery) to prevent it from discharging (current consumption of the heater out of service is $30 \div 40$ mA).

7 Malfunctions

Fault code	PU-5 blinks	Description	Cause of Fault	Recommended Solutions
01	1	Overheating of the heat exchanger.	The sensor sends a signal to shut down the heater. Heat exchanger temperature in the sensor zone is over 250 °C.	Check the intake and outlet of the heating unit for the unobstructed entry and exit of heated air. Check the integrity of the fan and its performance. Check the temperature sensor and replace it if necessary. Inspect the heat exchanger. Check and remove carbon deposits from the inside of the heat exchanger, if necessary.
02	12	Possible overheating at the intake temperature sensor. Sensor temperature (control unit) is more than 55 degrees.	Control unit is insufficiently cooled down during the 5 min. purging before start-up, or overheating of the control unit during operation.	Check the intake and outlet of the heating unit for the unobstructed entry and exit of air, and restart the heater to cool it down. Replace the control unit.
05	5	Faulty temperature sensor (AIR-2D) or flame indicator.	Short circuit to the casing or open circuit in the wiring of the sensor.	Check the sensor and replace if necessary.
04 / 06	6	Faulty temperature sensor in the control unit.	Temperature sensor out of order (located in the control unit, cannot be replaced).	Replace the control unit.
07		Overheat sensor – open circuit.	Faulty sensor. Oxidation of contacts in the terminal block.	Check the overheat sensor for an open circuit. Remove oxidation from the connector contacts.
08				See Fault Code 29.
09	4	Faulty glow plug.	Short circuit, open circuit, faulty control unit.	Check the glow plug and replace if necessary. Check the control unit and replace if necessary.
10	11	Electric motor of the air blower does not reach the necessary speed.	Increased friction in the bearings or contact between the impeller and fan shroud in the blower. Faulty electric motor.	Check the electric motor, and if possible, correct the fault; replace the air blower if necessary.
11		Faulty air temperature sensor (intake) only for AIR-8D.	Mechanical fault. Oxidation of contacts in the block.	Check the connecting wires.
12	9	Shut down, overvoltage of more than 30 V (for 24 V) or more than 16 V (for 12 V).	Faulty voltage regulator. Faulty battery.	Check the battery terminals and wiring. Check the battery, charge it, or replace it if necessary.
15		Shut down, low voltage, less than 20 V (for 24 V) or less than 10 V (for 12 V).		

Fault code	PU-5 blinks	Description	Cause of Fault	Recommended Solutions
13	2	The heater does not start – two automatic start attempts failed.	No fuel in the tank.	Fill the fuel tank.
			Fuel grade does not match the operating conditions at low temperatures.	Replace the fuel, see Annex 1.
			Insufficient supply of fuel.	Eliminate the fuel line leakage or blockage. Check the performance of the fuel pump and replace if necessary.
			Clogged exhaust duct or combustion air intake.	Clean the air intake or exhaust duct of anything possibly clogging it.
			Insufficient pre-heating of the glow plug, faulty control unit.	Check the plug and replace if necessary. Check the voltage supplied by the control unit and replace if necessary.
			The impeller touches the fan shroud in the blower, and, as a result, the flow of air into the combustion chamber is reduced.	Replace the blower after determining the malfunction.
			The glow plug housing in the CC is clogged. Clogged glow plug screen, or it is not installed all the way into the housing.	Clean the glow plug hole. Replace the glow plug screen if needed and install it in accordance with point 5.2.
16	10	During the purge time, the temperature sensor was not cooled down. The time for ventilation was exceeded.	During the 5 min. purge before start-up, the temperature sensor was not sufficiently cooled.	Check the intake and output of the heater for the unobstructed entry and exit of air. Check the integrity of the fan and its operation. Check the sensor and replace it if necessary.
17	7	Faulty fuel pump.	Short circuit or open circuit in the wiring of the fuel pump.	Check the wiring of the fuel pump for short circuit and open circuit. Check the wires to the overheat sensor and the integrity of the insulation.
20	8	Heater does not start.	Burnt-out fuses on the power harness.	Check the fuses and replace if necessary.
			No communication between the controller and the control unit. The controller does not receive any data from the control unit.	Check the connectors and the green wire in the connecting harness. Remove oxidation from the connectors. Check the controller and the connecting harness, and replace if necessary. If the controller is operational, replace the control unit.
27	11	Motor does not rotate.	Damaged bearing or rotor, foreign objects, etc.	Check the connectors and wiring leading to the electric motor board and the control unit. Eliminate the fault if possible.
28		Motor rotates. Speed is not regulated.	Faulty electric motor control board or heater CU.	Replace the air blower.
08 / 29	3	Flame failure during the operation of the heater.	Insufficient fuel supply. Faulty fuel pump. Faulty flame indicator.	Check for leaks or the clogging of fuel lines, and tighten the clamps on the fuel lines. Check the combustion air intake and exhaust pipe. Check the amount of fuel supplied by the fuel pump and replace it if necessary. If the heater starts, check the flame indicator and replace it if needed.

