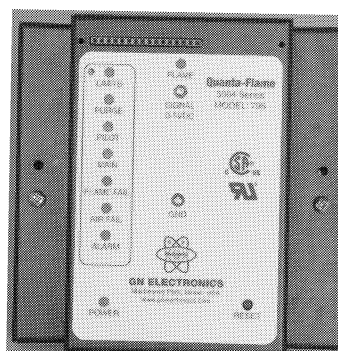


GN Electronics Inc.

**Quanta-Flame
Model 5004-795
Primary Purge Control**

(Compatible with Honeywell R4795 Series Controls)



USER MANUAL

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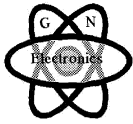
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Toll Free: 1-888-433-2299

Fax: 1-780-484-6074

e-mail: info@terracene.com



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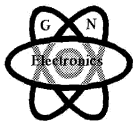
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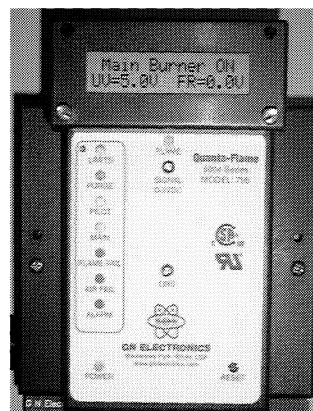
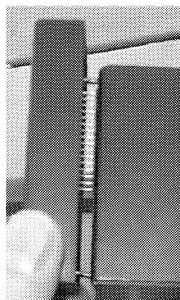
DESCRIPTION

Quanta-Flame 5004-795

This is a microcomputer-controlled primary burner management control system.

Optional diagnostic displays are also available. There are two versions; one that directly mounts to the control and one that connects to the control through a ribbon cable for remote mounting

Installs easily
in the top of
the control



Features

- Optional plug in diagnostic display
- Isolated 10 Amp relay alarm contact
- Easy mounting in control panels
- Pilot Test Mode
- Selectable Trial for Ignition times (3, 5, 10, or 15)
- Selectable Purge Times (0 to 107 Seconds)
- Selectable interrupted or intermittent pilot
- Selectable Recycle or Non-recycle modes
- Every unit interfaces to ultraviolet or flame rod sensors
- Flame signal test jacks on front of control (0 to 5 VDC)
- Optional History Log capability

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Function Description

LED indicators

The 5004-795 has Nine (9) LED indicators located on the front on the unit

Limits (green)- Indicates the presence of all the necessary interlock switches in order to begin the burner sequence

Purge (yellow)- indicates the combustion fan is energized and the purge cycle is in process when light is on steady. Blinks while waiting for air switch to close

Pilot (yellow)- indicates that the pilot valve is energized

Main (yellow)- indicates that the main gas valve is energized

Flame Fail (red)- indicates the burner failed to light

Air Fail (red)-This light will blink during a control lockout if the air switch input is still present (when fan output is off)

Alarm (red)- indicates a lockout condition has occurred

Power (red) indicates that power is applied to the unit

Flame (red) indicates the presence of a flame signal at the control



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Inputs

Limits and Power (Terminal L)

Input that receives all the permissives and the burner start signal switch or contact

Neutral (Terminal N)

Grounded Neutral Connection to Control

Air Switch (Terminals T1 & T2)

Input is connected to the combustion airflow switch. This must be a dry contact. No Voltage can be applied to these terminals. **Voltage applied to these terminals will damage control and void the warranty**

Flame Sensor (Terminals F & G)

Sensor input- Flame rod connects to Terminal F-- UV sensor connects to F & G

Outputs

Pilot (Terminal P)

Output to energize the burner pilot valve

Ignition (Terminal I)

Output to energize the ignition transformer

Main (Terminal M)

Output to energize the burner main valve

Combustion Fan (Terminal LM)

Output to energize the burner combustion fan

Alarm (NO, NC, C)

This is a dry contact output, which closes when an alarm condition occurs.
(Rated: 230VAC, 2amp. Max)



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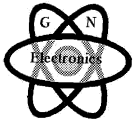
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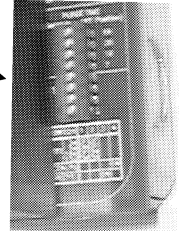
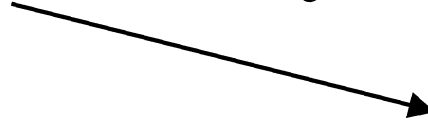
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Control Configuration:

Setup Dipswitches: There is a set of 8 Dipswitches under the right side cover on the control.



Dipswitches 1 and 2 set the desired trial for pilot ignition time.

