

C610U Universal



24 VAC Intermittent Pilot Gas Ignition Control

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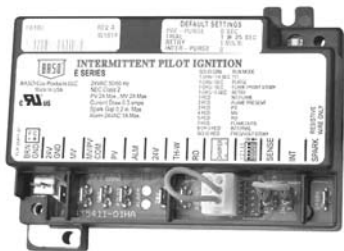
Quick Reference Guide

The C610U Universal Intermittent Pilot Gas Ignition Control module replaces many popular flame rectification type of intermittent pilot ignition (IPI) modules, including those manufactured by Honeywell, Robertshaw, ICM, Fenwal, and Johnson Controls.

The following is an overview of the C610U series control, and is intended to only be used by Certified Service Technicians.

APPLICATION

- Gas furnaces
- Boilers
- Water heaters
- Commercial cooking



FEATURES

- 24 VAC microprocessor based IPI control
- System diagnostics
- 32 Selectable preset timings of popular models
- Universal flame sensing (Local/Internal or Remote/External)
- Full time flame sensing
- Flame sense test pins
- 4 mounting hole positions, 2 that match Honeywell and Fenwal
- Built-in burner ground
- Voltage/Frequency monitoring

SPECIFICATIONS

Input Voltage	Control: 24 VAC (18-30VAC) 50/60 Hz
Input Current	0.3 A nominal + valves
Gas Valve Contact Rating	2A Pilot and 2A Main @ 24 VAC
Operating Temperature	-40 to 176°F (-40 to 80°C)
Flame Detection Means	Flame Rectification
Flame Detection Type	Local/Internal or Remote/External
Minimum Flame Current	0.07 microamperes
Flame Failure Response Time	1.0 second maximum
Ignition Source	High voltage spark, capacitive discharge
Maximum Spark Gap	0.2 in. (5.1 mm)
High Voltage Cable	48 in. (1219 mm) max., rated 15kV min. (Resistive recommended)
Flame Sense Cable	48 in. (1219 mm) max. (Shielded recommended)
Spark	30 sparks/second
Humidity	0% to 95% RH (non-condensing)
Gas Types	Natural, LP, or Manufactured
Trials Before 100% Shutoff*	Preset 1, 3, Cont.
Trial for Ignition Time *	Preset 4, 8, 15, 30, 60, 90 seconds
Pre-Purge Time *	Preset 0, 15, 30 or 45 seconds
Inter-Purge Time *	Preset 0, 15, 300, 360 seconds
Retry Delay Period *	Preset 0, 5, or 60 minutes
Lockout Recovery Period *	Preset None, 5 or 60 minutes

*32 Selectable preset timings via. 5 position DIP Switch.

AGENCY CERTIFICATIONS

UL 60370-1, UL 60730-2-5 File: M2926

Software Conforms to UL 60730 Requirement

Component Recognized System (US & Canada)

WIRING

Table 1: Typical Wiring Connections.

Label	Term. Type	Description
BRN GND	Mounting Tab (Lower left)	Burner Ground connection*
FC	2 Pin	Flame Current measuring for microammeter probes in μ Amp DC
24V GND BRN GND	¼" male QC	Common side (return) of transformer connection
MV	¼" male QC	Main Valve connection
MV/PV	¼" male QC	Gas Valve common terminal
PV	¼" male QC	Pilot Valve connection
24V	¼" male QC	24V Power for Vent Damper
TH-W	¼" male QC	Thermostat "Call for Heat" signal
DAMPER P1	6-pin keyed plug	Vent Damper connection. Leave Vent Damper Jumper Plug installed if not a Vent Damper system
DIP SWITCH S1	5 position DIP switch	32 selectable preset timings of the most popular settings
SENSE	¼" male QC	Flame Sensor connection - For dual rod (remote/external) flame sensing, remove Jumper Wire installed and connect flame sense wire from the burner/igniter to this terminal - For single rod (local/internal) sensing leave Jumper Wire connected to the INT connector
INT	¼" male QC	- For single rod (local/internal) sensing a Jumper Wire is connected to the SENSE connector NOTE: Remove and discard Jumper Wire for two rod (remote/external) flame sensing
SPARK	¼" male QC	High voltage sparking electrode

* If the existing system uses a burner ground wire, this can be attached to the 24V GND / BRN GND terminal using the supplied dual spade connector, or otherwise connected to the burner ground mounting tab.

SETUP AND ADJUSTMENTS

Vent Damper Jumper Plug

A vent damper jumper plug that jumpers pins 2 and 3 of the damper connection is supplied with the control. The control will operate normally with this plug in place, remove this plug to connect a vent damper. Once a vent damper has been connected to the control, and the power cycled, an internal fuse will blow* and the control can then *only* be used with a vent damper connected.