Fault code	PU-5 blinks	Description	Cause of Fault	Recommended Solutions
30		Heater does not start.	No communication between the controller and the control unit. The control unit does not receive any data from the controller.	Check the connectors and the white wire in the connecting harness. Remove oxidation of the connectors. Check the controller and connecting harness, and replace if necessary. If the controller is operational, replace the control unit.
31	14	Overheating of the hot air outlet temperature sensor. <i>Only for AIR-8D.</i>	The hot air temperature sensor gives a signal to turn off the heater.	Check the temperature sensor. <i>Only for AIR-8D.</i>
32	17	Faulty temperature sensor at the air intake.	Faulty temperature sensor at the air intake.	Check the connecting wires. Check the sensor. <i>Only for AIR-8D.</i>
33	16	Heater control is blocked.	Error "Overheating" repeated three times.	See the instructions for unblocking the heater. <i>Only for AIR-8D.</i>
34	19	Wrong component assembly.	One of the temperature sensors (intake, output or overheating) is installed in the wrong location and gives an incorrect signal.	Check the location of the temperature sensors. Check the sensors. <i>Only for AIR-8D.</i>
35	13	Flame failure.	Supply voltage drop.	Check the battery and wiring. (Voltage drop may occur due to the prolonged use of the electric starter). <i>Only for AIR-8D.</i>
36	20	Flame indicator temperature above normal.	Faulty flame indicator. Malfunction of the stabiliser in the combustion chamber.	Check the flame indicator. Inspect the combustion chamber. <i>Only for AIR-8D.</i>
78	3	Flame failure during operation.	Air bubble in the fuel system. Faulty fuel pump. Faulty flame indicator.	Check the fuel lines for leaks or clogging. Tighten the fuel line hose clamps. Check the combustion air intake and exhaust duct.

8 Warranty Terms

The heater warranty terms expire when one of the following is reached:

- 24 months from the date of purchase;
- heater operation reached for all air heaters – 2000 working hours;
- heater operation reached for all liquid heaters – 1000 working hours.

The warranty does not apply to defects resulting from:

- **improper installation, which is not in accordance with valid, supplied installation instructions or the approved original equipment manufacturer (OEM) applications;**
- force majeure: lightning strike, fire, flood, voltage fluctuations, accident;
- transport damage;
- usage, storage and transportation conditions have not been met;
- if the repair, adjustment or installation of the heater has been conducted by organisations not authorised by AUTOTERM;
- the independent repair or use of spare parts not approved by the original manufacturer;
- use of the wrong voltage;
- part failure due to water ingress;
- failure of the heater due to a combustion chamber impurity. Warranty can be voided if the heater has run on low power (power level 1–3) and has been used for more than 50% of the total fixed operation hours.

While a warranty is provided to the “original end-user”, it is to be administered and serviced through an authorised AUTOTERM dealer in accordance with the heater’s warranty terms. All AUTOTERM certified services are listed on the www.autoterm.com/warranty website.

Normal wear of service parts: (filters, gaskets, glow plug screens and fuses are not covered by the warranty).

For the full warranty terms, visit www.autoterm.com/warranty.