This value can be 3, 5, 10 or 15 seconds

Dipswitch 3 selects Non-Recycle or Recycle mode.

Recycle mode permits the controller to shut down and start the burner startup sequence again when a flame failure or air failure has occurred during the burner run cycle. In order for this to occur the main burner has to be up and running before a recycle can occur. A flame or air failure that happens before that time results in a lockout regardless if recycle is selected or not.

Dipswitch 4 selects interrupted or intermittent (non-interrupted) pilot.

An interrupted pilot will ignite during the trial for ignition time and be shut off 10 seconds after the main gas valve opens to light the main flame.

An intermittent pilot will ignite during the trial for ignition time and will stay lit when the main valve is open. It will remain on as long as the main burner is on and will shut down at the end of the main burner cycle.

Dipswitches 5 through 8 select the desired purge time.

Purge times as indicated on the switches are selected when the switch is in the "OFF" position. Selecting two or more purge times adds the times together for the total purge time.



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DIP Switch Setup Table

DIP Switch Number		1	2	3	4
TFI	3s	Off	Off		
	5s	On	Off		
	10s	Off	On		
	15s	On	On		
Intermittent pilot					On
Recycle				On	

DIP Switch Number		5	6	7	8
Purge Times	7s	OFF			
	10s		OFF		
	30s			OFF	
	60s				OFF

Note: Purge times as indicated on the switches are selected when the switch is in the “OFF” position. Selecting two or more purge times adds the times together for the total purge time.

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Specifications

MECHANICAL:

Enclosure: 5" H by 5" W by 1 3/4" D

ELECTRICAL:

Voltage: 120 VAC 50/60Hz, 12 to 24VDC (Model: 5004-795/24V)

Power consumption: 2VA

Temperature Range: -40°F to +140°F (-40°C to +60°C)

Alarm Contact: 230VAC, 2Ampere Max

UL Recognized: File No. E233069

CSA Certified: No. 204571-1435343

Trial for Ignition times

Dipswitch Selectable

3 sec

5 sec

10 sec

15 sec

Flame Failure Response Time: 2.5 to 3.5 seconds

Output connected load ratings

Pilot and Main Outputs: 10 amps resistive (1/4 HP inductive)

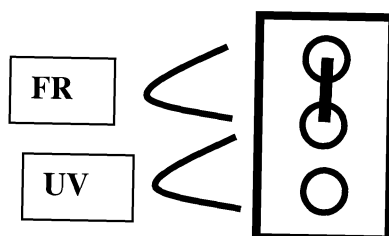
Fan Output: 15 amps resistive (1/3 HP inductive)

Note: Total connected load must not exceed 15 amps (1800 VA)

Shipping weight: 2 Lbs for all models

Inputs (User Selectable):

UV Sensor
Flame Rod



J2 terminal Strip

Located under the left side cover
Move jumper to select sensor
type (FR or UV)



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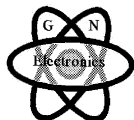
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Feature and Function Descriptions

Recycle Mode- When selected, the control will recycle the burner through purge and startup when the main burner has shutdown with an air failure or flame failure alarm. The recycling of the burner will only occur after the main burner has been in operation. There is no recycle on pilot flame failure.

Pilot turndown test mode- this mode permits the pilot to ignite and remain burning regardless if interrupted or intermittent pilot has been selected. The main burner will not be ignited as long as the control is in this mode. This permits the service technician to adjust and inspect the pilot flame. To enter this mode, hold the reset button down until the limit light begins to flash (10 seconds). To exit the pilot test mode press the reset button and the control will rest into the normal run mode.

Interrupted pilot- the pilot will ignite and be turned off 10 seconds after the main burner valve is opened

Intermittent (non interrupted pilot)- The pilot will ignite and remain lit for the entire duration of the main burner run cycle

Pilot Verification feature- the ignition will be de-energized 5 seconds before the main valve is energized to insure the pilot flame is stable before lighting the main burner

False Flame indication- If the control senses a flame out of the proper sequence the sequence will stop and wait for 30 seconds for the false flame signal to disappear. During this time the Flame Fail light and the Alarm light will blink on and off. If the signal disappears the lights will cease blinking and the sequence will continue. If the false flame signal is present for more than 30 seconds the lights will stay on and stop blinking and the control will go into lockout.

Flame signal analog meter jacks Two test probe inputs are located on the front of the control. By inserting the meter probes from a high impedance (100k ohm/volt) DC volt meter the control will indicate the relative flame signal level in the range of 0 to 5 VDC. The positive probe goes into the jack labeled "Signal 0 to 5VDC". The negative probe goes into the jack labeled "GND".