***Note:** it is normal to hear a defined pop when the fuse blows.

DIP Switch (S1) Settings

When replacing an existing ignition control with the C610U, refer to Table 2 for the correct DIP switch settings. For a complete list of the controls the C610U replaces see the BASO C610U Installation Instructions available at www.baso.com.

The following timing parameters may be set with the 5-position DIP switch (See Table 2).

IMPORTANT:

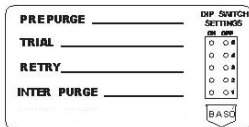
The control timing configuration is *permanently* locked and cannot be reset by changing the DIP switch settings after 10 consecutive power cycles.

FACTORY DEFAULT S1 DIP SWITCH SETTING



All switch settings are defaulted from the factory to the "ON" position. Refer to Table 2 for the desired timing configuration. The default timings are printed on the label located on the front of the ignition.

TIMING CONFIGURATION LABEL



Once you have selected the desired timing configuration, using a permanent marker write in the values and mark the DIP switch settings on the label provided. Adhere the label to the front of the control for future reference.

Table 2 DIP switch (S1) Settings

SEL	Timing Configurations					DIP (S1) Switch Settings				
	# of Trials	Pre-Purge	TFI	Inter-Purge	Retry Time	SW	SW	SW	SW	SW
	#	sec	sec	sec	min	1	2	3	4	5
0	1	0	4	0	5	OFF	OFF	OFF	OFF	OFF
1	1	30	4	0	5	OFF	OFF	OFF	OFF	ON
2	1	0	15	0	5	OFF	OFF	OFF	ON	OFF
3	1	30	15	0	5	OFF	OFF	OFF	ON	ON
4	1	0	30	0	5	OFF	OFF	ON	OFF	OFF
5	1	30	30	0	5	OFF	OFF	ON	OFF	ON
6	1	0	90	0	5	OFF	OFF	ON	ON	OFF
7	1	30	90	0	5	OFF	OFF	ON	ON	ON
8	3	0	60	15	5	OFF	ON	OFF	OFF	OFF
9	3	30	60	15	5	OFF	ON	OFF	OFF	ON
10	3	0	90	15	5	OFF	ON	OFF	ON	OFF
11	3	0	60	300	60	OFF	ON	OFF	ON	ON
12	3	45	60	300	60	OFF	ON	ON	OFF	OFF
13	3	0	90	360	60	OFF	ON	ON	OFF	ON
14	Cont.	0	90	15	N/A	OFF	ON	ON	ON	OFF
15	Cont.	30	90	15	N/A	OFF	ON	ON	ON	ON
16*	1	0	4	0	0	ON	OFF	OFF	OFF	OFF
17*	1	4	8	0	0	ON	OFF	OFF	OFF	ON
18*	1	0	15	0	0	ON	OFF	OFF	ON	OFF
19*	1	0	30	0	0	ON	OFF	OFF	ON	ON
20*	1	4	30	0	0	ON	OFF	ON	OFF	OFF
21*	1	15	30	0	0	ON	OFF	ON	OFF	ON
22*	1	0	50	0	0	ON	OFF	ON	ON	OFF
23*	1	4	50	0	0	ON	OFF	ON	ON	ON
24*	1	0	90	0	0	ON	ON	OFF	OFF	OFF
25*	1	0	120	0	0	ON	ON	OFF	OFF	ON
26*	1	4	120	0	0	ON	ON	OFF	ON	OFF
27*	1	0	240	0	0	ON	ON	OFF	ON	ON
28*	9	0	90	15	0	ON	ON	ON	OFF	OFF
29*	9	15	90	15	0	ON	ON	ON	OFF	ON
30*	9	30	90	15	0	ON	ON	ON	ON	OFF
31*	-	-	-	-	-	ON	ON	ON	ON	ON

* Approved CE timing configurations. Configurations with a number of trials are 100% lockout after trials are complete. All controls have Quick Start and Re-ignition.

LED STATUS AND TROUBLESHOOTING

The ignition control has a multi-colored (GREEN, ORANGE, and RED) LED which will flash different colors and codes to show status of the ignition, and help troubleshoot the control.

