

TECHNICAL DESCRIPTION

AIRTRONIC S3 COMMERCIAL

AIRTRONIC M3 COMMERCIAL / AIRTRONIC M3 RECREATIONAL

AIRTRONIC L3 COMMERCIAL / AIRTRONIC XL3 COMMERCIAL



The technical description and installation instructions are valid for the following engine-independent air heaters:

Air heaters for diesel fuel	Order No.
Airtronic S3 D2L 12 V	25.2953.05.0000
Airtronic S3 D2L 12 V*	25.3066.05.0000**
Airtronic S3 D2L 12 V VDP	25.3034.05.0000**
Airtronic S3 D2L 24 V	25.2954.05.0000
Airtronic S3 D2L 24 V ADR	25.3038.05.0000**
Airtronic M3 D4L 12 V	25.2955.05.0000
Airtronic M3 D4L 12 V VDP	25.3035.05.0000**
Airtronic M3 D4L 24 V	25.2956.05.0000
Airtronic M3 D4L 24 V ADR	25.3039.05.0000**
Airtronic M3 D4R 12 V	25.2957.05.0000
Airtronic M3 D4R 12 V VDP	25.3036.05.0000**
Airtronic M3 D4R 24 V	25.2958.05.0000
Airtronic L3 D6L 12 V	25.2959.05.0000
Airtronic L3 D6L 12 V VDP	25.3037.05.0000**
Airtronic L3 D6L 24 V	25.2960.05.0000
Airtronic XL3 D8L 24 V	25.3020.05.0000

*) Cable outlet left

**) Not available for North America

Air heaters for petrol	Order No.
Airtronic S3 B2L 12 V	20.2029.05.0000
Airtronic M3 B4L 12 V	20.2030.05.0000
Airtronic M3 B4R 12 V	20.2031.05.0000

A WORLD OF COMFORT

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1 Introduction

1.1 Concept of this document

This document supports the service company or installation company installing the heater and provides the user with all important information about the heater. The document is divided into the following chapters to make it easier to find information quickly:

1 Introduction

Important, introductory information about use and the structure of this document.

2 Product information

Information about the scope of supply, technical data and dimensions.

3 Installation

Information and notes concerning installation of the product.

4 Operation and Function

Information on operation and function of the product.

5 Electrics

Information on the electronics and electronic components.

6 Troubleshooting / Maintenance / Service

Information on possible faults, maintenance and support.

7 Environment

Information about certification, disposal and the EC Declaration of Conformity.

8 List

Information about abbreviations used in the document.

1.2 General information

This document is used to install the heaters listed on the title page and applies to the exclusion of all liability claims. The installation work may only be carried out by appropriately trained personnel of an Eberspächer service partner.

Depending on the version or revision status of the heater, differences may occur compared to this documentation. Please check this before carrying out the installation and take into account possible differences.

1.3 Reference documents

Spare parts list

Contains the information necessary for ordering spare parts for the heater.

Repair instructions

Contains the necessary information for troubleshooting and for repair of the heater.

Installation recommendation

Describes vehicle-specific installation situations.

Installation Instructions Plus

Supplementary information on heaters and control units.

1.4 Special text formats and presentations

Special text formats and picture symbols are used in these instructions to emphasise different situations and subjects. Refer to the following examples for their meanings and appropriate action.

1.4.1 Lists

- This dot (▪) indicates a list or action step, introduced by a heading.
 - If an indented dash (–) follows a “dot”, this list/action step is a sub-section/secondary step of the black dot.

1.4.2 Cross references

Underlined blue text denotes a cross-reference, which can be clicked in the PDF format. The part of the document named in the text is then displayed.

1.5 Picture symbols

Regulation!

This information indicates a statutory regulation. Any violation of these regulations results in expiry of the type-approval for the heater and exclusion of any guarantee and liability claims against Eberspächer Climate Control Systems International GmbH.

Danger!

“Danger” indicates a situation that can directly result in death or serious injuries if not avoided.

- This arrow indicates the appropriate measures to avert the imminent danger.

Warning!

“Warning” indicates a situation that can potentially result in death or serious injuries if not avoided.

- This arrow indicates the appropriate measures to avert the potential danger.

Caution!

“Caution” indicates a situation that can potentially result in minor or slight injuries if not avoided.

- This arrow indicates the appropriate measures to avert the potential danger.

Note

This note contains recommendations for use and useful tips for the operation, installation and repair of the product.

1.6 Intended use

1.6.1 Range of application of the heater

The air heater operating independently of an engine is intended for installation in the following vehicles:

- All types of vehicles (max. 8 seats + driver's seat) and their trailers
- Construction machinery
- Agricultural machinery
- Camper vans
- Boats, ships and yachts (only diesel heaters)

i Note

For marine applications: If compliance with the EN 60945 standard is required, the heater should not be installed in the immediate vicinity of radio, receiver, communication and navigation systems.

1.6.2 Intended use of the heater

- Pre-heating, de-misting windows
- Heating and keeping the following warm:
 - Driver and working cabs, ship's cabins
 - Freight compartments
 - Passenger and crew compartments
 - Camper vans

i Note

Only use and operate the heater within the scope of the intended use stated by the manufacturer and in compliance with the documentation enclosed with each heater.

1.7 Non-intended use

On account of its functional purpose, the heater is not approved for the following applications:

- Long-term continuous operation, e.g. for heating:
 - Residential rooms
 - Garages
 - Work huts, weekend homes and hunting lodges
 - Houseboats, etc.
- Heating or drying of:
 - Living creatures (people or animals) by blowing hot air directly at them
 - Objects
 - Blowing hot air into containers

⚠ Warning!

Risk of undercooling!

- The heater does not replace a temperature-monitored and controlled heating system, which ensures that a constant temperature is maintained and thus ensures survival in adverse weather conditions. It is not suitable for the continuous heating of vehicle interiors at low outdoor temperatures.
 - Use, operation and deployment of the product outside the intended use stated by the manufacturer can cause considerable injuries to people and/or damage to machinery and property.
- Only use the product for the stipulated purpose and in the approved area of use.

1.8 Disclaimer

The manufacturer is not liable for damage caused by improper use or incorrect operation. Failure to comply with the safety instructions makes the guarantee null and void and this leads to the exclusion of any liability of Eberspächer Climate Control Systems International GmbH.

1.9 Target groups of this document

This document is intended for the following target groups:

Service company

The "service company" target group includes all service companies trained by Eberspächer that purchase heaters and air-conditioners and their control units, accessories and spare parts from Eberspächer or the trade and install, repair or service these on behalf of an end user.

Installation company

The "installation company" target group includes all companies trained by Eberspächer that purchase heaters and air-conditioners and their control units, accessories and spare parts from Eberspächer and install, repair or service these on behalf of another company (usually the automotive / body manufacturer).

End user

The "end user" target group includes all natural persons who operate a heater or air conditioner with the help of a control unit, regardless of whether they act as a consumer or as part of their job.

1.10 Duty to instruct of the target groups

Each named target group must fulfil their duty to instruct in full. The duty to instruct relates to the passing on of technical documents. Technical documents are all documents published by Eberspächer for the installation, operation, use, maintenance or repair of heaters and air conditioners and their control units, accessories and spare parts.

i Note

- If not explicitly defined in the following, the technical documents can be passed on printed out as hard copies, on a data carrier or by internet download.
- Current technical documents can be downloaded from the Eberspächer website.

Responsibility of the installation company

The installation company must pass on the following technical documents to the company that employs them, and it in turn is obliged to pass on the documents to the end user:

- Technical description
- Operating instructions

Responsibility of the service company

The service company must pass on the following technical documents to the end user, even if they employ a subcontractor:





- Technical description
- Operating instructions

i Note

The named target groups must ensure that the operating instructions produced by the manufacturer for the product are made available to the end user in printed form and in their own national language. If necessary this can be a short form of the detailed operating instructions, which are additionally enclosed with the product on a data carrier or are available to download from the internet.

1.11 Statutory regulations

The Federal Motor Transport Authority has issued an approval for a component according to ECE-R122 and ECE-R10 for the heater for installation in motor vehicles, with the following official type-approval markings noted on the heater's nameplate.

Heater type:	ECE type approval mark:
Airtronic S3	 10 R – 068877 122 R – 000572
Airtronic M3	 10 R – 068878 122 R – 000573
Airtronic L3	 10 R – 068879 122 R – 000574
Airtronic XL3	 10 R – 068880 122 R – 000575

§ Regulation!

Excerpt from ECE regulation No. 122 of the European Parliament and the Council

General regulations

Operating state display

- A clearly visible operating display in the user's field of vision must indicate when the heater is switched on and off.

Regulations concerning installation in the vehicle

Scope

- Subject to differing stipulations in the following section, combustion heaters must be installed according to the regulations 5.3 of ECE-R122.
- It is assumed that Class O vehicles with heaters for liquid fuel conform to the regulations 5.3 of ECE-R122.

Arrangement of the heater

- Parts of the structure and other components near the heater must be protected from excessive heat exposure and possible fuel or oil contamination.
- The combustion heater shall not constitute a risk of fire, even in the case of overheating. This requirement shall be deemed to be met if the installation ensures an adequate distance to all parts and suitable ventilation, by the use of fire resistant materials or by the use of heat shields.
- The heater must not be installed in the passenger compartment of class M₂ and M₃ vehicles. However, a heater in a hermetically sealed enclosure which also complies with the aforementioned conditions may be used.
- The nameplate, or a duplicate, must be positioned so that it can be easily read when the heater is installed in the vehicle.
- Every reasonable precaution should be taken in positioning the heater to minimize the risk of injury and damage to personal property.

Fuel supply

- The fuel filler neck must not be located in the passenger compartment and must be sealed with a properly closing cover to prevent any fuel leaks.
- In heaters for liquid fuel where the heater fuel supply is separate from the vehicle fuel supply, the type of fuel and filler neck must be clearly marked.
- A warning sign is to be attached to the filler neck informing that the heater must be switched off before refuelling.

Exhaust system

The exhaust outlet must be arranged so as to prevent any penetration of exhaust fumes into the vehicle interior through the ventilation system, warm air intakes or open windows.

Combustion air intake

- The air for the heater's combustion chamber may not be drawn in from the vehicle's passenger compartment.
- The air intake must be arranged or protected in such a way that it cannot be blocked by other objects.

Hot air intake

- The hot air supply must consist of fresh air or circulated air and must be drawn in from a clean area, which cannot be contaminated by exhaust fumes from the engine, the combustion heater or any other source in the vehicle.
- The intake pipe must be protected by a grille or other suitable means.

Hot air outlet

- The hot air pipes within the vehicle must be arranged or protected in such a way that there is no risk of injury or damage if they are touched.
- If there is a risk of the driver and/or passengers touching the heater or hot air system parts during normal vehicle operation, protection against contact must be fitted in these places.
- The air outlet must be arranged or protected in such a way that it cannot be blocked by any objects.

Automatic control of the heating system

If the engine fails, the heating system must be switched off automatically and the fuel supply stopped within 5 seconds. The heater may remain in operation if a manual device has already been activated.

i Note

- Compliance with the statutory regulations, the additional regulations and the safety instructions is prerequisite for guarantee and liability claims. Failure to comply with the statutory regulations and safety instructions as well as incorrect repairs, even if original spare parts are used, make the guarantee null and void and this results in the exclusion of any liability whatsoever of Eberspächer Climate Control Systems International GmbH.
- Subsequent installation of the heater must comply with these installation instructions.
- The statutory regulations are binding and must also be observed in countries which do not have any special regulations.
- When installing the heater in vehicles not subject to the German Road Traffic Licensing Regulations (StVZO), for example ships, observe the respective specially valid regulations and installation instructions.
- When installing the heater in special vehicles, comply with the regulations applying to such vehicles.
- Further installation requirements are printed in the relevant sections of these installation instructions.

1.12 Additional regulations

§ Regulation!

Additional regulations for certain vehicles named in Directive 2008/68/EC of the ADR Agreement

Scope

This annex applies to vehicles for which particular regulations of Directive 2008/68/EC of the ADR Agreement apply to combustion heaters and their installation.

Definition of terms

The vehicle designations "EX / II", "EX / III", "AT", "FL" and "OX" according to Chapter 9.1 of the ADR Agreement Directive are used for the purposes of this annex.

Technical specifications

General regulations (vehicles EX / II, EX / III, AT, FL and OX)

Avoid heating and ignition

Combustion heaters and their exhaust pipes must be designed, arranged, protected or covered to avoid any unacceptable risk of heating or ignition of the load. This requirement is met if the fuel tank and the exhaust system of the heater comply with the requirements described in the "fuel tank" and "exhaust system and exhaust pipe layout" sections. Compliance with these requirements must be checked on the complete vehicle.

Fuel tank

Fuel tanks for supply of the heater must conform to the following regulations:

- In the event of a leakage, the fuel must be drained to the floor without coming into contact with any hot vehicle parts or the vehicle's load;
- Fuel tanks which contain petrol must be equipped with a flame arrester or hermetically sealed cap at the filler neck.

Exhaust system and exhaust pipe layout

The exhaust system and the exhaust pipes must be laid or protected so that dangerous heating or ignition of the vehicle's load cannot occur. Parts of the exhaust system located directly under the fuel tank (diesel fuel) must be positioned at a distance of at least 100 mm from the tank or be protected by a heat shield.

Switch on combustion heater

The combustion heater may only be switched on manually. Automatic switching on via a programmable switch is not allowed.

EX / II and EX / III vehicles

Combustion heaters for gaseous fuel are not allowed.