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Selectable Purge Time- the purge time is selectable by means of the selector switches located under the right hand cover of the control. The purge times selected by each switch (5 through 8) are added together for the total purge time. (For example, the maximum purge time is 7 +10+ 30+60 seconds or 107 seconds).

Shorted Air Switch Check- The control verifies that the air switch is not shorted at each occurrence of control lockout. When the fan is de-energized during lockout the control will check to see if the air switch opens. If the air switch fails to open the “air fail” light will blink to indicate the air switch is still closed. This will alert the operator that the air switch is not functioning properly.

Air Failure- The control checks constantly for the presence of the airflow by examining the airflow switch input. The input must be present before the purge time will begin. If the control loses the air switch input at some point in the burner cycle after the start of purge, the control will reset to the start of the purge cycle and wait for the air switch to close.

Control Reset: When the control enters a lockout condition the red alarm light will light and begin blinking. To reset the control press the reset button on the front of the control. The control will not reset on power interruption. Lockout conditions for the control are: **Flame Failure**

False Flame present for more that 30 seconds
Relay Failure and internal fault



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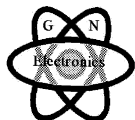
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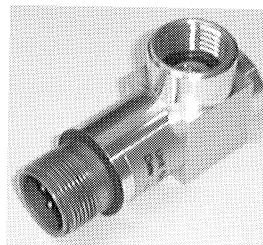
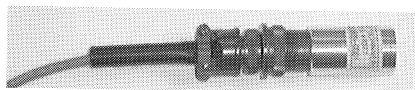
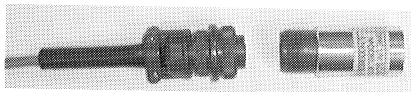
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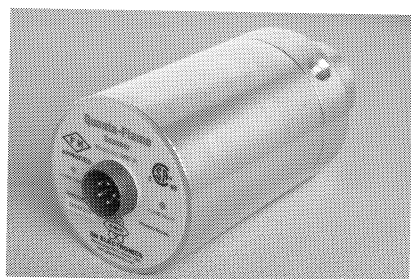
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SENSORS for the 5004-795

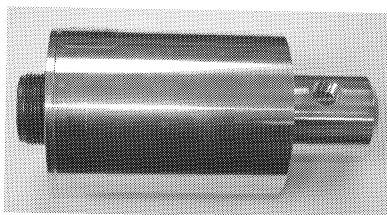


Ultraviolet (Model 5004-01) The UV sensor detects light emitted from the flame within the Ultraviolet light spectrum.



Ultraviolet Self-Check (Model 5002-01) The UV Self-Check sensor detects light emitted from the flame within the Ultraviolet light spectrum. This sensor is intended for applications which continuously operate the burner (24 hours). The Self-check scanner interrupts the

UV light from the burner every ten seconds to verify the proper operation of the sensing element and the internal components.



**UV/ Infrared Universal Sensor
(Model 5002-01NC)**



Flame Rod The flame rod works on the principle of Flame rectification and senses a small direct current flowing through the flame between the flame rod and the burner ground.





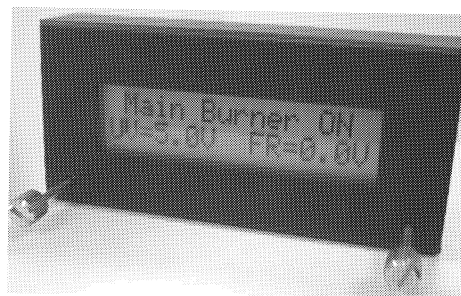
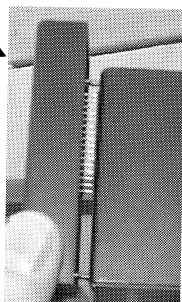
Optional Display

Installing the Display

Note: All power must be removed from the control when installing or removing the display. Failure to do so may damage the display and/or the control.

The optional display plug into the 16-pin connector at the top of the control. When inserting the display make sure that all the display pins are properly aligned with the connector.

The display is then secured to the control by tightening the two thumbscrews on the display



Contrast adjustment

Note: The contrast is previously adjusted and set at the factory. It is unlikely that any adjustments will be required except in unusual lighting situations or in high or low ambient temperature environments.

On the front of the control immediately to the left of the LIMITS light is a contrast adjustment, which can be used to vary the contrast. To adjust the contrast insert a small instrument screw driver into the hole and turn the screw clockwise for more contrast or counterclockwise for less contrast.

Once installed the display will show the steps of the control sequence and indicated when an alarm has occurred.

Once the burner is running after the start up sequence the display will indicate the flame signal level as a range between 0 to 5VDC



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Alarm History (Optional Feature- Display also required)

The Alarm History option allows the user to view the previous alarms occurring in the control, which caused a lockout. In the case where recycling is selected the control will also indicate the alarm that occurred to initiate the recycle of the control sequence to relight the burner.