Table 3: GREEN LED Indications of Normal Operation

Flash	Indication
On ½ sec, Off 4-½ sec	Waiting for “Call for Heat”
On ½ sec, Off ½ sec	Pre-purge, Inter-purge, Post-purge
On ¼ sec, Off ¼ sec	Trial for Ignition (TFI)
On Solid	RUN (Flame, Pilot/Main valves on)

Table 4: ORANGE LED Indications

Flash	Indication	ERROR Type
On ½ sec, Off 4-½ sec	Retry	Standby
On ½ sec, Off ½ sec	Flame present	Standby
On ½ sec, Off ½ sec	Pressure present	Standby

Table 5: RED LED Indications of ERROR Codes (100% Lockout).

Flash	Error Indications	ERROR Type
1 flash	No flame in trial time	100% Lockout
2 flashes	Flame sense stuck	100% Lockout
3 flashes	Valve/Pilot relay circuit	100% Lockout
4 flashes	MV/Inducer circuit	100% Lockout
5 flashes	Rollout error	100% Lockout
6 flashes	Pressure switch	100% Lockout
7 flashes	Repetitive flame loss	100% Lockout
8 or 9 flashes	Internal control	100% Lockout
Solid On	Line voltage/Freq.	Standby

Note: 1 second pause after each flash code.

Warning: Risk of explosion or fire. Do not install the control in an area that is exposed to water (ex. dripping, spraying or rain). Do not use the control if it has been exposed to water. Exposure to water may cause a malfunction and can lead to an explosion, which can lead to severe personal injury or death.

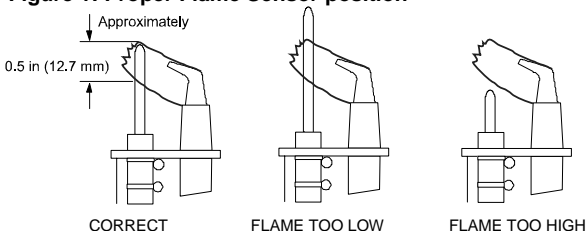
TROUBLESHOOTING GUIDE

Symptom Possible Cause

1. No power up
 - Faulty 24 VAC wiring
 - Thermostat or transformer
 - Faulty control
 - Safety limits
2. Control LED is blinking RED
 - Determine error code, refer to error codes (TABLE 5), also refer to the troubleshooting flow chart in the installation instructions
3. No spark during Trial for Ignition (TFI) time
 - Faulty spark electrode wiring
 - Spark gap too wide
 - Faulty control
4. Pilot/Burner does not light during trial for ignition time
 - Faulty valve wiring
 - Bad Gas Valve
 - Faulty control
5. Pilot/Burner lights but Gas Valve turns off after TFI
 - Weak flame, Flame not in contact with the spark electrode or flame sensor. Check that Flame Sensor tip is in the flame. For proper sensing the rod tip must be $3/8"$ (10mm) to $1/2"$ (13 mm) in the flame. See figure 1.
 - Dirty or corroded flame sensor
 - Faulty flame sensor wiring
 - Poor burner ground

Note: For more information on BASO ignitions and other products, plus complete installation instructions, please visit us at www.baso.com.

Figure 1: Proper Flame Sensor position

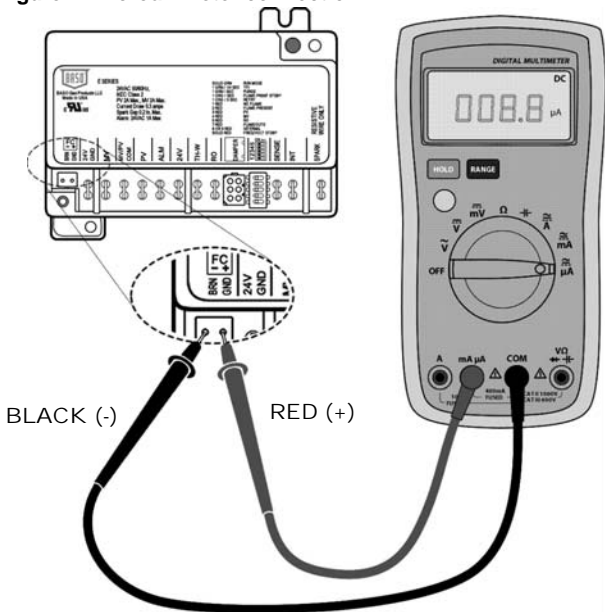


FLAME CURRENT MEASUREMENT

Flame current of the device can be measured using a standard microammeter by simply touching the meter leads to the 2 PIN labeled FC, as shown in Figure 2.

- Flame current must be measured with pilot valve lit but no main gas flowing.
- Set meter to DC μ Amp scale.
- Make sure meter leads are positioned correctly [+/-].
- Recommended Minimum Pilot Only Flame Sense Current of 0.4 μ Amp DC.

Figure 2: Microammeter connection.



2 year warranty