FL vehicles

Combustion heaters must at least be able to be taken out of service by the procedures named in the following:

- Switching off manually in the driver's cab
- Shutdown of the vehicle's engine; in this case the heater may be switched back on manually by the vehicle driver;
- Starting up an installed fuel pump in the vehicle for transported dangerous goods.

After-running of the combustion heater

After-running of the switched off combustion heater is permitted. In the cases named in the "FL vehicles" section under letters b) and c), the supply of combustion air must be interrupted by suitable means following an after-running period of 40 seconds maximum. Only combustion heaters whose heat exchangers are verifiably not damaged by the reduced after-running time of 40 seconds beyond their usual operating period may be used.

Notes

- Compliance with the statutory regulations, the additional regulations and the safety instructions is prerequisite for guarantee and liability claims.
 - Failure to comply with the statutory regulations and safety instructions and incorrect repairs, even if original spare parts are used, make the guarantee null and void and exclude any liability whatsoever of Eberspächer Climate Control Systems International GmbH.
- Subsequent installation of this heater must comply with these installation instructions.
- The statutory regulations are binding and must also be observed in countries which do not have any special regulations.
- When installing the heater in vehicles not subject to the German Road Traffic Licensing Regulations (StVZO), for example ships, the respective specially valid regulations and installation instructions must be observed.
- Installation of the heater in special vehicles must comply with the regulations applying to such vehicles.
- Further installation requirements are printed in the relevant sections of these installation instructions.

1.13 Hazard information and safety instructions for installation

Danger!

Risk of injury, fire and poisoning!

- Disconnect the vehicle battery before starting any kind of work.
- Before working on the heater, switch the heater off and let all hot parts cool down.

Caution!

Safety instructions for installation!

- Have the heater installed only by a service partner authorised by the manufacturer according to the instructions in this manual, possibly according to special installation recommendations; the

same applies to any repairs to be carried out in the case of repairs or guarantee claims.

- The following measures are not allowed:
 - Changes to heating-relevant components.
 - Use of third party parts not approved by the manufacturer.
 - Deviations from the statutory, safety and / or functionally relevant requirements stated in this document regarding installation and/or operation. This applies in particular to the electrical wiring, fuel supply, combustion air system and exhaust system.
 - Transport and/or storage of the heater by hanging it from the integrated cable harness.
- Only use original accessories and original spare parts for installation and repairs.
- When carrying out electric welding on the vehicle, disconnect the positive cable at the battery and attach it to ground to protect the control box.
- Replace defective fuses only with fuses with the specified fuse rating.

Note

- All deviations from the safety requirements for installation are to be agreed with the manufacturer in writing before they are implemented.
- Following installation, attach the "Switch off heater before refueling!" sticker near the tank filler neck.

1.14 Hazard information and safety instructions for operation

Note

The notes in this chapter also apply in part to chapter 1.13. They should therefore also be taken into consideration for the installation.

Danger!

Risk of injury, fire and poisoning!

- Only start up the heater if the maintenance flap is closed and the outlet hood is mounted in position.
- Do not open the maintenance flap during operation.
- Do not start up the heater in enclosed spaces, e.g. garage or multi-storey car park.
- It is not permitted to operate the heater where there are readily flammable materials (e.g. dry grass, leaves, paper, etc.) in the area of the exhaust system or where ignitable fumes and dust can form, e.g. near a
 - fuel depot
 - coal depot
 - wood depot
 - grain storage and similar.
- Always adjust hot air outlets so that they cannot blow hot air directly at living creatures (people, animals) or objects sensitive to temperature (loose and / or fastened).

⚠ Caution!

Safety instructions for operation!

- Mark the year of initial commissioning on the nameplate.
- Replace the heat exchanger of air heaters, a component subject to high thermal loads, 10 years after the initial commissioning of the heater.
- Only use the control units approved by the manufacturer to operate the heater. Use of other control units can cause malfunctions.
- Repairs by unauthorised third parties and / or not using original spare parts are dangerous and therefore not allowed. They result in expiry of the type-approval of the heater; consequently, when installed in motor vehicles they can cause expiry of the vehicle operating licence.
- Switch off the heater before refuelling.
- If the heater is installed in a safety housing or similar, the heater's installation box must not be used as storage space and must be kept clear. In particular, do not store or transport fuel canisters, oil cans, spray cans, gas cartridges and other hazardous substances, fire extinguishers, cleaning rags, items of clothing, paper etc. on or next to the heater.
- Replace defective fuses only with fuses with the specified fuse rating.
- If fuel escapes from the heater's fuel system (leak), arrange for immediate repair of the damage by an Eberspächer service partner.
- Do not cancel the after-running of the heater prematurely, e.g. by operating the battery isolating switch or by a battery management system, except for an emergency stop.

i Note

- If the heater is switched off by the battery management system the after-running of the heater must be ensured under all circumstances – except for an emergency stop.
- All deviations from the safety requirements for installation and operation are to be agreed with the manufacturer in writing before they are implemented.
- Following installation, attach the “Switch off heater before refuelling!” sticker near the tank filler neck.

1.15 Accident prevention

Observe the general accident prevention regulations and the relevant workshop and operating safety instructions.

2 Product Information

2.1 Heater scope of supply

Heater, diesel		Order No.
Airtronic S3	D2L 12 V	25.2953.05.0000
Airtronic S3	D2L 12 V ²⁾³⁾	25.3066.05.0000
Airtronic S3	D2L 12 V VDP ¹⁾³⁾	25.3034.05.0000
Airtronic S3	D2L 24 V	25.2954.05.0000
Airtronic S3	D2L 24 V ADR ³⁾	25.3038.05.0000
Airtronic M3	D4L 12 V	25.2955.05.0000
Airtronic M3	D4L 12 V VDP ¹⁾³⁾	25.3035.05.0000
Airtronic M3	D4L 24 V	25.2956.05.0000
Airtronic M3	D4L 24 V ADR ³⁾	25.3039.05.0000
Airtronic M3	D4R 12 V	25.2957.05.0000
Airtronic M3	D4R 12 V VDP ¹⁾³⁾	25.3036.05.0000
Airtronic M3	D4R 24 V	25.2958.05.0000
Airtronic L3	D6L 12 V	25.2959.05.0000
Airtronic L3	D6L 12 V VDP ¹⁾³⁾	25.3037.05.0000
Airtronic L3	D6L 24 V	25.2960.05.0000
Airtronic XL3	D8L 24 V	25.3020.05.0000

1) Heater with inlet pressure-resistant metering pump (VDP)

2) Cable outlet left

3) Not available for North America

Heater, petrol		Order No.
Airtronic S3	B2L 12 V	20.2029.05.0000
Airtronic M3	B4L 12 V	20.2030.05.0000
Airtronic M3	B4R 12 V	20.2031.05.0000

The scope of supply includes

Figure No.	Designation
1	Heater
2	Metering pump (ill. not for Airtronic XL3)

Universal installation kit (25.2720.80.0000)*

Figure No.	Designation
5	Lead harness, plus / minus (included in Item 22)
6	Lead harness, operation (included in Item 22)
7	Flexible exhaust pipe, length 900 mm
8	Combustion air hose, 1 m long
9	Cable tape (2 x 10 pieces)
10	Bracket, metering pump
12	Pipe, 4 x 1.0 – 7.5 m long
21	Exhaust silencer
22	Cable harness, heater
25	Flexible exhaust pipe with end piece

*) Not applicable for North America, refer to NA Product Catalogue.

Airtronic S3 B2L installation kit (20.2029.80.0000)*

Figure No.	Designation
5	Lead harness, plus / minus (included in Item 22)
6	Lead harness, operation (included in Item 22)
7	Flexible exhaust pipe, length 900 mm
8	Combustion air hose, 1 m long
9	Cable tape (2 x 10 pieces)
10	Bracket, metering pump
11	Pipe, 4 x 1 – 2 m long
12	Pipe, 4 x 1.25 – 4 m long
21	Exhaust silencer
22	Cable harness, heater
25	Flexible exhaust pipe with end piece

*) Not applicable for North America, refer to NA Product Catalogue.

Airtronic XL3 D8L installation kit (25.3020.80.0000)*

Figure No.	Designation
5	Lead harness, plus / minus (included in Item 22)
6	Lead harness, operation (included in Item 22)
7	Flexible exhaust pipe, length 900 mm
8	Combustion air hose, 1 m long
9	Cable tape (2 x 10 pieces)
10	Bracket, metering pump
11	Pipe, intake side: 6 x 1; di = 4; 2 m long Pipe, pressure side: 4 x 1; di = 2; 2 m long
12	Pipe, 4 x 1.0 – 7.5 m long
21	Exhaust silencer
22	Cable harness, heater
25	Flexible exhaust pipe with end piece

*) Not applicable for North America, refer to NA Product Catalogue.

To be ordered separately*

Figure No.	Designation
4	Fuel remover
13	Hose clip (1x)
14	Air outlet 30°, Ø 75 mm / Ø 90 mm
15	Connection socket, Ø 75 mm / Ø 90 mm
16	Air outlet, high 30°, Ø 60 / 75 / 90 mm
17	Connection socket, Ø 60 mm
18	Grille
19	Hood
20	Flexible pipe

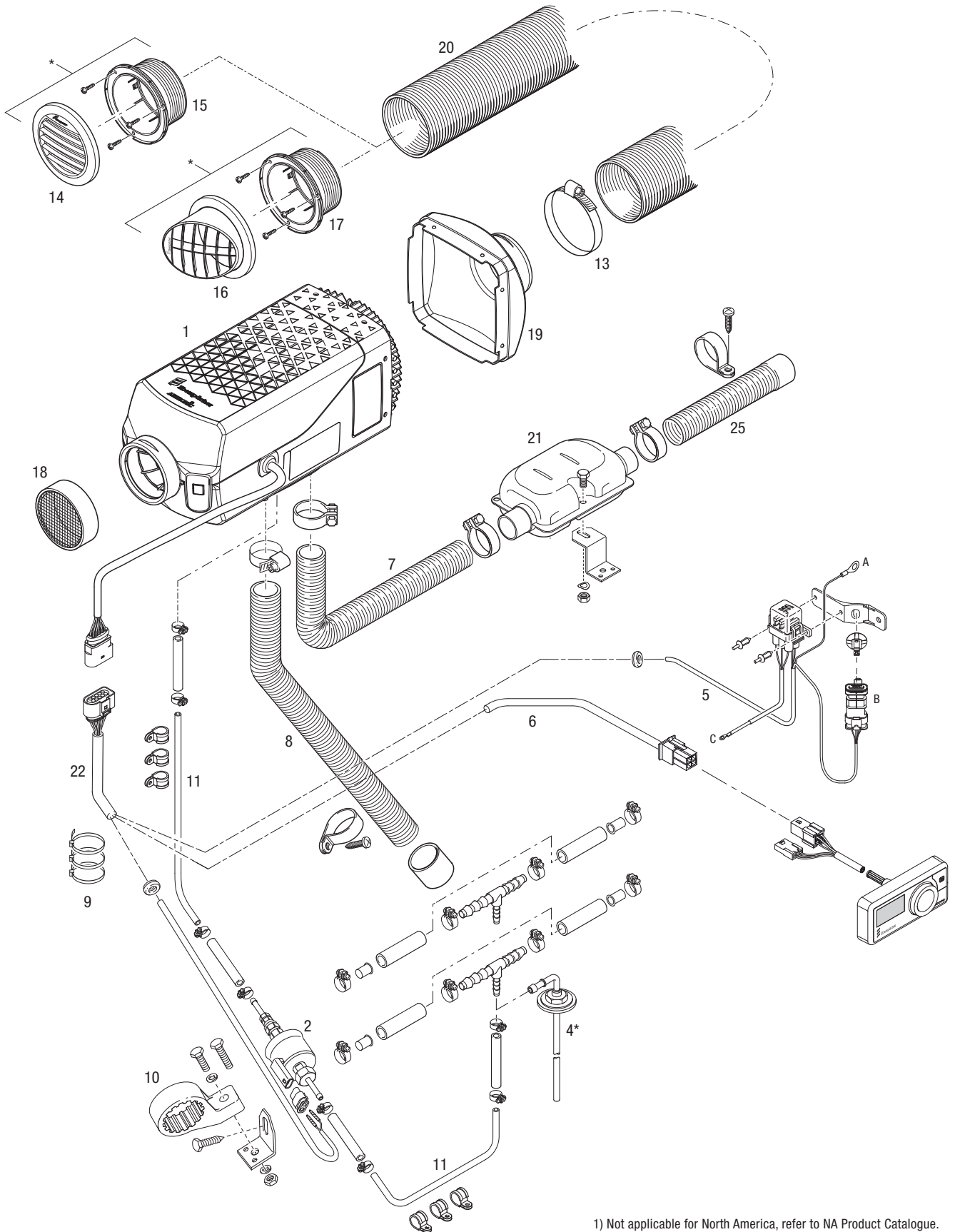
*) Not applicable for North America, refer to NA Product Catalogue.


Note

- For details of control units, refer to the price list or product information.*
- Parts without a figure number are small parts and are packed in a bag.
- Please refer to the production information if any other parts are required for the installation.
- For notes on the unit guide values, refer to the “Product information” catalogue.*

*) For North America, refer to NA Product Catalogue.

2.2 Scope of supply – heater, installation kit and additional parts¹⁾



¹⁾ Not applicable for North America, refer to NA Product Catalogue.