With this option the reset button functions as follows:

Pressing the reset button for less than 6 seconds—The control will reset an alarm lockout condition and restart the sequence when limits are closed. During this operation the green limit light will also flash every 2 seconds to indicate the time.

Pressing the reset button more than 6 seconds but less than 12 seconds – The control will enter the “**pilot turndown test mode**” as described on page 9. This will be indicated on the display as “**Test Mode**”

(The green limit light flashes more than 3 times but less than 6) When the button is released the green limit light will continue to flash to indicate, “Pilot turndown test mode”

Pressing the reset button more than 12 seconds but less than 18 seconds – The control will enter the “**History Log**” mode. This will be indicated on the display as “**History Log**”

(The green limit light flashes more than 6 times but less than 9)

History Log mode – The display will indicate up to 16 previous shutdown/lockout conditions with the first condition displayed being the most recent.

Pressing the reset button more than 18 seconds – The history log will be reset and the previous entries will be deleted. This will be indicated on the display, as “**History Reset**” for 2 seconds and the control will reset back to the beginning of the control sequence.

(The green limit light flashes more than 9 times)

Note: Pressing the reset button during a cycle to access the history log will also reset the control



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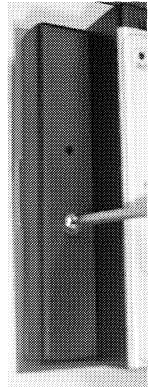
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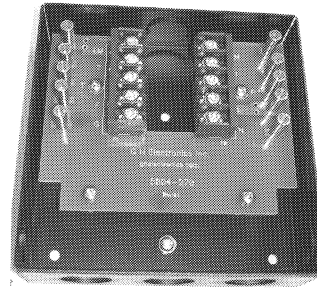
Installation Notes (read before installing control)

- All installation, wiring, or service activities must only be performed by knowledgeable and qualified technicians.
- All system wiring should be run in accordance with the National Electrical Code and all local code requirements.
- Always remove all power to the system before wiring.
- The 5004-795 is secured to the wiring base by means of ten mounting screws located under the control side covers. These mounting screws also are the electrical connection of the control to the base. It is necessary for all of these screws to be securely fastened for the control to work properly.
- Do not run control wiring, ignition wiring, or sensor wiring in the same conduit.
- Neutral must be grounded
- The 5004-795 is designed to work in a variety of applications and conditions, however some applications may not be applicable due to the presence of high electrical noise, lack of adequate ground connections, floating neutrals or other known or unknown conditions. It is therefore important to ensure proper system environment before installing these devices.
- The signal levels and functionality of a particular brand of sensor will not be identical to the signal levels and functionality of a sensor when used with other burner control brands. Due to variable manufacturing tolerances it is possible but unlikely for an individual sensor to not function in a 5004-795 system but still operate with its own branded control or vice versa. In these cases the scanner may need to be replaced with a new Honeywell or GNE scanner
- Route Sensor wiring a sufficient distance away from any type of ignition or other wiring to avoid electrical noise interference. Each sensor wiring must be run separate from all other wires including other sensors. In some cases shielded cable or coax may be required for long distances or high electrical interference environments. Each pair of sensor leads should be in their own shielded or coaxial pair and terminated at the control.



Wiring the 5004-795

5004-270
Wiring Base



Wiring Considerations

Depending on the output option used the wiring requirements will vary somewhat.