Annex 1: Basic parameters & specifications of heaters

1. Basic parameters of the heater AIR-2D

Characteristics	Models			
	AIR-2D-12		AIR-2D-24	
Rated voltage, V	12		24	
Fuel	diesel fuel EN590 or HVO100 EN15940, depending on the ambient temperature			
Heating output, kW	Max.	Min.	Max.	Min.
	2	0.8	2	0.8
Hot air flow, m³ /h	Max.	Min.	Max.	Min.
	86	34	86	34
Fuel consumption, l/h	Max.	Min.	Max.	Min.
	0.24	0.1	0.24	0.1
Power consumption, W	Max.	Min.	Max.	Min.
	29	10	29	10
Start-up and Shutdown	manual			
Mass, kg, max.	6.4			

2. Basic parameters of the heater AIR-4D

Characteristics	Models			
	AIR-4D-12		AIR-4D-24	
Rated voltage, V	12		24	
Fuel	diesel fuel EN590 or HVO100 EN15940, depending on the ambient temperature			
Heating output, kW	Max.	Min.	Max.	Min.
	4	1	4	1
Hot air flow, m³/h	Max.	Min.	Max.	Min.
	168	70	168	70
Fuel consumption, l/h	Max.	Min.	Max.	Min.
	0.514	0.12	0.514	0.12
Power consumption, W	Max.	Min.	Max.	Min.
	57	10	56	10
Start-up and Shutdown	manual			
Mass, kg, max.	11.4			

3. Basic parameters of the heater AIR-8D

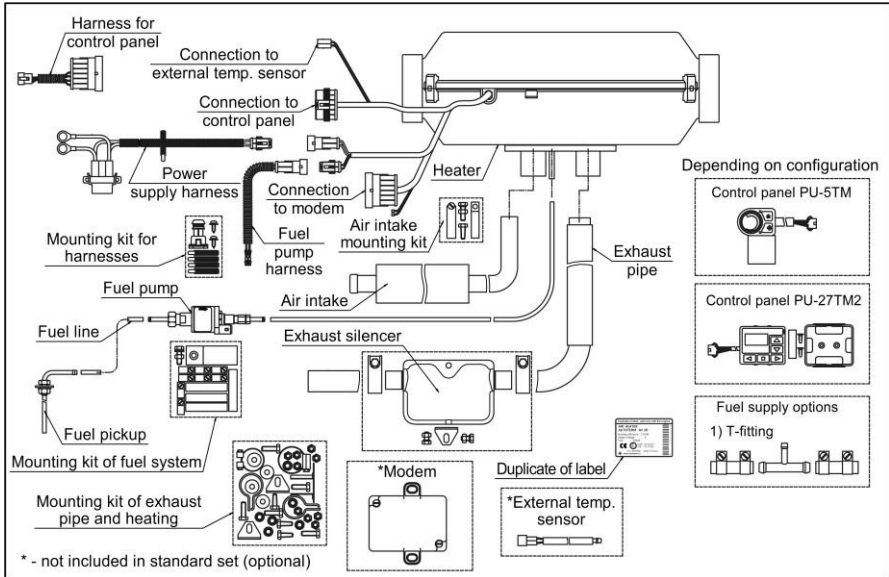
Characteristics	Models			
	AIR-8D-12		AIR-8D-24	
Rated voltage, V	12		24	
Fuel	diesel fuel EN590 or HVO100 EN15940, depending on the ambient temperature			
Heating output, kW	Max.	Min.	Max.	Min.
	6	3.2	7.5	3.2
Hot air flow, m³ /h	Max.	Min.	Max.	Min.
	336	70	336	70
Fuel consumption, l/h	Max.	Min.	Max.	Min.
	0.76	0.42	0.9	0.42
Power consumption, W	Max.	Min.	Max.	Min.
	75	8	90	9
Start-up and Shutdown	manual			
Mass, kg, max.	16.9			