* To be ordered separately

2.3 Technical data for diesel heaters

2.3.1 Airtronic S3 D2L

Heater type		Airtronic S3						
Version		D2L						
Heating medium		Air						
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		<ul style="list-style-type: none"> ▪ Diesel – standard commercially available (EN 590). ▪ HVO (Hydrogenated Vegetable Oil), GtL (Gas-to-Liquid) (EN 15940) 						
Control of the heat flow		Maximum		Minimum		Pause mode		
Heat flow (watt)		2200		850		–		
Hot air throughput without backpressure (kg/h) with hood 75 mm		105		50		20		
Fuel consumption (l/h)		0.27		0.1		–		
Average electrical power consumption (watt)		12 V	24 V	12 V	24 V	12 V	24 V	
		during operation	27	28	6	9	4	7
		while starting	12 V: ≤ 90 24 V: ≤ 80					
Closed-circuit power consumption		100 µA						
Rated voltage		12 volt or 24 volt						
Operating range		approx. 10.5 volt or approx. 21 volt						
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1						
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt or approx. 32 volt Overvoltage protection response time: 20 seconds ±1						
Ambient temperature	Heater	during operation	–40 °C to +70 °C					
		not in operation	–40 °C to +85 °C					
	Metering pump	during operation	–40 °C to +50 °C					
		not in operation	–40 °C to +125 °C					
Hot air intake temperature		max. +40 °C						
Combustion air temperature		max. +50 °C						
Interference suppression		Suppression class 5 to EN 55025						
Degree of protection in accordance with ISO 20653	during operation	IP5k4k						
	not in operation	IP5k6k and IP5k9k						
Weight		approx. 2.5 kg						
Ventilation mode		possible						

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.



Attention!

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.



Note

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.3.2 Airtronic M3 D4L

		Airtronic M3					
Heater type		D4L					
Version		D4L					
Heating medium		Air					
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		<ul style="list-style-type: none"> ▪ Diesel – standard commercially available (EN 590). ▪ HVO (Hydrogenated Vegetable Oil), GtL (Gas-to-Liquid) (EN 15940) 					
Control of the heat flow		Maximum		Minimum		Pause mode	
Heat flow (watt)		4000		1050		–	
Hot air throughput without backpressure (kg/h) with hood 75 mm		185		40		35	
Fuel consumption (l/h)		0.49		0.12		–	
Average electrical power consumption (watt)		12 V	24 V	12 V	24 V	12 V	24 V
		during operation	37	39	6	9	4
				while starting		12 V: ≤ 105 24 V: ≤ 100	
Closed-circuit power consumption		100 µA					
Rated voltage		12 volt or 24 volt					
Operating range		approx. 10.5 volt or approx. 21 volt					
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1					
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt or approx. 32 volt Overvoltage protection response time: 20 seconds ±1					
Ambient temperature	Heater	during operation		–40 °C to +70 °C			
		not in operation		–40 °C to +85 °C			
	Metering pump	during operation		–40 °C to +50 °C			
		not in operation		–40 °C to +125 °C			
Hot air intake temperature		max. +40 °C					
Combustion air temperature		max. +50 °C					
Interference suppression		Suppression class 5 to EN 55025					
Degree of protection in accordance with ISO 20653		during operation		IP5k4k			
		not in operation		IP5k6k and IP5k9k			
Weight		approx. 4.5 kg					
Ventilation mode		possible					

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.

 **Attention!**

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.

 **Note**

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.3.3 Airtronic M3 D4R

Heater type		Airtronic M3					
Version		D4R					
Heating medium		Air					
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		<ul style="list-style-type: none"> ▪ Diesel – standard commercially available (EN 590). ▪ HVO (Hydrogenated Vegetable Oil), GtL (Gas-to-Liquid) (EN 15940) 					
Control of the heat flow		Maximum		Minimum		Pause mode	
Heat flow (watt)		4000		1050		–	
Hot air throughput without backpressure (kg/h) with hood 75 mm		190		45		37	
Fuel consumption (l/h)		0.49		0.12		–	
Average electrical power consumption (watt)		12 V	24 V	12 V	24 V	12 V	24 V
		during operation	53	55	7	10	5
		while starting		≤ 105			
Closed-circuit power consumption		100 µA					
Rated voltage		12 volt or 24 volt					
Operating range		approx. 10.5 volt or approx. 21 volt					
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1					
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt or approx. 32 volt Overvoltage protection response time: 20 seconds ±1					
Ambient temperature	Heater	during operation		–40 °C to +70 °C			
		not in operation		–40 °C to +85 °C			
	Metering pump	during operation		–40 °C to +50 °C			
		not in operation		–40 °C to +125 °C			
Hot air intake temperature		max. +40 °C					
Combustion air temperature		max. +50 °C					
Interference suppression		Suppression class 5 to EN 55025					
Degree of protection in accordance with ISO 20653		during operation		IP5k4k			
		not in operation		IP5k6k and IP5k9k			
Weight		approx. 4.5 kg					
Ventilation mode		possible					

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.



Attention!

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.



Note

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.3.4 Airtronic L3 D6L

		Airtronic L3					
Heater type		D6L					
Version		D6L					
Heating medium		Air					
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		<ul style="list-style-type: none"> ▪ Diesel – standard commercially available (EN 590). ▪ HVO (Hydrogenated Vegetable Oil), GtL (Gas-to-Liquid) (EN 15940) 					
Control of the heat flow		Maximum		Minimum		Pause mode	
Heat flow (watt)		6000		1500		–	
Hot air throughput without backpressure (kg/h) with hood 90 mm		285		80		60	
Fuel consumption (l/h)		0.74		0.16		–	
Average electrical power consumption (watt)		12 V	24 V	12 V	24 V	12 V	24 V
		during operation		12 V: 90 24 V: 95		12 V: 7 24 V: 11	
		while starting		12 V: ≤ 90 24 V: ≤ 85		12 V: 6 24 V: 9	
Closed-circuit power consumption		100 µA					
Rated voltage		12 volt or 24 volt					
Operating range		approx. 10.5 volt or approx. 21.4 volt					
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1					
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt or approx. 32 volt Overvoltage protection response time: 20 seconds ±1					
Ambient temperature	Heater	during operation		–40 °C to +70 °C			
		not in operation		–40 °C to +85 °C			
	Metering pump	during operation		–40 °C to +50 °C			
		not in operation		–40 °C to +125 °C			
Hot air intake temperature		max. +40 °C					
Combustion air temperature		max. +50 °C					
Interference suppression		Suppression class 5 to EN 55025					
Degree of protection in accordance with ISO 20653		during operation		IP5k4k			
		not in operation		IP5k6k and IP5k9k			
Weight		approx. 7 kg					
Ventilation mode		possible					

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.

 **Attention!**

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.

 **Note**

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.3.5 Airtronic XL3 D8L

Heater type	Airtronic XL3		
Version	D8L		
Heating medium	Air		
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.	<ul style="list-style-type: none"> ▪ Diesel – standard commercially available (EN 590). ▪ HVO (Hydrogenated Vegetable Oil), GtL (Gas-to-Liquid) (EN 15940)* 		
Control of the heat flow	Maximum	Minimum	Pause mode
Heat flow (watt)	7600	2000	–
Hot air throughput without backpressure (kg/h) with hood 100 mm	335	100	60
Fuel consumption (l/h)	0,963	0,235	–
Average electrical power consumption (watt)	during operation	140	8
	while starting		≤ 90
Closed-circuit power consumption	100 µA		
Rated voltage	24 volt		
Operating range	approx. 21.4 volt		
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.**)	Undervoltage protection response time: 20 seconds ±1		
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.	approx. 32 volt Overvoltage protection response time: 20 seconds ±1		
Ambient temperature	Heater	during operation	–40 °C to +70 °C
		not in operation	–40 °C to +85 °C
	Metering	during operation	–40 °C to +50 °C
	pump	not in operation	–40 °C to +125 °C
Hot air intake temperature	max. +40 °C		
Combustion air temperature	max. +50 °C		
Interference suppression	Suppression class 5 to EN 55025		
Degree of protection in accordance with ISO 20653	during operation	IP5k4k	
	not in operation	IP5k6k and IP5k9k	
Weight	approx. 8.5 kg		
Ventilation mode	possible		

*) When using HVO or GtL, tilted installation of the heater in the range of 15° to 90° clockwise (flue gas outlet to the left) is not permitted, see Chap. 3.7.

***) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.

Attention!

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.

Note

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.4 Technical data for petrol heaters

2.4.1 Airtronic S3 B2L

Heater type		Airtronic S3		
Version		B2L		
Heating medium		Air		
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		Petrol – standard commercially available (DIN EN 228)		
Control of the heat flow		Maximum	Minimum	Pause mode
Heat flow (watt)		2000	1000	–
Hot air throughput without backpressure (kg/h) with hood 75 mm		100	65	20
Fuel consumption (l/h)		0.26	0.14	–
Average electrical power consumption (watt)		during operation	26	11
		while starting	≤ 80	
Closed-circuit power consumption		100 µA		
Rated voltage		12 volt		
Operating range		approx. 10.5 volt		
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1		
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt Overvoltage protection response time: 20 seconds ±1		
Ambient temperature	Heater	during operation	–40 °C to +50 °C	
		not in operation	–40 °C to +85 °C	
	Metering	during operation	–40 °C to +20 °C	
	pump	not in operation	–40 °C to +125 °C	
Hot air intake temperature		max. +40 °C		
Combustion air temperature		max. +50 °C		
Interference suppression		Suppression class 5 to EN 55025		
Degree of protection in accordance with ISO 20653		during operation	IP5k4k	
		not in operation	IP5k6k and IP5k9k	
Weight		approx. 2.5 kg		
Ventilation mode		possible		

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.

Attention!

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.

Note

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.4.2 Airtronic M3 B4L

Heater type		Airtronic M3		
Version		B4L		
Heating medium		Air		
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.		Petrol – standard commercially available (DIN EN 228)		
Control of the heat flow		Maximum	Minimum	Pause mode
Heat flow (watt)		4000	1300	–
Hot air throughput without backpressure (kg/h) with hood 90 mm		185	80	35
Fuel consumption (l/h)		0.55	0.17	–
Average electrical power consumption (watt)		during operation	38	8
		while starting	≤ 105	
Closed-circuit power consumption		100 µA		
Rated voltage		12 volt		
Operating range		approx. 10.5 volt		
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)		Undervoltage protection response time: 20 seconds ±1		
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.		approx. 16 volt Overvoltage protection response time: 20 seconds ±1		
Ambient temperature	Heater	during operation	–40 °C to +50 °C	
		not in operation	–40 °C to +85 °C	
	Metering pump	during operation	–40 °C to +20 °C	
		not in operation	–40 °C to +125 °C	
Hot air intake temperature		max. +40 °C		
Combustion air temperature		max. +50 °C		
Interference suppression		Suppression class 5 to EN 55025		
Degree of protection in accordance with ISO 20653		during operation	IP5k4k	
		not in operation	IP5k6k and IP5k9k	
Weight		approx. 4.5 kg		
Ventilation mode		possible		

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.



Attention!

Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.



Note

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.4.3 Airtronic M3 B4R

Heater type	Airtronic M3		
Version	B4R		
Heating medium	Air		
Fuel "Fuel quality" and "Fuel at low temperatures" on page 35.	Petrol – standard commercially available (DIN EN 228)		
Control of the heat flow	Maximum	Minimum	Pause mode
Heat flow (watt)	4000	1300	–
Hot air throughput without backpressure (kg/h) with hood 90 mm	190	85	37
Fuel consumption (l/h)	0.55	0.17	–
Average electrical power consumption (watt)	during operation	54	10
	while starting	≤ 110	
Closed-circuit power consumption	100 µA		
Rated voltage	12 volt		
Operating range	approx. 10.5 volt		
Lower voltage limit: Undervoltage protection installed in the control box switches off the heater on reaching the voltage limit.*)	Undervoltage protection response time: 20 seconds ±1		
Upper voltage limit: Overvoltage protection installed in the control box switches off the heater on reaching the voltage limit.	approx. 16 volt Overvoltage protection response time: 20 seconds ±1		
Ambient temperature	Heater	during operation	–40 °C to +50 °C
		not in operation	–40 °C to +85 °C
	Metering pump	during operation	–40 °C to +20 °C
		not in operation	–40 °C to +125 °C
Hot air intake temperature	max. +40 °C		
Combustion air temperature	max. +50 °C		
Interference suppression	Suppression class 5 to EN 55025		
Degree of protection in accordance with ISO 20653	during operation	IP5k4k	
	not in operation	IP5k6k and IP5k9k	
Weight	approx. 4.5 kg		
Ventilation mode	possible		

*) The undervoltage limits of the heater must be taken into consideration in the use and design of a battery management system. An installed battery management system may only switch off the heater's power supply below the voltage limits if the response time of 20 seconds ±1 second is taken into consideration.