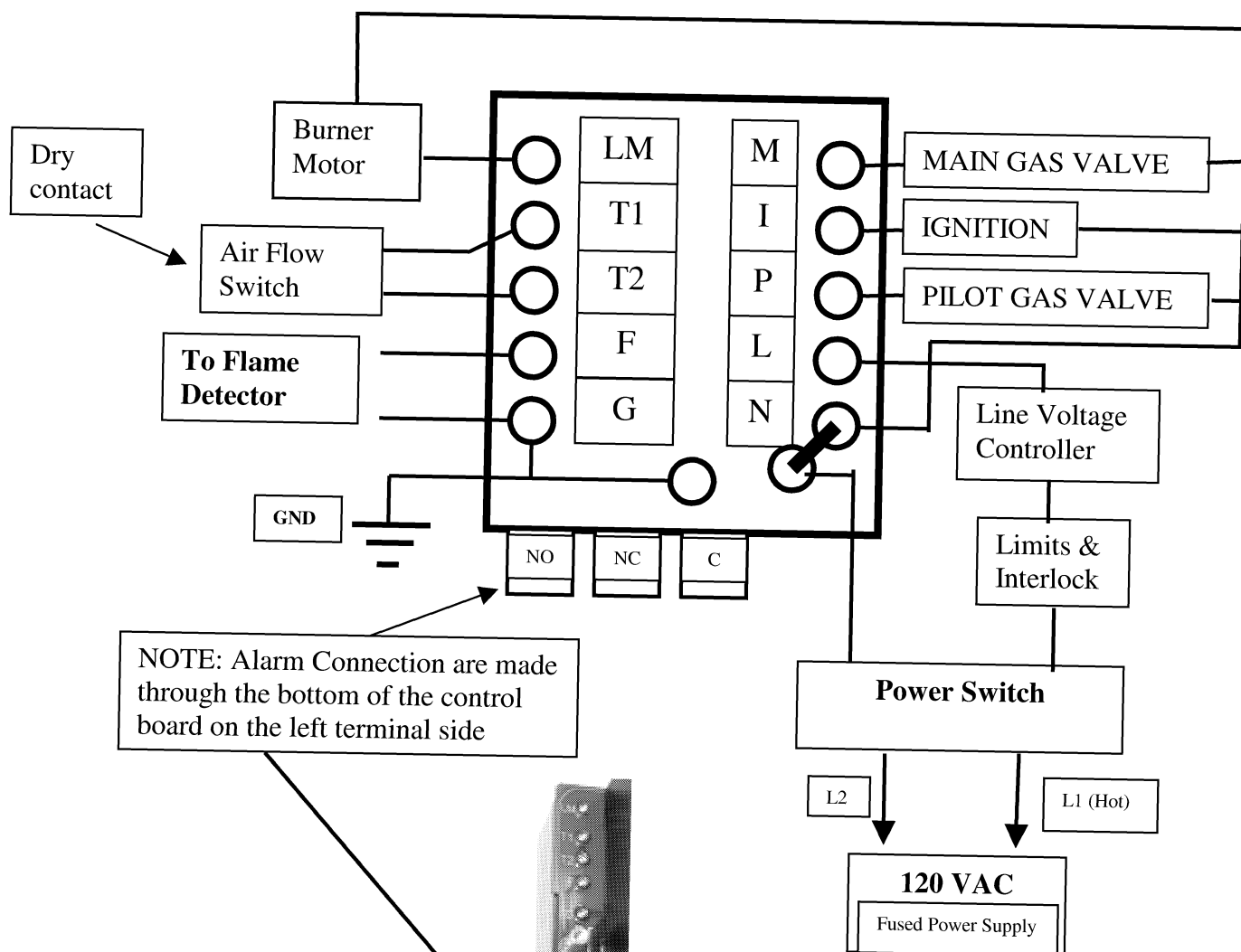
Output type	Suggested wire	Wiring run considerations
Contact	14 to 16 AWG	THHN or equivalent Nothing special- can be run with other wires in conduit
0 to 12VDC Sensor Signal	14 to 16 AWG	THHN if wire is run in separate conduit
		Shielded cable if multiple wires are in one conduit
		Coax cable if long distance runs are required or if high level of electrical noise is present

Note

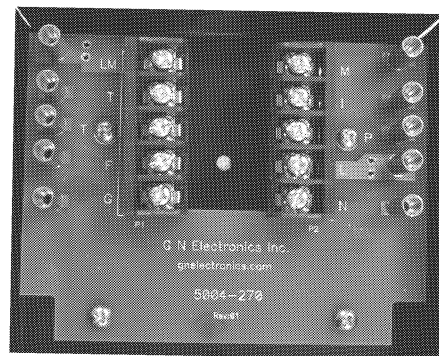
All wiring runs to the field on, or near, hot surfaces should be rated for 90°C (195°F) or at least 25°C (50°F) higher than the surface temperature.

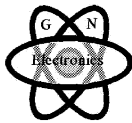


Wiring Diagram



Note: Model 5004-795/24V is not applicable to 120VAC wiring shown above. Supply voltage for this model must be 12 to 24VDC