4. Basic parameters of the heater AIR-9D

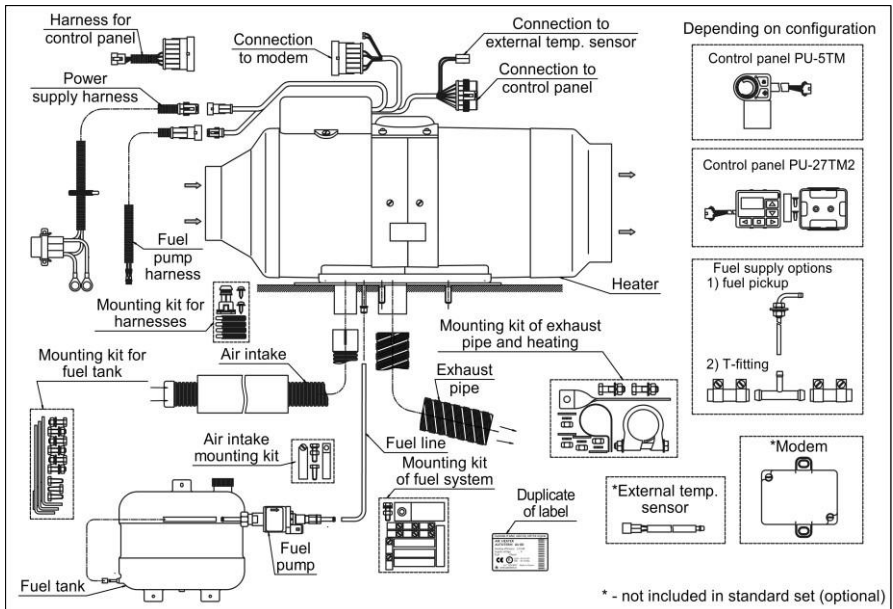
Characteristics	Models			
	AIR-9D-12		AIR-9D-24	
Rated voltage, V	12		24	
Fuel	diesel fuel EN590 or HVO100 EN15940, depending on the ambient temperature			
Heating output, kW	Max.	Min.	Max.	Min.
	8	3.2	8	3.2
Hot air flow, m³ /h	Max.	Min.	Max.	Min.
	413	70	413	70
Fuel consumption, l/h	Max.	Min.	Max.	Min.
	1	0.42	1	0.42
Power consumption, W	Max.	Min.	Max.	Min.
	290	12	210	12
Start-up and Shutdown	manual			
Mass, kg, max.	18			

Annex 2: Connection diagrams of heaters

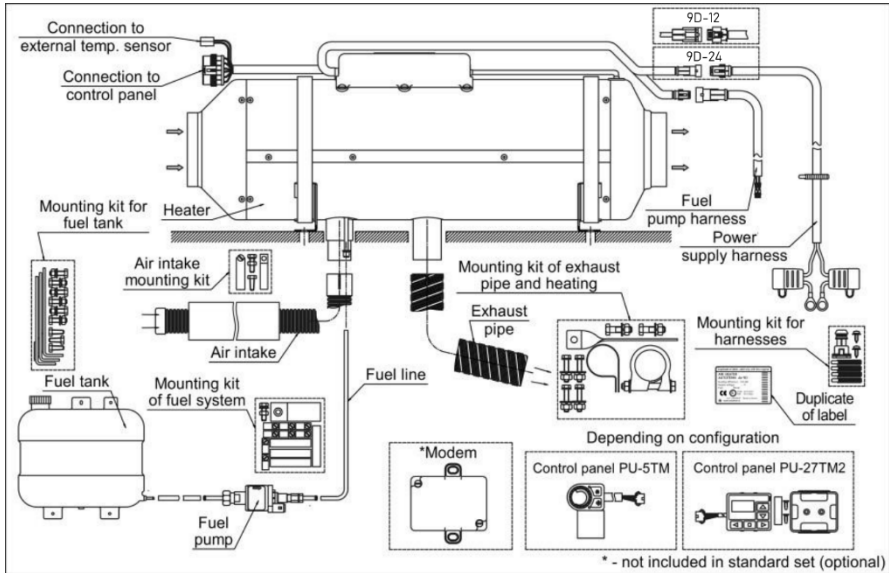
1. Connection diagram of the heater AIR-2D and AIR-4D