 **Attention!**

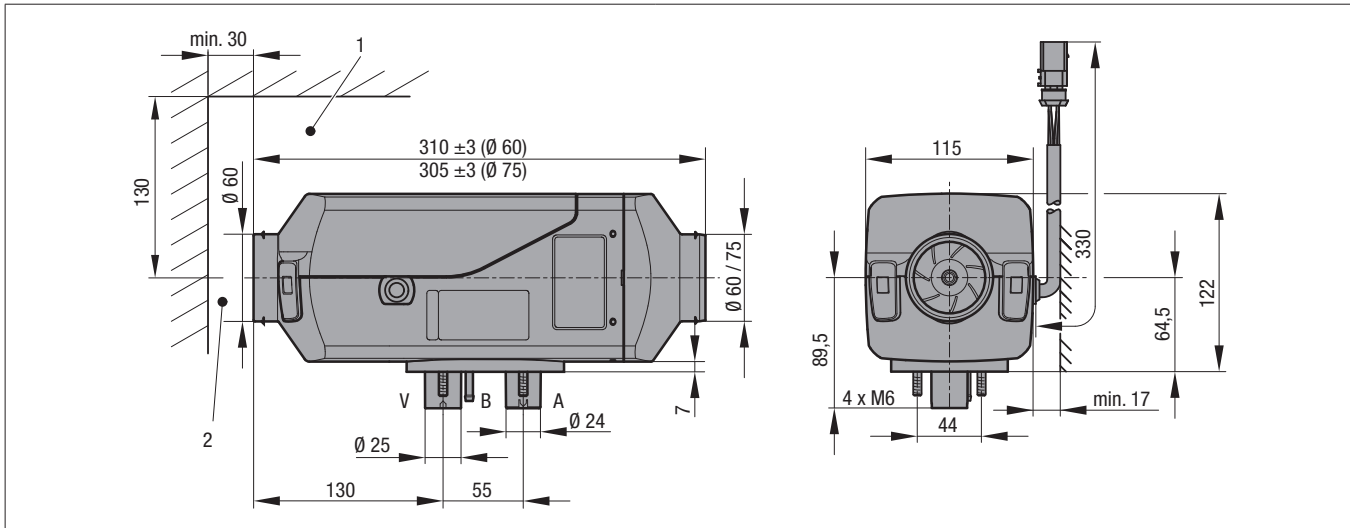
Safety instructions for technical data!

Failure to comply with the ambient conditions stated in the technical data can result in malfunctions.

 **Note**

Provided no other values are given, the technical data provided is with the usual tolerances of ±10 % at rated voltage, 20 °C ambient temperature and reference altitude Esslingen.

2.5 Main dimensions, Airtronic S3



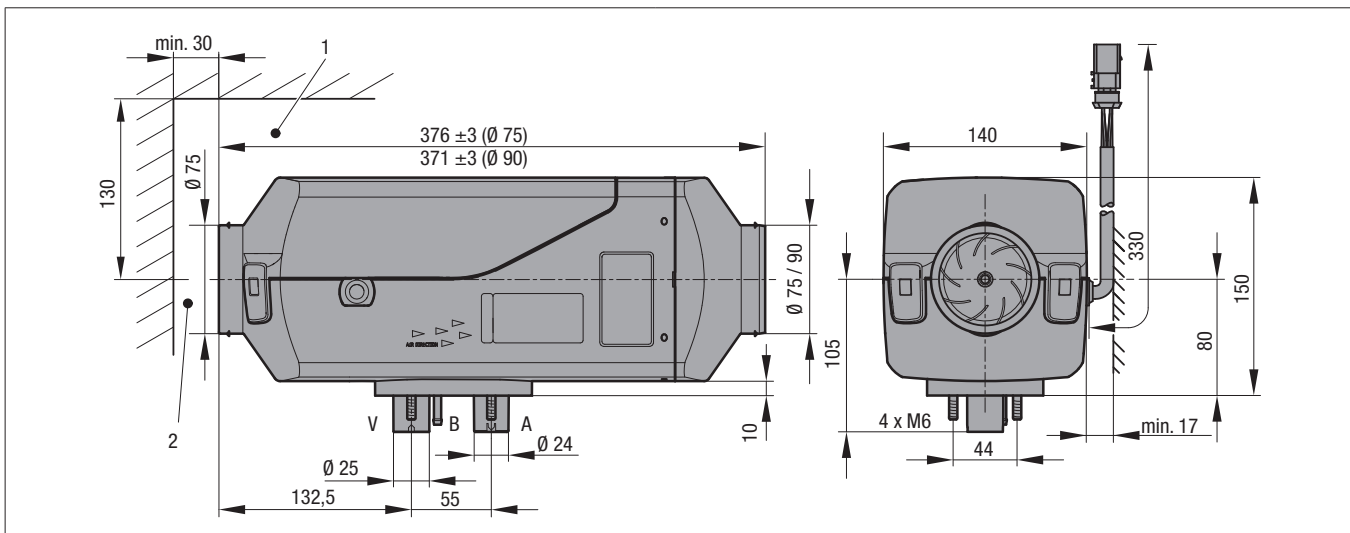
A = Exhaust
B = Fuel
V = Combustion air

- 1 Minimum installation distance (clearance) for opening the cover and for dismantling the glow plug and the control box.
- 2 Minimum installation distance (clearance) for intake of the hot air.

Outlet hood for Airtronic S3 D2L, S3 B2L:

- Ø 60 mm, can be ordered separately: 22.1000.01.0016
- Ø 75 mm, can be ordered separately: 22.1000.01.0017

2.6 Main dimensions, Airtronic M3



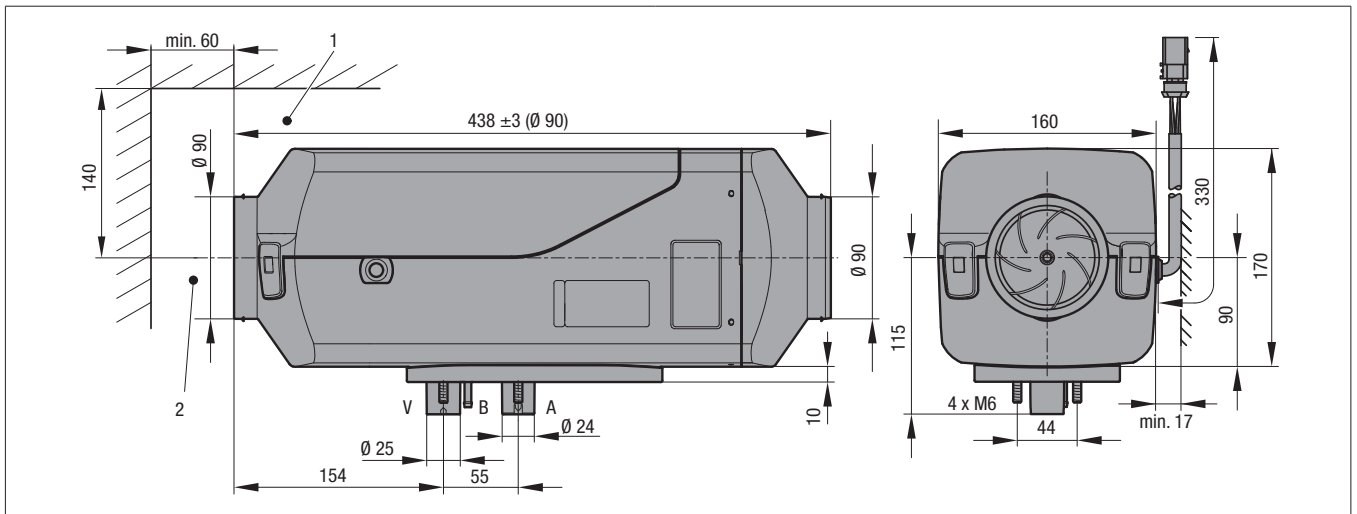
A = Exhaust
B = Fuel
V = Combustion air

- 1 Minimum installation distance (clearance) for opening the cover and for dismantling the glow plug and the control box.
- 2 Minimum installation distance (clearance) for intake of the hot air.

Outlet hood for Airtronic M3 D4L/R, M3 B4L/R:

- Ø 75 mm, can be ordered separately: 22.1000.01.0018
- Ø 90 mm, can be ordered separately: 22.1000.01.0019

2.7 Main dimensions, Airtronic L3



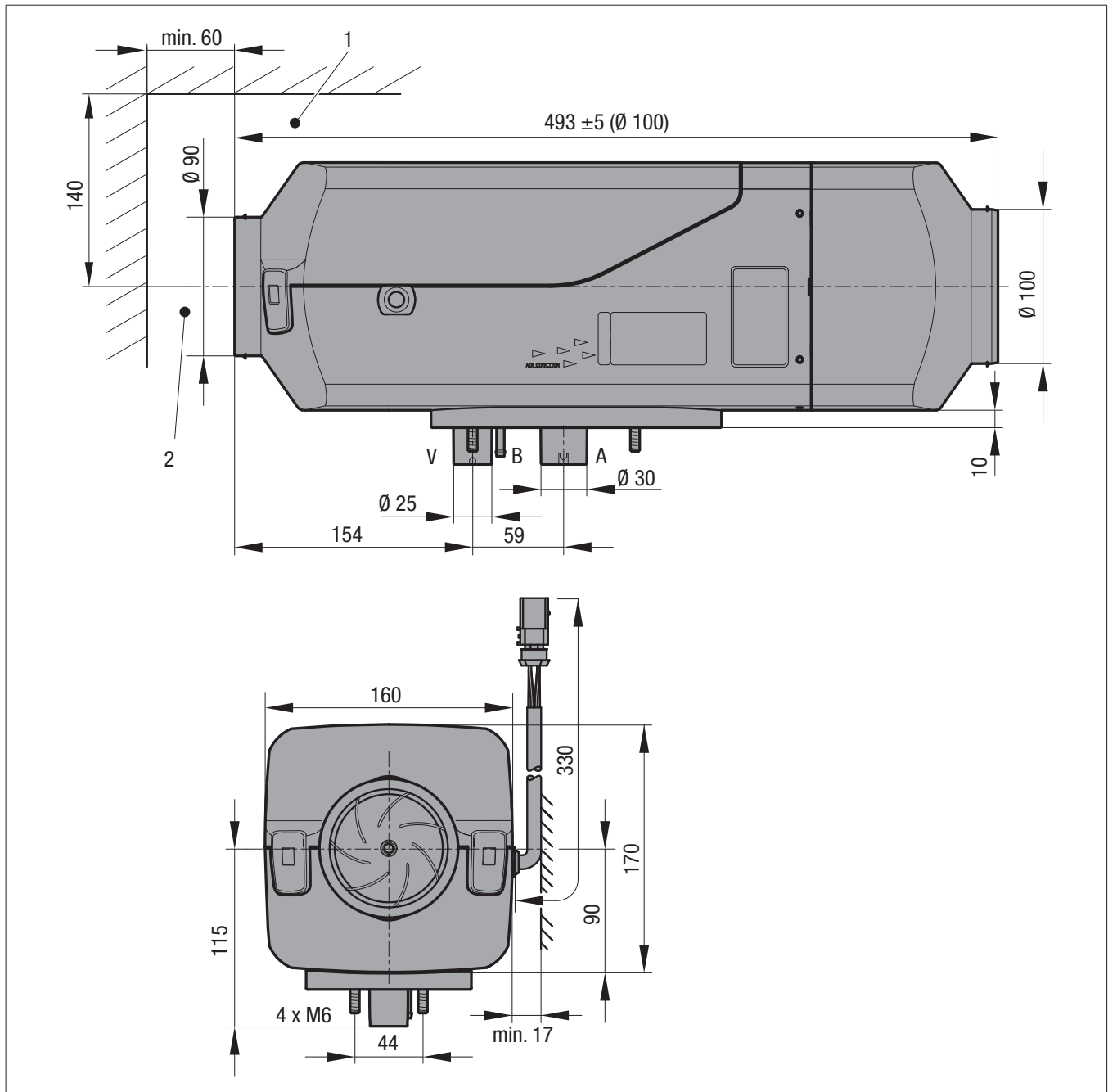
A = Exhaust
 B = Fuel
 V = Combustion air

- 1 Minimum installation distance (clearance) for opening the cover and for dismantling the glow plug and the control box.
- 2 Minimum installation distance (clearance) for intake of the hot air.

Outlet hood for Airtronic L3 D6L

– Ø 90 mm, can be ordered separately: 22.1000.01.0086

2.8 Main dimensions, Airtronic XL3



A = Exhaust
 B = Fuel
 V = Combustion air

Outlet hood for Airtronic XL3 D8L
 – $\varnothing 100$ mm, can be ordered separately: 22.1000.01.0087

- 1 Minimum installation distance (clearance) for opening the cover and for dismantling the glow plug and the control box.
- 2 Minimum installation distance (clearance) for intake of the hot air.

Note

It is not permitted to mount a connector on the Airtronic XL3 D8L.

3 Installation

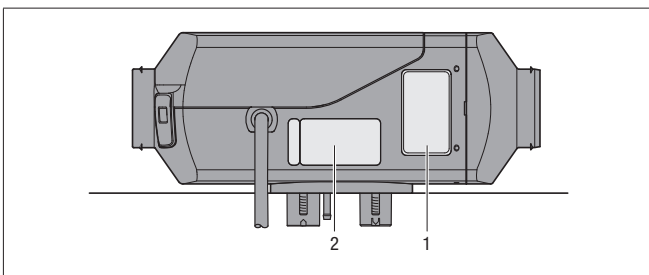
3.1 Nameplate

The nameplate and the 2nd nameplate (duplicate) are fixed to the side of the bottom jacket shell.

The 2nd nameplate (duplicate) is attached to the bottom jacket shell, and can be pulled off; if necessary it can be stuck onto an easily visible place on the heater or in the area of the heater.

i Note

Note and follow the regulations and safety instructions for this chapter on page 6.



- 1 Original nameplate
- 2 2nd nameplate (duplicate)

3.2 Installation and mounting position

The heater is suitable and approved for installation in vehicle interiors used by people.

The heater is fixed by its heater flange and the mounted flange seal directly onto the floor of the vehicle or onto a suitable place on the rear panel of the vehicle.

⚠ Warning!