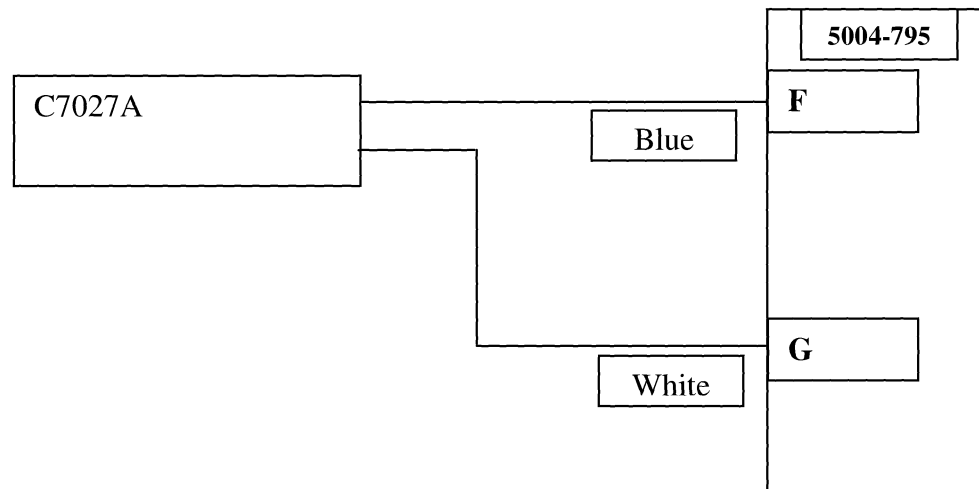




Wiring For Honeywell C7027A UV Scanners

Honeywell Scanners (C7027A) connect with the Blue lead connects to the F Terminal and the White lead connects to G Terminal.

Note: Route Sensor wiring a sufficient distance away from any type of ignition or other wiring to avoid electrical noise interference. Each sensor wiring must be run separate from all other wires including other sensors. In some cases shielded cable or coax may be required for long distances or high electrical interference environments. Each pair of sensor leads should be in their own shielded or coaxial pair and terminated at the control



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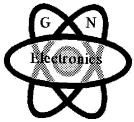
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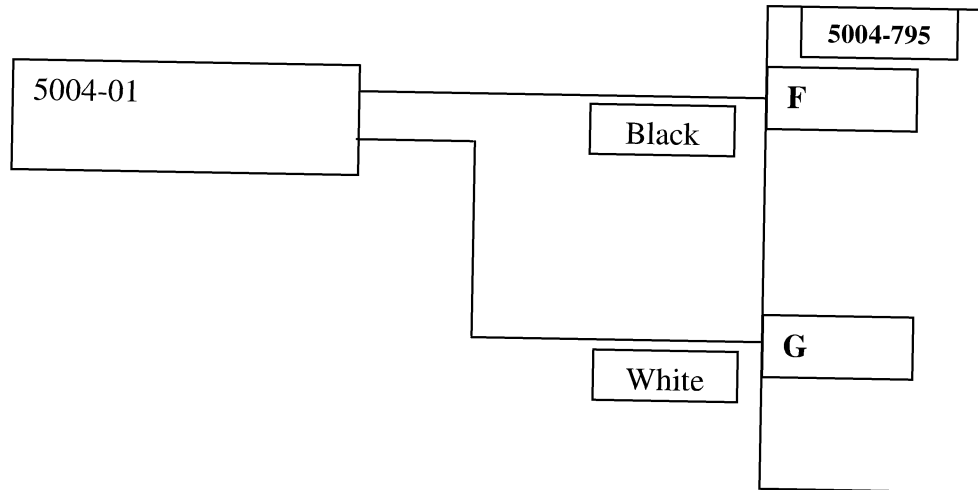
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Wiring For GN Electronics 5004-01 UV Scanners

GN Electronics Scanners (5004-01) connect with the Black lead connects to the F Terminal and the White lead connects to the G terminal .

Note: Route Sensor wiring a sufficient distance away from any type of ignition or other wiring to avoid electrical noise interference. Each sensor wiring must be run separate from all other wires including other sensors. In some cases shielded cable or coax may be required for long distances or high electrical interference environments. Each pair of sensor leads should be in their own shielded or coaxial pair and terminated at the control