2. Connection diagram of the heater AIR-8D

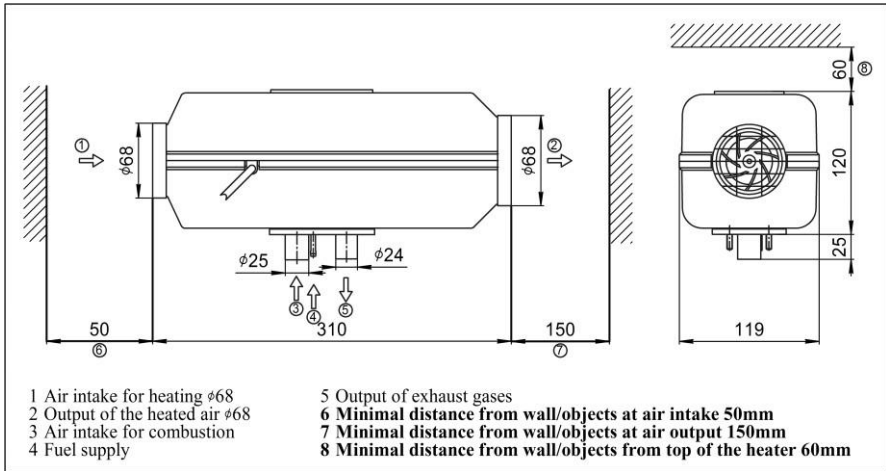


3. Connection diagram of the heater AIR-9D

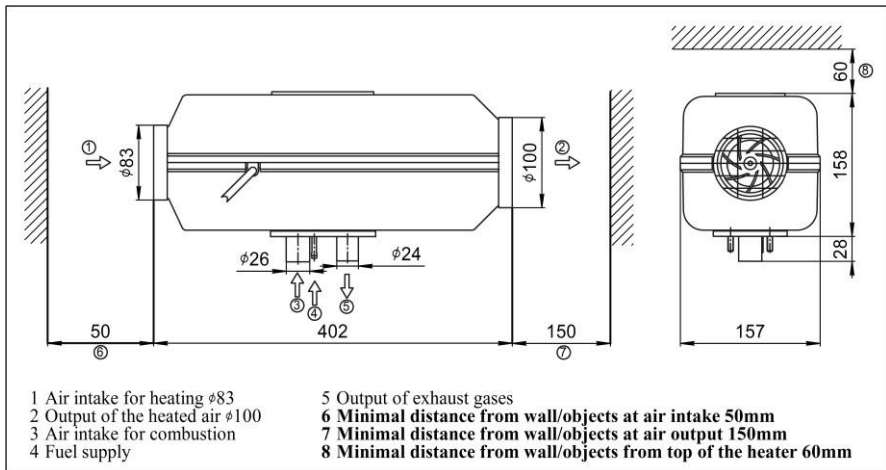


Annex 3: Size and dimensions of heaters

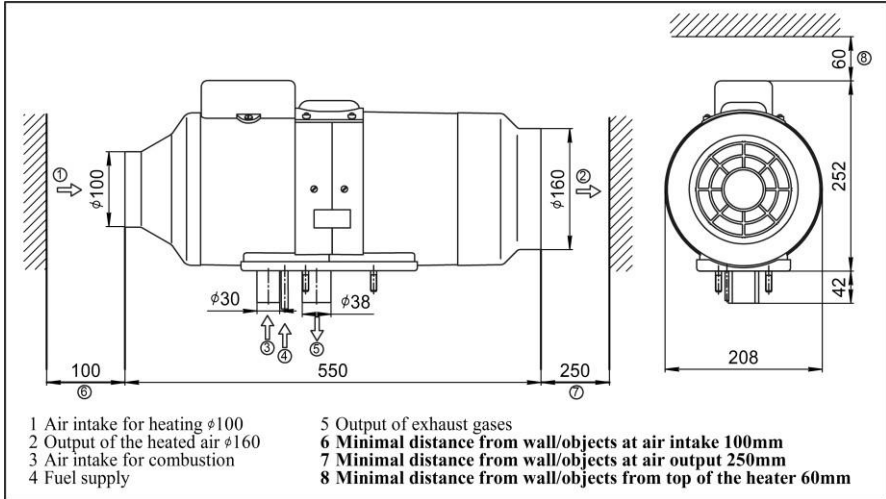
1. Size and dimensions of the heater AIR-2D



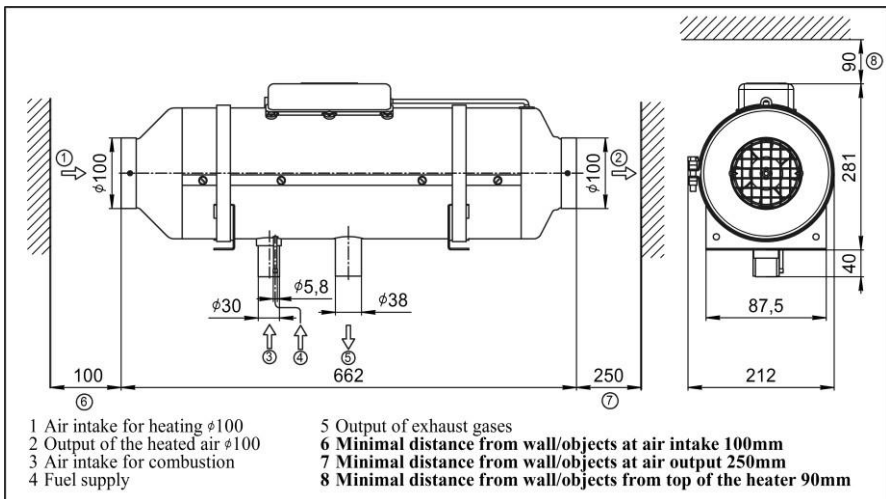
2. Size and dimensions of the heater AIR-4D