Suffocation/poisoning due to leaking exhaust
Skin burns/risk of fire due to heated exhaust system

- Exhaust pipes or rather the exhaust system including silencer are not gas tight and become hot in operation. If the exhaust system is installed improperly,
 - exhaust can get inside the vehicle.
 - This can result in skin burns or a fire inside the vehicle.
- Do not install exhaust pipes or the exhaust system in the vehicle interior and do not route them through the interior.
- If the flange seal is not installed or is not installed properly, exhaust can get into the interior.
- Mount the flange seal on the heater to seal the openings for the exhaust, combustion air and fuel lines.

i Note

- Detachable connections of exhaust, combustion air and fuel lines are not permissible for installation in the vehicle interior.
- The flange seal must be mounted on the heater, to seal the openings for the exhaust, combustion air and fuel lines.
- Installation in the driver's cab or passenger compartment of

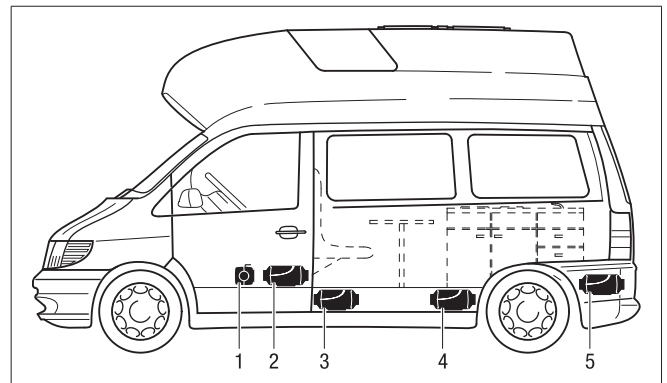
coaches or buses with more than 9 seats (8 seats + driver's seat) is not allowed.

- When installing the heater, always ensure that there is sufficient clearance left for intake of the hot air and for dismantling the glow plug and control box (on page 20 "Main dimensions").
- Note and follow the regulations and safety instructions for this chapter from page 6.

3.3 Installation in a camper van

In a camper van the heater is preferably installed in the vehicle interior (passenger compartment) or in the boot.

If it is not possible to install the heater in the passenger compartment or boot, the heater can also be mounted, protected from splashing water, on the underside of the vehicle floor.

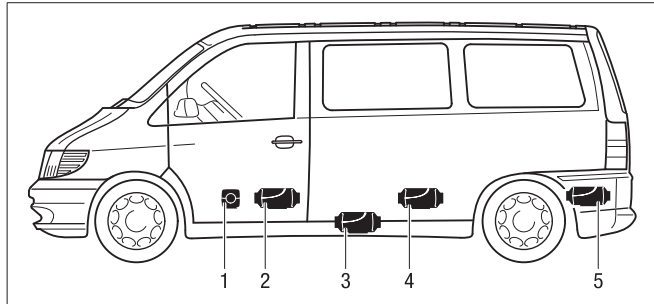


- 1 Heater in front of the passenger seat
- 2 Heater between the driver's seat and the passenger seat
- 3 Heater under the vehicle floor
- 4 Heater in living space
- 5 Heater in the boot

3.4 Installation in a car or people carrier

In a car / people carrier, the heater is preferably installed in the vehicle interior (passenger compartment) or in the boot.

If it is not possible to install the heater in the passenger compartment or boot, the heater can also be mounted, protected from splashing water, on the underside of the vehicle floor.

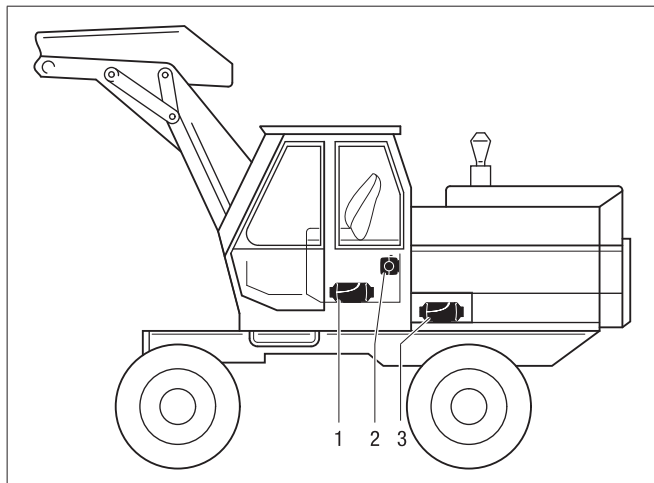


- 1 Heater in front of the passenger seat
- 2 Heater between the driver's seat and the passenger seat
- 3 Heater under the vehicle floor
- 4 Heater under the back seat
- 5 Heater in the boot

3.5 Installation in an excavator cab (only diesel heaters)

In an excavator, the heater is preferably installed in the cab.

If it is not possible to install the heater in the cab, the heater can also be installed in a storage box outside the cab.

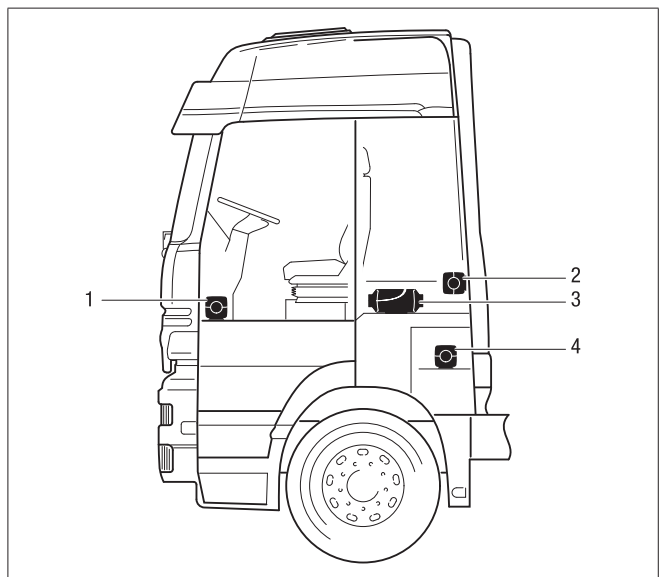


- 1 Heater in the seat box
- 2 Heater on the cab rear wall
- 3 Heater in the safety housing

3.6 Installation in a truck (only diesel heaters)

In a truck, the heater is preferably installed inside the driver's cab.

If it is not possible to install the heater inside the driver's cab, it can also be mounted in the tool box or in a storage box.



- 1 Heater in the passenger's foot room
- 2 Heater on the cab rear wall
- 3 Heater under the bed
- 4 Heater in the tool box

i Note

- The installation recommendations made in the installation instructions are examples. Other installation locations are possible if they comply with the installation requirements stated in these installation instructions.
- Further installation information (e.g. for boats and ships) is available from the manufacturer on request.
- Note and observe the allowable installation positions together with the operating and storage temperatures.

3.7 Permissible installation positions

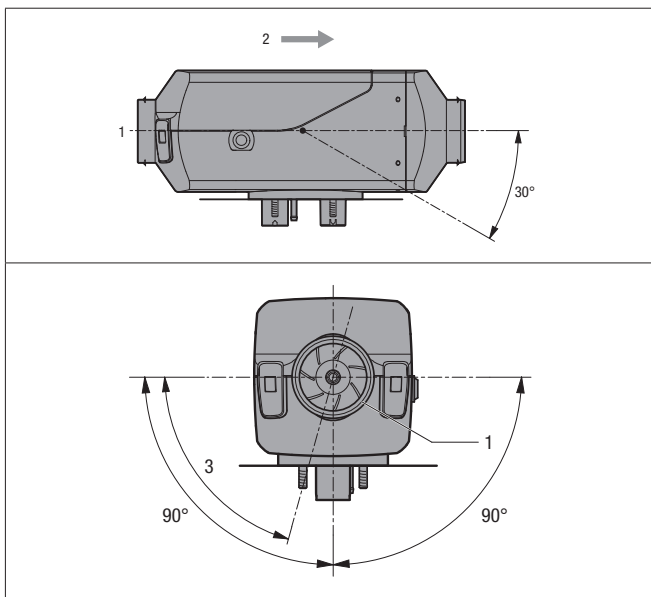
The heater should be preferably installed in the normal position – as shown in the drawing.

Depending on the installation conditions, the heater can be tilted by max. 30° (downwards flow direction!) or turned to either side by max. 90° around its own longitudinal axis (exhaust connection horizontal) as shown in the sketch.

i Note

In heating mode, the standard or maximum installation positions shown can differ by up to +15° in all directions, due to tilted vehicle or boat positions, without impairing the heater's function.

3.8 Normal position horizontal (exhaust connection downwards) with tolerable swivel range



- 1 Hot air intake opening (impeller)
- 2 Direction of flow
- 3 **Airtronic XL3** (only when using HVO and GtL fuel): Mounting in the range of 15° to 90° clockwise with the exhaust outlet to the left is not permitted.

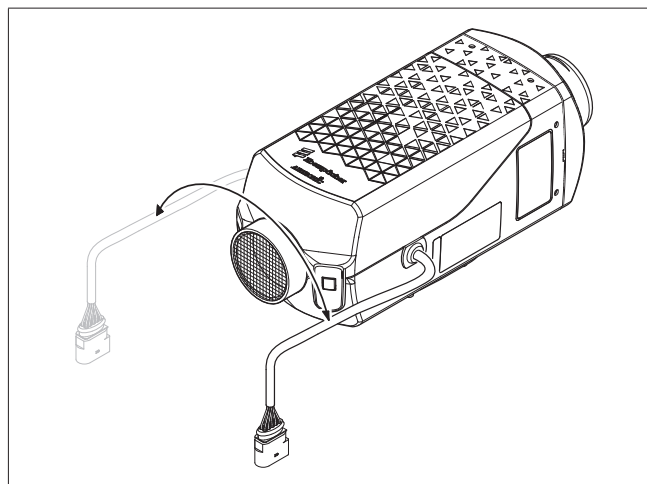
3.9 Cable harness connection, optionally right or left-hand

If necessary, the cable harness connection can be changed over to the opposite side of the heater. To do this, the heater must be dismantled from the jacket shell first. Then dismantle the control box, unclip the bottom, semicircular cable harness cover and lay the cable harness on the opposite side.

Then re-install the control box, put on the jacket shell, at the same time inserting the cable harness grommet and the blanking plugs in the corresponding recesses in the bottom jacket shell.

i Note

Transport and/or storage of the heater by hanging it from the integrated cable harness is not permitted.



3.10 Installation and fixing

⚠ Warning!

Suffocation/poisoning due to leaking exhaust

- An uneven support surface can cause exhaust to get into the interior.
- The support surface for the heater base must be flat.

Make the through-holes for exhaust, combustion air and fuel to match the drilling hole pattern.

The support surface for the heater base must be flat.

An appropriate tool can be purchased from the manufacturer for drilling the through-holes and also smoothing the support surface. The Ø 10.5 mm hole for the “metering pump” cables is not included in the drilling hole pattern and must be drilled depending on the installation.

If the sheet metal of the support surface is <1.5 mm thick, an additional reinforcement must be installed.

Order No. – reinforcement plate 20.1577.89.0003*

Order No. – special tool 99.1201.46.5329**

*) Not applicable for North America, refer to the AX3 Spare Parts List Manual (N-A).

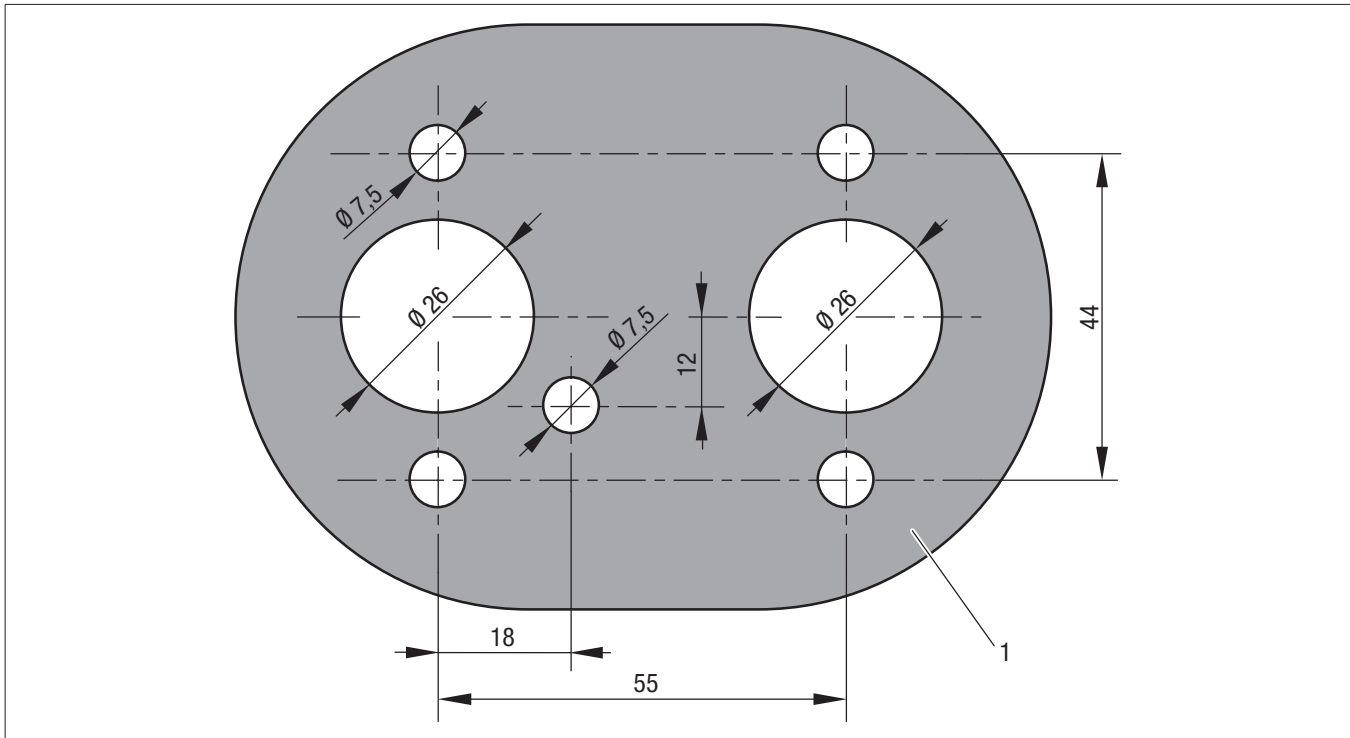
**) Not applicable for North America.