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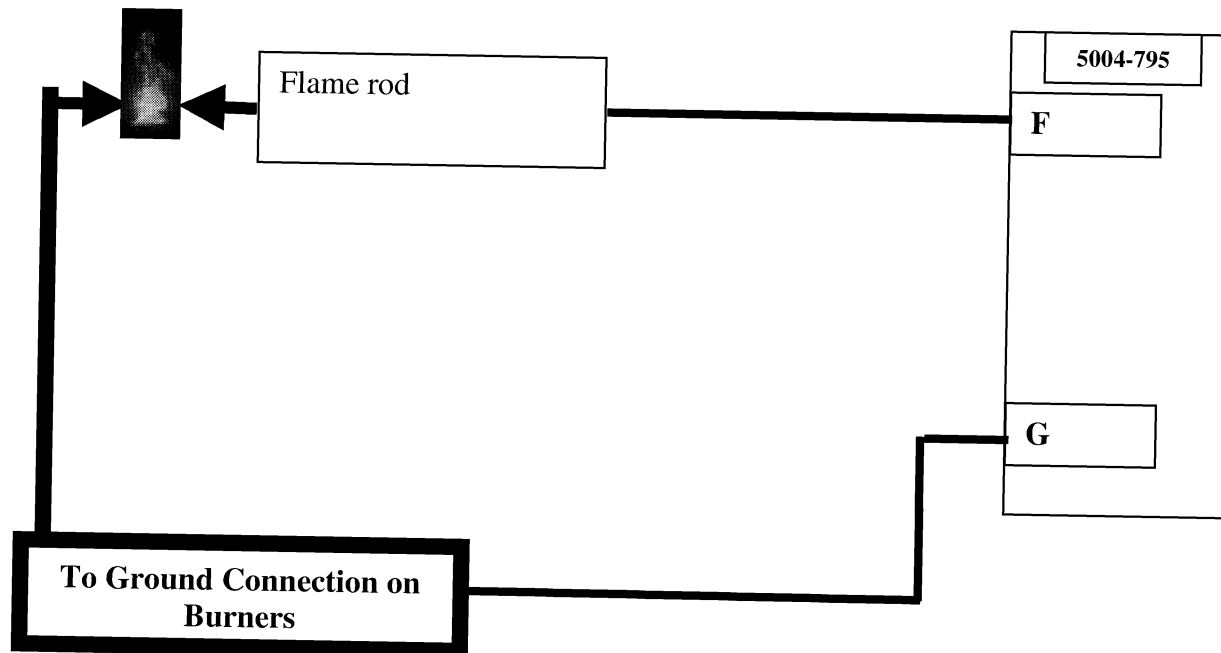
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Wiring For Flame Rod Version

Flame Rod connects to F Terminal and a wire from the burner ground connects to the G terminal.

Note: Route Sensor wiring a sufficient distance away from any type of ignition or other wiring to avoid electrical noise interference. Each sensor wiring must be run separate from all other wires including other sensors. In some cases shielded cable or coax may be required for long distances or high electrical interference environments. Each pair of sensor leads should be in their own shielded or coaxial pair and terminated at the control



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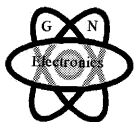
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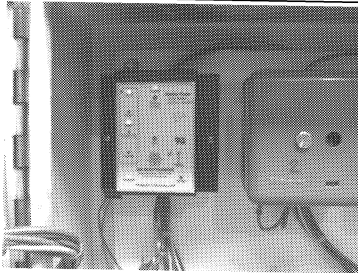
e-mail: info@terracene.com



Testing the Installation

This section describes the test procedures that must be performed after installation to insure that the 5004-795 and the connected sensor is operating properly; **these procedures are mandatory.**

These tests are to be performed after any installation of the 5004-795 control, regardless if it is a new installation or a replacement installation for an existing control



Insert the positive probe of a 0-10 VDC, digital voltmeter into the test point on the front cover of the 5004; insert the negative probe to ground point. Good flame signal strength will read between 2 and 5 VDC; anything below 1 VDC is inadequate. Also, the red flame light illuminates when a flame signal is indicated.

Minimum Pilot Test

Run the following test procedures to ensure that the sensor will not detect a pilot flame too small to reliably light the main flame:

- 1) Manually shut off the fuel supply to the burner, but not to the pilot.
- 2) Start the system normally.
- 3) To enter the pilot test mode, press and hold the reset button for ten seconds on the front of the 5004 control.
- 4) The control will hold the operating sequence at the pilot flame step. Measure signal strength as described above.
- 5) Reduce pilot fuel until the flame relay drops out. Increase pilot fuel until the flame signal is greater than 1 VDC, and flame relay just manages to pull in. This is the minimum pilot. If you don't think this flame will be able to safely light the main burner, realign the sensor so that it requires a larger pilot flame and repeat steps 2 through 5.
- 6) Push the reset button located in the lower right corner on the front cover to reset the control into the normal and begin the normal start-up sequence again.
- 7) When the sequence reaches the main flame trial for ignition, smoothly restore the fuel supply to the burner. If the main burner does not light within five seconds, immediately shut off the burner supply to shut down the system. Realign the sensor so that it requires a larger pilot flame. Repeat steps 1 through 6 until the main burner lights off smoothly and reliably.

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Pilot Flame Failure Test

- 1) Manually shut off the fuel supply to the pilot and the main burner.
- 2) Place system in pilot test mode
- 3) Start the system normally. The controller should lock out; if it doesn't, then the controller is detecting a false flame signal. Find the problem and correct it before resuming normal operation.

Main Flame Failure Test

- 1) Manually shut off the fuel supply to the main burner but not to the pilot.
- 2) Start the system normally. This should ignite the pilot and lock out after pilot interruption. If the system does not lock out, the controller is detecting a false flame signal. Find the problem and correct it before resuming normal operation.