3. Size and dimensions of the heater AIR-8D



4. Size and dimensions of the heater AIR-9D



Annex 4: Electrical wiring diagrams of heaters

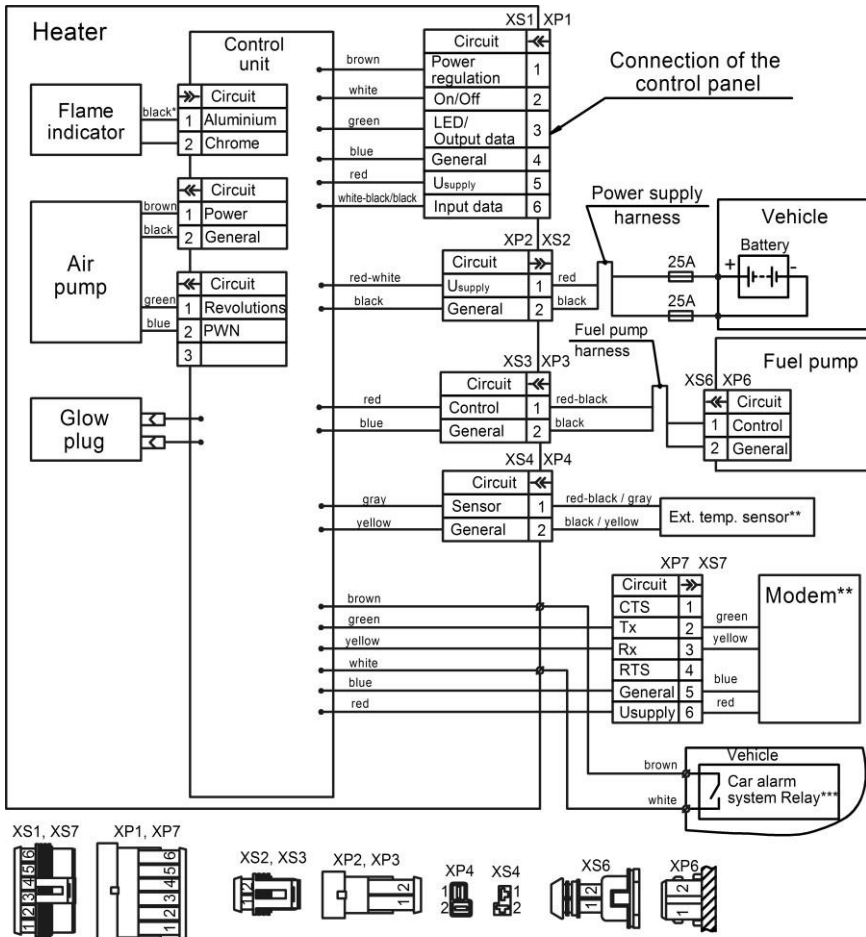
The heater can also be started with the vehicle alarm wires in two ways:

- If the brown and white wires are connected to an impulse relay (with an impulse between 0.5–3 seconds), the heater will work on the previously set work mode for two hours.
- When the brown and white wire is connected continuously (for example, using a rocker switch), the heater will work on the previously set work mode as long as these wires are connected (i.e., the rocker switch is on).