i Note

Reinforcement plate and special tool are not suitable for:

- Airtronic L3
- Airtronic XL3

Drilling hole pattern, Airtronic S3 / M3

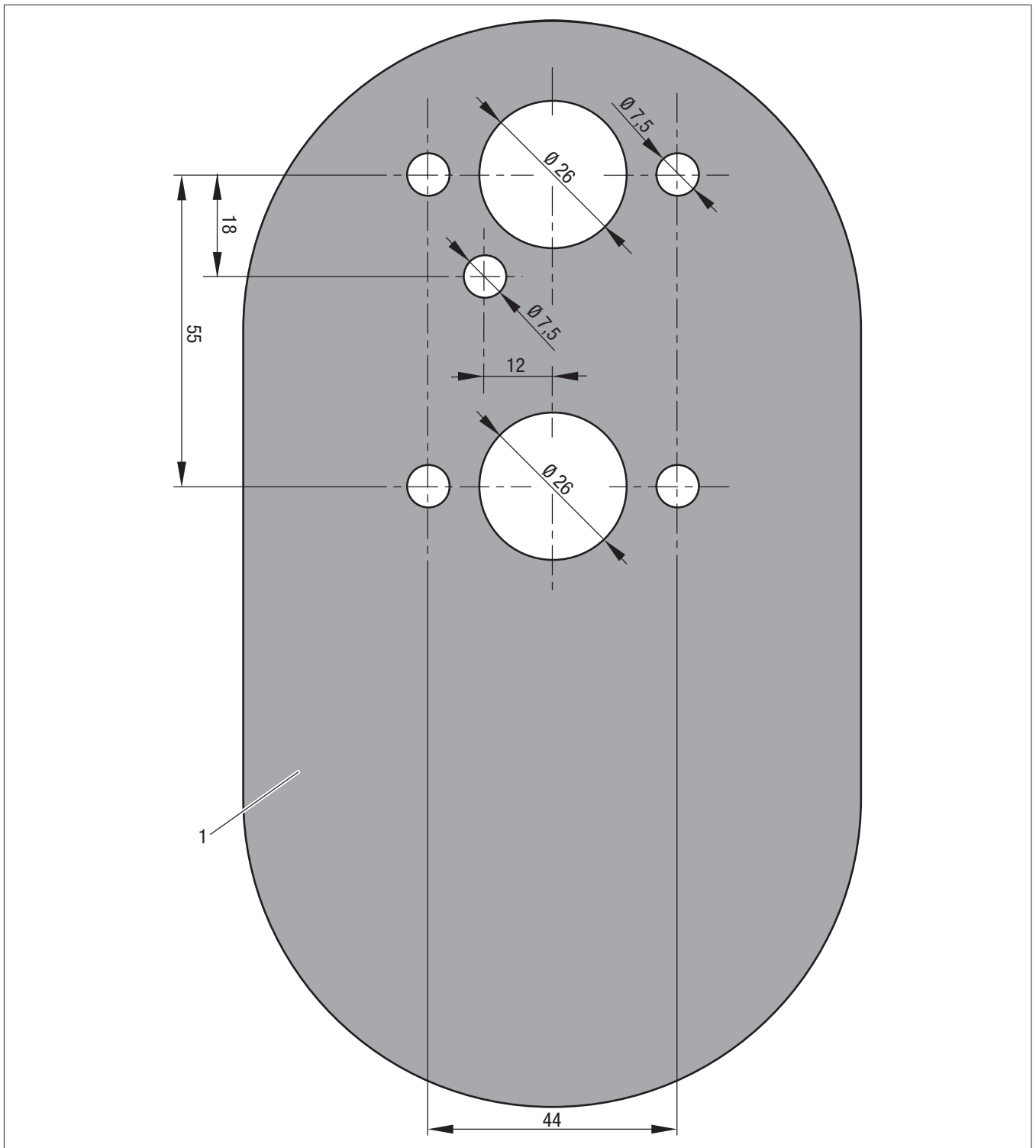


1 Contour of the support surface

i Note

The hole pattern is used as a drilling template (DIN A4 size, 1:1 printout).

Hole pattern for drilling throughholes in vehicle for Airtronic L3

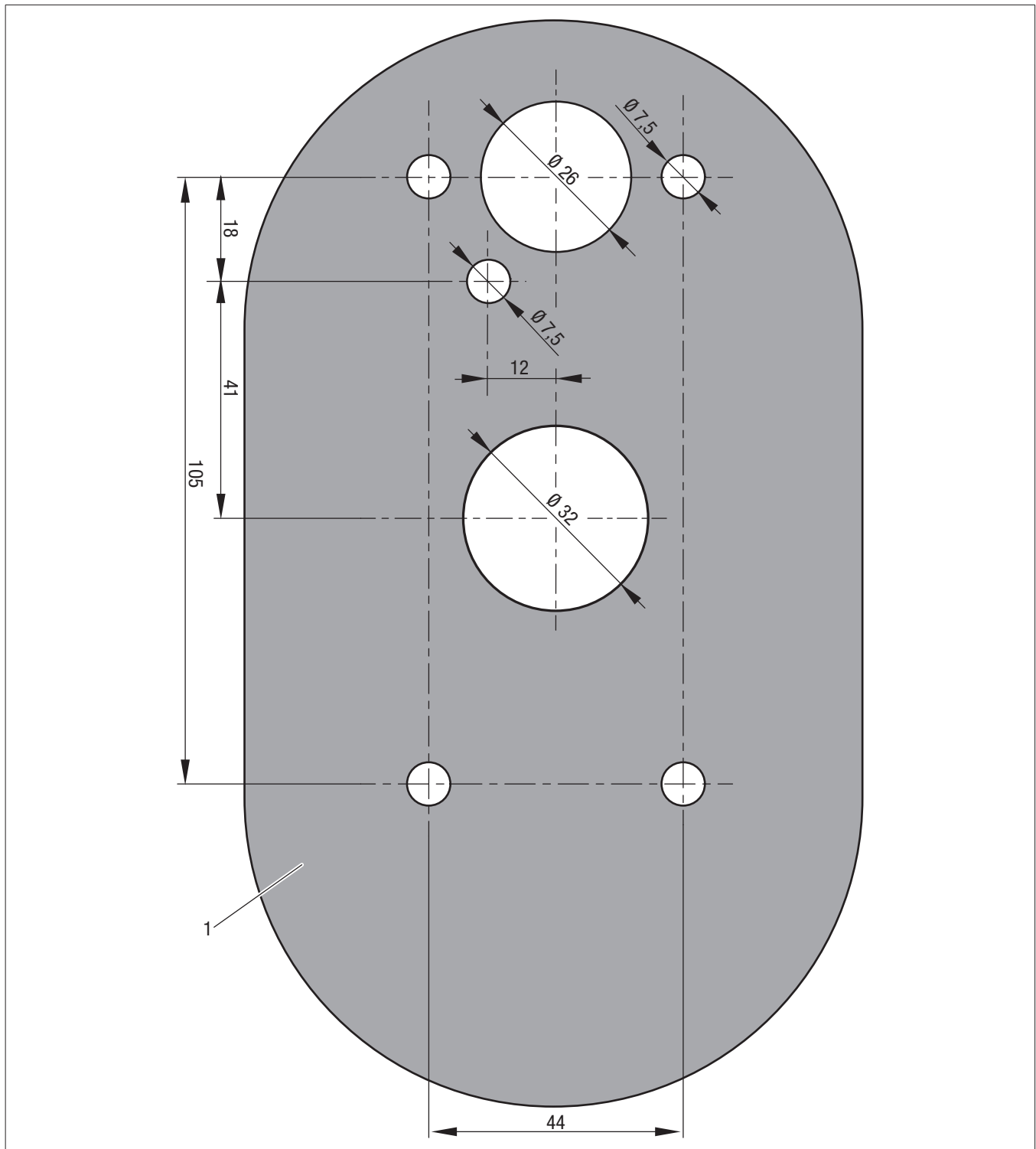


1 Contour of the support surface

i Note

The hole pattern is used as a drilling template (DIN A4 size, 1:1 printout).

Hole pattern for drilling throughholes in vehicle for Airtronic XL3

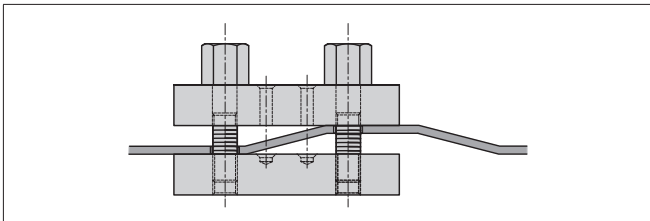


1 Contour of the support surface

i Note

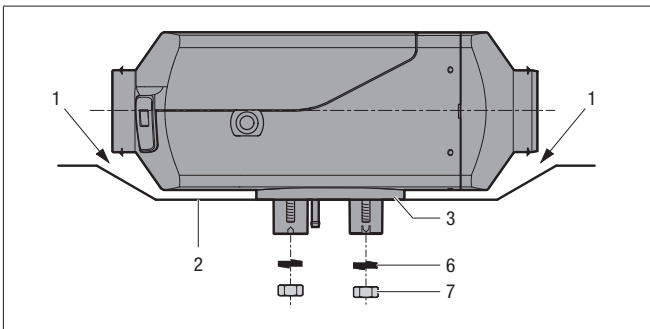
The hole pattern is used as a drilling template (DIN A4 size, 1:1 printout).

Special tool*



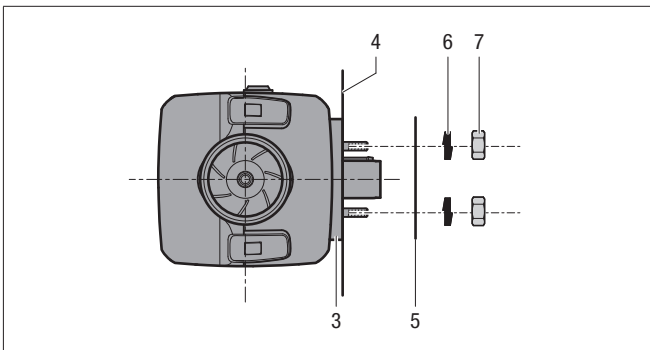
*) Not applicable for North America.

Mounting the heater on the vehicle floor



- 1 There must be sufficient clearance between the heater and the vehicle floor – also check that the impeller runs freely.
- 2 The mounting surface must be flat.
- 3 The flange seal must be fitted.

Fasten the heater horizontally to the vehicle wall



- 4 The vehicle wall must be flat.
 - 5 Reinforcement plate (if required, for Order No. see above)
 - 6 Spring lock washer
 - 7 Hexagon nut M6
- Tightening torque, Airtronic S3: 6+1 Nm
 Tightening torque, Airtronic M3: 8+1 Nm
 Tightening torque, Airtronic L3 / XL3: 9+1 Nm

3.11 Hot air system

The scope of supply of the universal installation kit* does not include any air system parts. These must be ordered separately. Order No. see product information.*

*) For North America, refer to NA Product Catalogue.

⚠ Danger!

Risk of burning and injuries!

- The hot air system hoses and the hot air outlet are to be laid and fastened in such a way that they do not pose a risk to people, animals or materials sensitive to temperature due to radiation / contact or direct blowing. If necessary, a cover is to be fitted over the hot air ducting and / or the hot air outlet.
- The outlet hood must be fitted on the hot air outflow side.
- If no air hoses are fitted, a safety grille must be fitted to the hot air intake side and outflow side, to prevent injuries from the heater fan or burns from the heat exchanger.
- High temperatures occur in the hot air system while the heater is running and immediately afterwards. This is why it is important to avoid working in the vicinity of the hot air system while the heater is running. In such cases, switch off the heater beforehand and wait until all parts have completely cooled down. If necessary, wear safety gloves.

i Note

- Note and follow the regulations and safety instructions for this chapter from page 6.
- When connecting air system parts, note the heater guide number given in “Using universal installation kits”*. For notes on the unit guide values, refer to the “Product information” catalogue.*

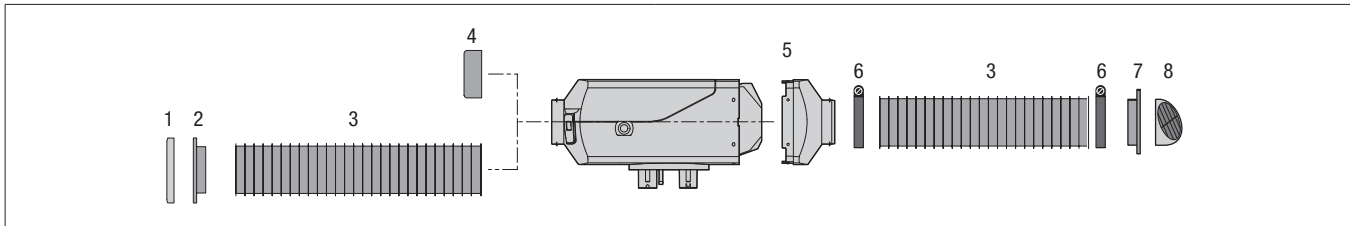
*) For North America, refer to NA Product Catalogue.