Spark Sighting Test

- 1) Manually shut off the fuel supply to the pilot and the main burner.
- 2) Start the system normally.
- 3) Measure the flame signal.
- 4) If a flame signal greater than 1 VDC is measured for more than three seconds during the trial for ignition, then the sensor is picking up a signal from the spark plug

Note: Periodically check all interlock and limit switches by manually tripping them during burner operation to make sure they cause the system to shut down.

Warning: Never operate a system that is improperly adjusted or has faulty interlocks or limit switches. Always replace faulty equipment with new equipment before resuming operation. Operating a system with defective safety equipment can cause explosions, injuries, and property damage.



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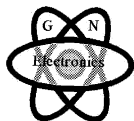
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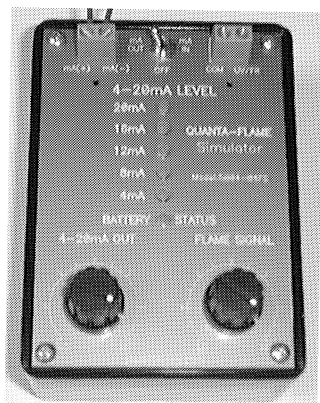
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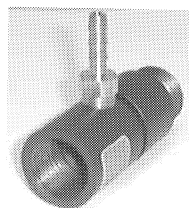
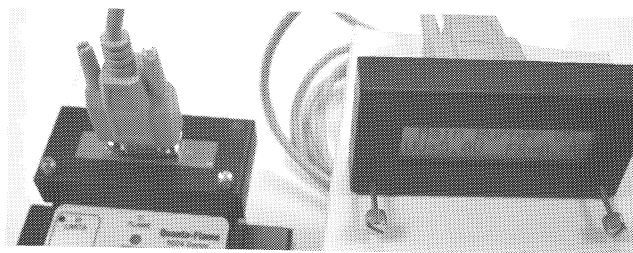


Control Accessories

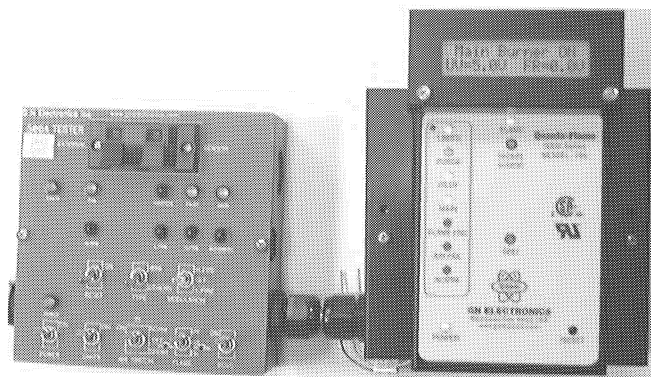


5004-04FS Flame
Simulation and 4-20mA
Technician Tool

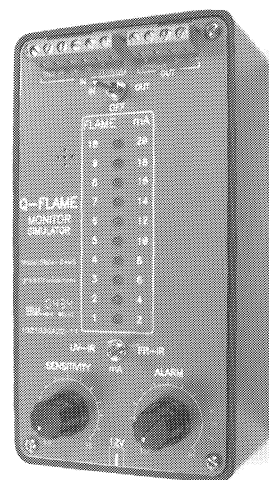
Panel Door Display Mounting Kit



450°F Insulator
with Purge Nipple



5004 Control Tester for field troubleshooting and demonstration



5004-04MS Flame Level
Sensing and 4-20mA
Technician Tool

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Warranty and Returns

The 5004-795 is warranted for one (1) year from the date of delivery against manufacturing defects only. GN Electronics standards terms and conditions apply. GN Electronics' liability for its products, whether due to breach of warranty, negligence, strict liability, or otherwise, is limited to the furnishing of replacement parts and GN Electronics will not be liable for any other injury, loss, damage or expenses, whether direct or consequential, including but not limited to loss of use, income of, or damage to material arising in connection with the sale, installation, use of, inability to use or the repair or replacement of GN Electronics' products.

Defective units should be returned to G N Electronics. Controls should be well packed in a suitable container encased in appropriate stuffing.

These Controls are factory assembled and are not internally serviceable. The main cover is not to be removed for any reason. To do so voids all warranties and liabilities from GN Electronics.

All products should be shipped **prepaid** to:

**G N Electronics Inc
9958 N. Alpine Rd Suite #104
Machesney Park, IL 61115**

**Tel: (815) 637-8624
Fax: (815) 637-8626**

www.gnelectronics.com

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