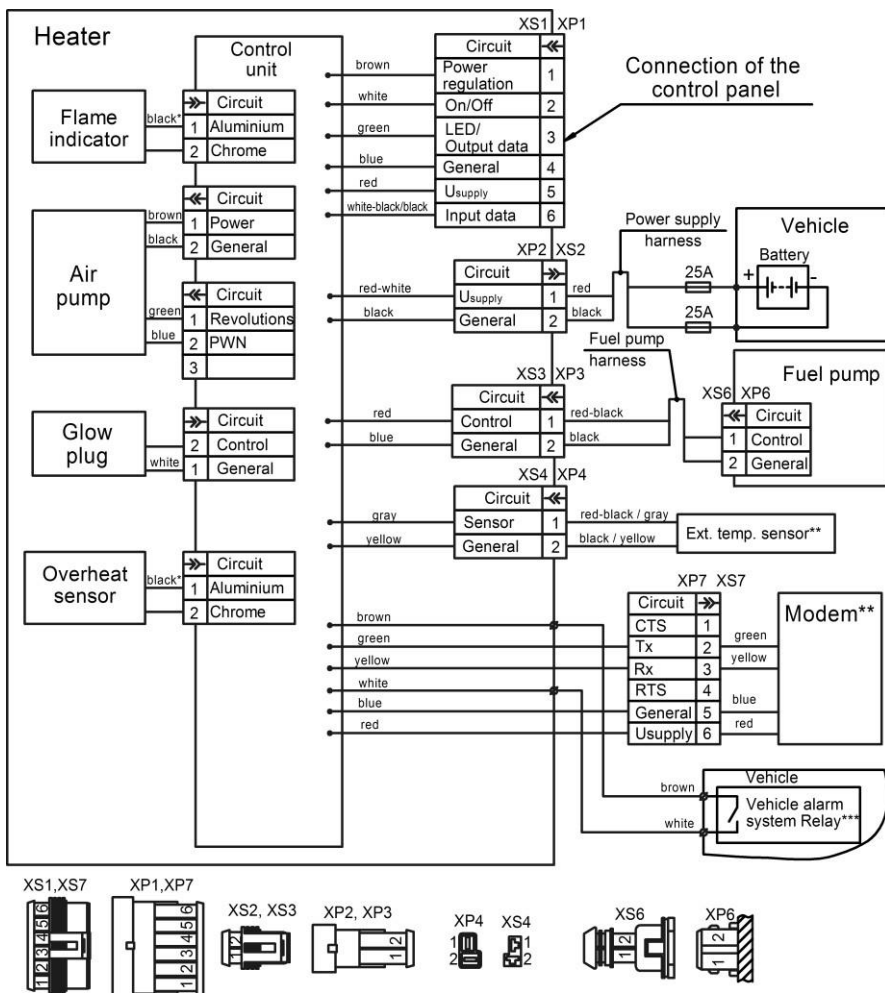
For heaters manufactured from November 2019, when connected with impulse or continuously, the heater will work on the maximum power setting and only for 2 hours.

1. Electrical wiring diagram for the heater AIR-2D



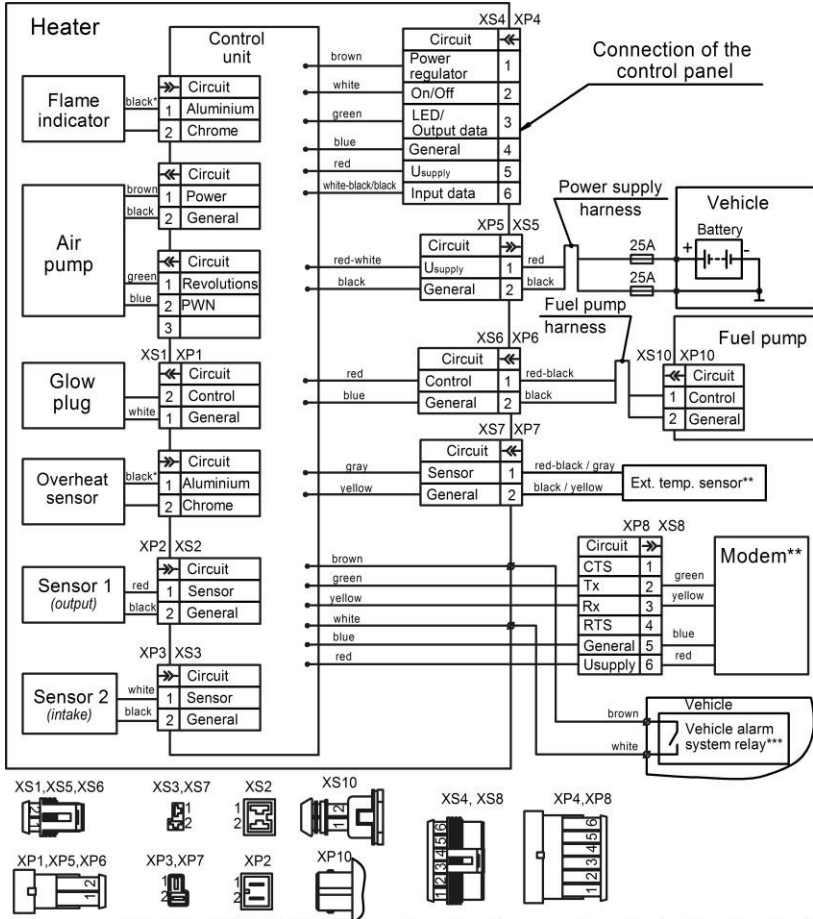
1. Connectors XS4, XP4 are shown from the connections side (not from the side of the wire);
2. * - wire color code;
3. ** - to be ordered separately;
4. *** - example of connection to vehicle.