⚠ Warning

- The hot air intake openings must be arranged in such a way that under normal circumstances, it is not possible for exhaust from the vehicle engine and heater to be sucked into the system, or for the hot air to be contaminated with dust, salt spray, etc.
- For circulating air mode, position the circulating air intake in such a way that the outflowing hot air cannot be directly sucked in again.
- In the event of possible overheating, it is possible for local hot air temperatures of up to max. 150 °C to occur immediately before the defect shutdown.
- If there is a risk of the driver and/or passengers touching the heater or hot air system parts, protection against contact must be fitted in these places.

*) Not applicable for North America, refer to NA Product Catalogue.

Hot air system (example)



- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Outflow 2 Connection sockets, intake side 3 Flexible pipe 4 Safety grille | <ul style="list-style-type: none"> 5 Connection sockets, discharge side 6 Hose clip 7 Connection socket 8 Air outlet, rotatable |
|--|---|

i Note

- Note and follow the regulations and safety instructions for this chapter from page 6.
- When connecting air system parts, note the heater guide number. For notes on the unit guide values, refer to the “Product information” catalogue.*
- For important notes on the air system, the heater guide numbers and the guide numbers for air system parts, please refer to the “Product Information” document.*

*) For North America, refer to NA Product Catalogue.

3.12 Mounting the air outlets and pipe connection sockets

Cutting out the opening for the connection sockets

Use a keyhole saw to cut out an opening for the connection socket at the planned place of installation (vehicle floor or wall).

Pipe connection socket Ø 60 mm – keyhole saw Ø 67 mm

Pipe connection socket Ø 75 mm – keyhole saw Ø 92 mm

Pipe connection socket Ø 90 mm – keyhole saw Ø 92 mm

Fixing the pipe connection socket

Insert the pipe connection socket in the drillhole. Mark and drill three fixing holes Ø 2 mm.

Use 3 self-tapping screws DIN 7981 3.9×13 to fix the connection sockets (tightening torque 1 ± 0.5 Nm).

Fix air outlet onto the pipe connection socket

Clip the corresponding air outlet onto the pipe connection socket.

Installing flexible tubing on the pipe connection socket

Turn or latch the flexible tubing onto the thread of the pipe connection socket.

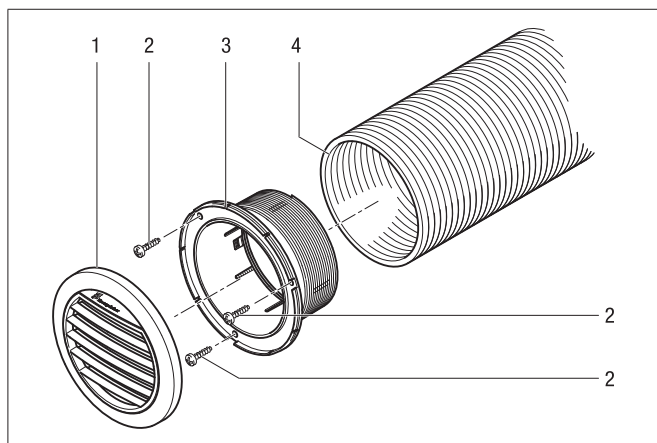
It is not necessary to use a hose clip to fix the tubing onto the pipe connection socket.

i Note

- In case of critical installation conditions, we recommend securing the flexible tubing with an additional hose clip at the pipe connection socket.
- Plastic sheathed hot air hoses with wire inlay must be fixed onto

the pipe connection socket with a hose clip.

- Tightening torque for hose clip = 3 Nm.



- | |
|---|
| <ul style="list-style-type: none"> 1 Outflow 2 Self-tapping screw 3 Connection socket 4 Flexible pipe |
|---|

3.13 Installing the air blocking element

⚠ Caution

Risk of overheating!

Blocking the hot air can cause overheating of the heater; the heater is switched off by the protection against overheating.

- The air blocking element may only be used in multi-duct air systems.

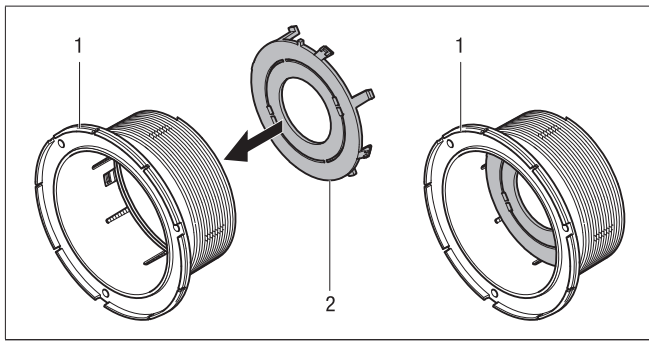
The air blocking element is clipped into the pipe connection socket, discharge side. This reduces the cross-section of the pipe connection socket and reduces the quantity of air flow.

The air blocking element consists of two rings; the inner ring can be broken out.

1 ring = low air blocking / 2 rings = high air blocking

The air blocking element is available in sizes Ø 60 mm, Ø 75 mm and Ø 90 mm (Order No. see “Product information” catalogue*).

*) For North America, refer to NA Product Catalogue.



1 Connection sockets, discharge side
2 Air blocking element

3.14 Exhaust system

Warning!

Safety instructions for the exhaust system!

The whole exhaust system gets very hot while the heater is running and immediately afterwards.

This is why the exhaust system must always be routed as described in these installation instructions.

- The exhaust pipe must end in the open air.
- Lay the exhaust system so
 - that outflowing exhaust gases cannot be drawn into the fresh air intake of the vehicle or heater.
 - that outflowing exhaust gases cannot be drawn in as combustion air.
- Do not lay exhaust pipes in the vehicle interior or route them through the vehicle interior.
- The exhaust outlet mouth must end at a minimum height of 20 cm above the floor. Particular caution is required during installation in areas where readily flammable materials could exist in the area of the exhaust outlet mouth during heater operation, e.g. in forestry machines above dry grass, leaves or similar.
- The exhaust pipe and exhaust outlet mouth may not protrude beyond the limits of the vehicle.
- Lay the exhaust pipe sloping slightly downwards.
- Important functional parts of the vehicle may not be impaired (maintain sufficient clearance).
- Mount the exhaust pipe with sufficient clearance to heat-sensitive parts. Pay particular attention to fuel pipes (made of plastic or metal), electrical cables and brake hoses etc.!
- Exhaust pipes must be safely fixed (recommended clearance of 50 cm) to avoid damage from vibrations.
- The mouth of the exhaust pipe must not become clogged with dirt and snow. In particular for machines and trucks in the construction sector and agricultural machines, ensure that dust, sand or similar cannot penetrate the exhaust system or the mouth of the exhaust pipe. In case of marine applications, ensure that water cannot penetrate the exhaust system or the mouth of the exhaust pipe.
- Do not point the mouth of the exhaust pipe in the direction of travel.

- Always fix the exhaust silencer to the vehicle.
- Lay the exhaust system so that the exhaust fumes do not flow directly onto heat-sensitive components.

Danger!

Risk of injuries and burns!

Every type of combustion produces high temperatures and toxic exhaust fumes. This is why the exhaust system must always be routed as described in these installation instructions.

- Do not perform any work on the exhaust system while the heater is working.
- Before working on the exhaust system, switch off the heater first and wait until all the parts have completely cooled down, wear safety gloves if necessary.
- Do not inhale exhaust fumes.

Note

Note and follow the regulations and safety instructions for this chapter from page 6.

- The exhaust pipe end should be much shorter than the flexible exhaust pipe from the heater to the exhaust silencer.
- Small arrows indicating the flow direction are cast into the connection sockets to differentiate between the combustion air and exhaust air connection socket at the heater (see sketch on page 30).
- To avoid contact corrosion, the clips for fixing the exhaust pipe must be made of stainless steel. Please refer to the product information* for the Order No. of the stainless steel fixing clips.

*) For North America, refer to NA Product Catalogue.

3.14.1 Installing the exhaust system

The universal installation kit* includes

- a flexible exhaust pipe, inside-Ø 24 mm, L = 900 mm,
- a flexible exhaust pipe, inside-Ø 24 mm, L = 300 mm, with end piece
- an exhaust silencer.

The flexible exhaust pipe can be shortened to 20 cm or lengthened to max. 2 m, depending on the installation conditions.

Fasten the exhaust silencer to a suitable position in the vehicle.

Lay the flexible exhaust pipe from the heater to the exhaust silencer and fasten with pipe clips (tightening torque: 6±1 Nm).

Use a pipe clip (tightening torque 6±1 Nm) to fix a short exhaust pipe end (with end sleeve) onto the exhaust silencer.

3.15 Combustion air system

3.15.1 Mounting the combustion air system

The universal installation kit* includes a flexible combustion air hose, inside Ø 25 mm, 1000 mm long.

The flexible combustion air hose can be shortened to 20 cm or lengthened to max. 2 m, depending on the installation conditions.

*) Not applicable for North America, refer to NA Product Catalogue.

- Fasten the flexible combustion air hose to the heater using a pipe clip (tightening torque $3^{+0.5}$ Nm) and at suitable points using hose clips or cable ties.
- After installing the hose, push on an end sleeve.
- Use a pipe clip (tightening torque $3^{+0.5}$ Nm) to fix the flexible connection hose to the heater and use hose clips or cable ties to fix the combustion air intake silencer in suitable positions.
- After installing the hose, push on an end sleeve.

Note

- Instead of the combustion air hose, a combustion air intake silencer can be installed for Airtronic S3 and Airtronic M3 heaters to reduce noise. For Order No. refer to "Product information" catalogue.*
- Note and follow the regulations and safety instructions for this chapter from page 6.

*) For North America, refer to NA Product Catalogue.

Warning!

Safety instructions for the combustion air system

- Lay the combustion air inlet so
 - that exhaust gases cannot be drawn in as combustion air.
 - that fuel fumes that may occur cannot be drawn into the fresh air intake of the vehicle or heater.
- The combustion air opening must remain free at all times.
- Do not direct the combustion air intake against the vehicle's airstream.
- The combustion air inlet must not become clogged with dirt and snow. In particular for machines and trucks in the construction sector and agricultural machines, ensure that dust, sand or similar cannot penetrate the combustion air system or inlet. In case of marine applications, ensure that water cannot penetrate the combustion air system or inlet.
- Lay the combustion air system sloping slightly downwards. If necessary, make a drain hole of approx. \varnothing 5 mm at the lowest point to drain off condensation.
- If necessary, use fastening clips or cable ties to fix the flexible combustion air hose to the vehicle in suitable places.

Installation notes for the combustion air system

Caution!

Risk of injury due to sharp cut edges

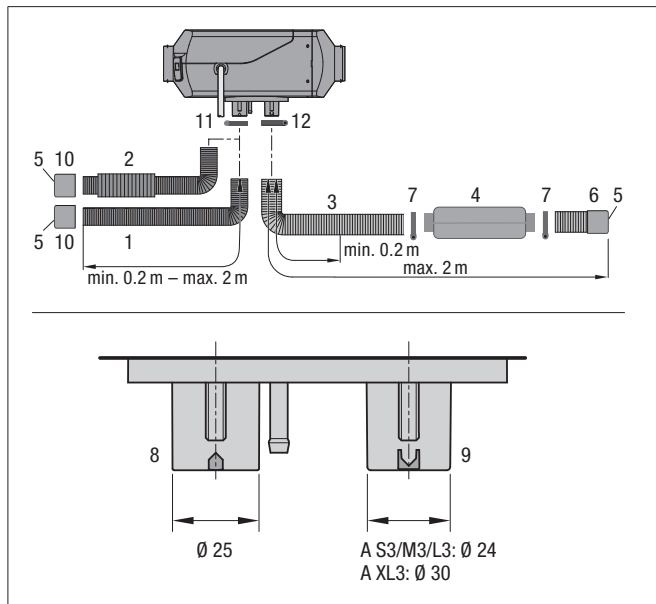
Sharp edges caused by not cutting the flexible exhaust pipe cleanly can cause injuries.

When shortening the exhaust pipe, note the following:

- Wear protective gloves against mechanical risks. Minimum protection in acc. with EN 388 (code 2333)
- Clamp the pipe section in a vice during the cutting process.
- Cutting tool: angle grinder with stainless steel cutting disc ($s < 2$ mm to EN 12413)
- Do not use a handsaw.
- After cutting, remove all residues and chips.
- When fitting the pipe clips, maintain the minimum distance of

5 mm from the pipe ends.

- Use pipe clips made of stainless steel (included in the scope of supply) to avoid contact corrosion. Tightening torque: $6^{+0.5}$ Nm



- Combustion air hose, $d_i = 25$ mm
- Combustion air intake silencer
- Exhaust pipe, $d_i = 24$ mm
- Exhaust silencer
- Inlet and outlet opening – protect from wind, snow, dirt and water
- End sleeve, exhaust gas
- Hose clip
- Combustion air connection socket
- Exhaust connection socket
- End sleeve, combustion air
- Hose clip
- Exhaust pipe clip

3.16 Fuel supply

Installing the metering pump, laying the fuel pipes and installing the fuel connection.

The following safety instructions must always be observed when installing the metering pump, laying the fuel lines and installing the fuel tank.

Deviations from the instructions stated here are not allowed. Failure to comply can result in malfunctions.

Danger!

Risk of fire, explosion, poisoning and injury!

Caution when handling fuel.