2. Electrical wiring diagram for the heater AIR-4D



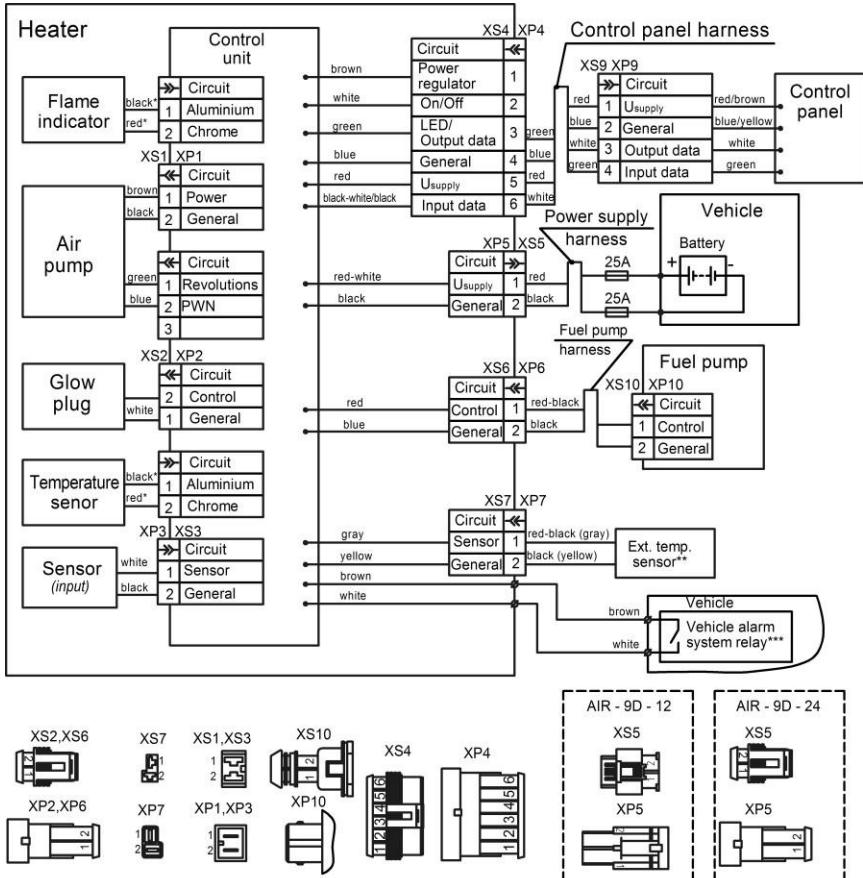
1. Connectors XS4, XP4 are shown from the connections side (not from the side of the wire);
2. * - wire color code;
3. ** - to be ordered separately;
4. *** - example of connection to vehicle.

3. Electrical wiring diagram for the heater AIR-8D



1. Connectors XS2, XS3, XS7, XP2, XP3, XP7 are shown from the connections side (not from the side of the wire);
2. * - wire color code;
3. ** - to be ordered separately;
4. *** - example of connection to vehicle.

4. Electrical wiring diagram for the heater AIR-9D



1. Connectors XS1, XS3, XS7, XP1, XP3, XP7 are shown from the connections side (not from the side of the wire);
2. * - wire color code;
3. ** - to be ordered separately;
4. *** - example of connection to vehicle.