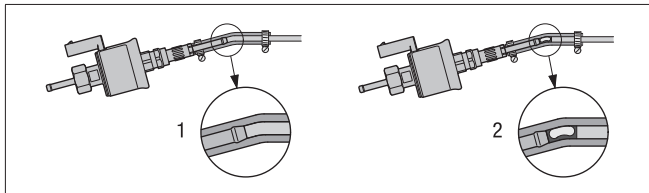
- Switch off the vehicle engine and the heater before refuelling and before working on the fuel supply.
- Avoid naked flames when handling fuel.
- Do not smoke.
- Do not inhale petrol fumes.
- Avoid any contact with the skin.

⚠ Caution!

Safety instructions for laying the fuel lines!

- Use a sharp knife only to trim the fuel hoses and pipes. Interfaces must not be crushed (pressed in) and must be free of burrs.
- Wherever possible, lay the fuel lines from the metering pump to the heater with a continuous rise.
- Fuel lines must be securely fixed to avoid damage and / or noise due to vibrations (recommended guideline value: clearance of around 50 cm).
- Fuel lines must be protected against mechanical damage.
- Lay the fuel lines so that any twisting of the vehicle, engine movements, etc. do not have a disadvantageous effect on their durability.
- Do not lay fuel lines in the vehicle interior or route them through the vehicle interior.
- Secure all hose connections in the fuel supply with hose clips (tightening torque 1^{+0.2} Nm).
- Parts carrying fuel must be protected from interfering heat.
- Never route or fasten the fuel lines directly along the heater or vehicle exhaust system. In case of crossing, always pay attention to sufficient thermal spacing; if necessary attach heat deflection plates or attach a protective hose (Order No. protective hose, see product information*).
- Dripping or evaporating fuel must never be allowed to collect on hot parts or ignite on electric equipment.
- When connecting fuel lines with a fuel hose, always install the fuel lines with a butt joint to prevent any bubbles from forming.

*) For North America, refer to NA Product Catalogue.



- 1 Correct laying of the fuel lines
- 2 Incorrect laying of fuel lines – bubbles form

Safety instructions for fuel lines and fuel tanks in buses and coaches

- In buses and coaches, fuel lines and fuel tanks must not be routed through the passenger compartment or driver's cab.
- Fuel tanks in buses and coaches must be positioned in such a way that the exits are not in immediate danger if a fire occurs.

Safety instruction for fuel lines in marine vehicles:

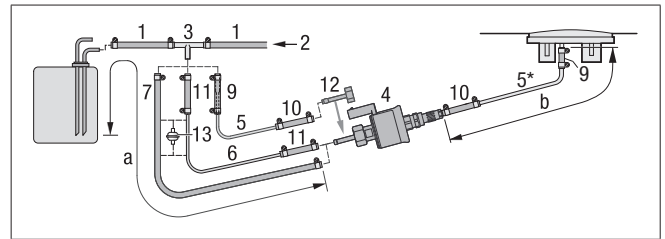
- Only use fuel lines made of metal.

i Note

- Note and follow the regulations and safety instructions for this chapter from page 6.
- For noise reasons, do not rigidly fix fuel pipes to components that transfer structural-borne sound. To reduce noise, a sponge rubber hose (see "Product information" catalogue*) can be pushed over the fuel pipes.

*) For North America, refer to NA Product Catalogue.

Fuel removal with T-piece from the fuel return line from the tank fitting to the vehicle engine (not used in North America)



- 1 Fuel return line, vehicle tank
- 2 From the vehicle engine
- 3 T-piece, 8-4-6
- 4 Metering pump
- 5 Fuel pipe, 4 x 1 (di = Ø 2 mm)
- 5* **Airtronic S3 B2L:**
Fuel pipe pressure side, 4 x 1.25 (di = Ø 1.5 mm)
- 6 Optional: Fuel pipe, 6 x 2 (di = Ø 2 mm)
- 7 Fuel hose, 5 x 3 (di = Ø 5 mm)
- 9 Adapter, Ø 4.5 / 3.5
- 10 Fuel hose, 3.5 x 3 (di = Ø 3.5 mm), approx. 50 mm long
- 11 Fuel hose, 5 x 3 (di = Ø 5 mm), approx. 50 mm long
- 12 Connection socket da = Ø 4 mm
- 13 Fuel filter – only required for contaminated fuel.

i Note

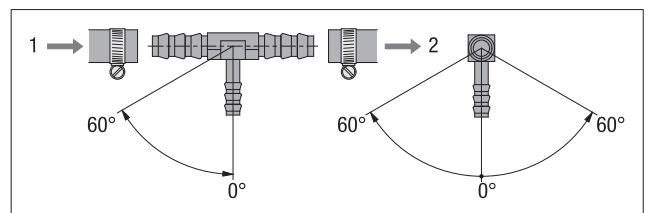
- Insert T-piece 3 into the fuel return line upstream of the vehicle's own pump.
- Item 5 is included in the universal installation kit.*
- Items 6, 7 and 13 must be ordered separately. For Order No. please refer to product information.**
- Check pressure in the fuel return line before installing.
Allowable pressures:
→ for standard metering pump: max. 0.2 bar
→ for inlet pressure-resistant metering pump: max. 2.0 bar
- **Airtronic x3 with Diesel fuel:** use inlet pressure-resistant metering pump.

*) Not applicable for North America, refer to NA Product Catalogue.

**) For North America, refer to NA Product Catalogue.

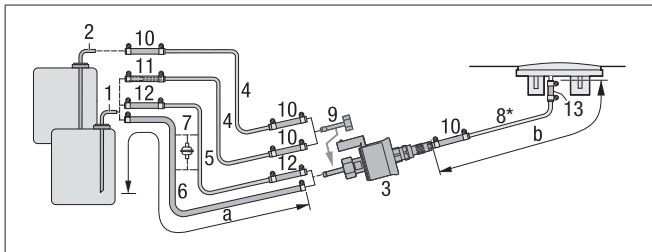
Installation position of the T-piece (not used in North America).

When installing a T-piece, comply with the installation positions shown in the sketch.



- 1 Direction of flow – from the fuel tank
- 2 Direction of flow – to the vehicle engine

Fuel feed point with tank connection – ascending pipe, integrated in the vehicle tank or in the tank fitting



- 1 Tank connection for metal tank – di = Ø 2 mm, da = Ø 6 mm
- 2 Tank connection for tank fitting – di = Ø 2 mm, da = Ø 4 mm
- 3 Metering pump
- 4 Fuel pipe, 4 x 1 (di = Ø 2 mm)
- 6 Optional: Fuel pipe, 6 x 2 (di = Ø 2 mm)
- 6 Fuel hose, 5 x 3 (di = Ø 5 mm)
- 7 Fuel filter – only required for contaminated fuel.
- 8 Fuel pipe, 4 x 1 (di = Ø 2 mm)
- 8* **Airtronic S3 B2L:**
Fuel pipe pressure side, 4 x 1.25 (di = Ø 1.5 mm)
- 9 Connection fitting, da = Ø 4 mm
- 10 Fuel hose, 3.5 x 3 (di = Ø 3.5 mm), approx. 50 mm long
- 11 Adapter, Ø 4.5 / 3.5
- 12 Fuel hose, 5 x 3 (di = Ø 5 mm), approx. 50 mm long
- 13 Adapter, Ø 4.5 / 3.5

Note

- Item 2, 4, 8, 9 and connection parts are included in the “Tank connection” upgrade kit, Order No. 22 1000 20 13 00
- Item 6 and 7 must be ordered separately, refer to product information* for the order No.
- When installing tank connection maintain a minimum distance of 50 ± 2 mm from the end of the riser to the bottom of the tank.
- Contact the vehicle manufacturer before installing the tank connection in a metal tank.

*) For North America, refer to NA Product Catalogue.

Caution

Safety instructions for laying the fuel lines!

- The fuel must not be discharged by means of gravity or overpressure in the fuel container.
- It is not permitted to extract fuel downstream of the vehicle's own fuel pump.
- If the pressure in the fuel return line is higher than 0.2 bar up to max. 4.0 bar, use a pressure reducer (Order No. 22.1000.20.0800) or a separate tank connection.
- If the pressure in the fuel return line is above 4.0 bar or if there is a non-return valve in the return line (in the tank), a separate tank connection must be used.
- If using a T-piece in a plastic pipe, always insert support sleeves in the plastic pipe. Connect the T-piece and the plastic pipe with the relevant fuel hoses and secure with hose clips.

Permissible line lengths

Heater	Intake side		Pressure side	
	perm. di Ø in mm	Length a max. in m	perm. di Ø in mm	Length b max. in m
AS3 D2L	2	2	2	6
	5	5	2	10
AS3 B2L	2	2	1.5	4
AM3 B4L/R	2	2	2	4
AM3 D4L/R	2	2	2	6
	5	2	2	10
AL3 D6L	2	2	2	6
AXL3 D8L	2	2	2	6
	4	2	2	10

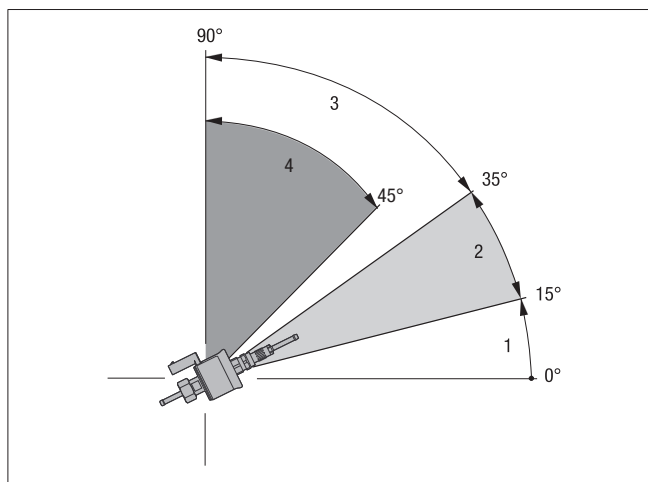
Installation position of the metering pump

Always install the metering pump with the delivery side rising upwards.

Any mounting position over 15° is allowed, although a mounting position between 15° and 35° is preferable.

Note

Exception AirtronicS XL3: Observe the nominal installation position of the dosing pump between 45° and 90°.



- 1 Installation position between 0° – 15° is not allowed
- 2 Preferred installation position within the range 15° – 35°
- 3 Installation position within the range 35° to 90° is allowed
- 4 **Airtronic XL3:** Nominal installation position between 45° – 90°

Allowable suction and pressure head of the metering pump

Pressure head from vehicle tank to metering pump:

a = max. 2500 mm for diesel

a = max. 1300 mm for petrol

Suction head in pressure-less vehicle tank:

b = max. 1000 mm for diesel

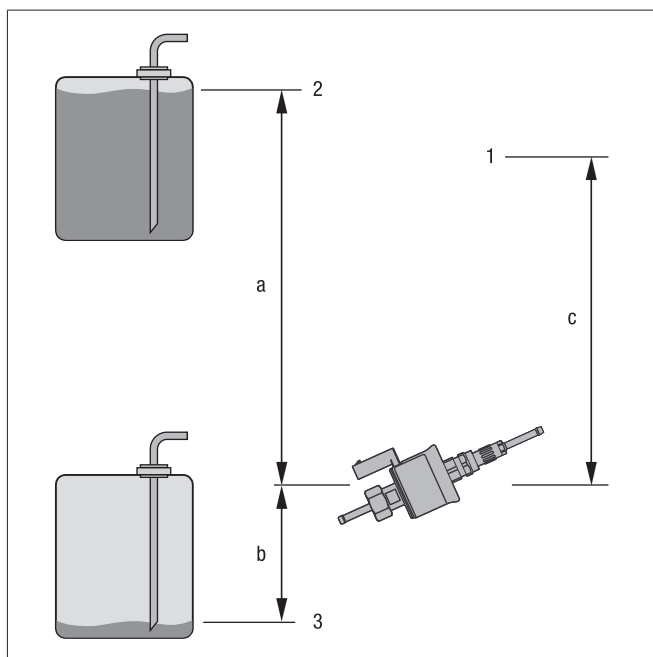
b = max. 500 mm for petrol

Suction head in a vehicle tank in which negative pressure occurs during extraction (valve with 0.03 bar in the tank cap):

b = max. 400 mm

Pressure head from the metering pump to the heater:

c = max. 2000 mm



- 1 Connection at the heater
- 2 Max. fuel level
- 3 Min. fuel level

⚠ Caution!

Safety instructions for installing the metering pump

- Always install the metering pump with the delivery side rising upwards – minimum angle 15°.
- Protect the metering pump and filter from impermissible heating, do not install near to silencers and exhaust pipes.

⚠ Caution!

Safety instruction for fuel supply

It is not permitted to operate the heater with unapproved fuel / fuel blends or to add used oil.

Non-compliance can lead to personal injuries and also to a malfunction or damage to the heater.

Only use fuel approved by the manufacturer or vehicle manufacturer.

3.17 Fuel quality for petrol heaters

The heater runs problem-free on standard commercial quality fuel, which you use to run your vehicle engine. Commercially available, maximum blending of ethanol to EN 228.

3.18 Fuel quality for diesel heaters

The heater runs on standard commercial grade diesel fuel to EN 590 with max. 30 % biodiesel content (FAME, DIN EN 14214). In case of storage periods longer than 30 days it is advisable to use FAME-free products, as ageing effects can have a negative effect on the fuel, especially regarding its flow properties and filterability.

During the winter months the diesel fuel is adapted to the low temperatures of 0 °C to –20 °C. This means that problems can only arise if extreme drops in temperature occur – as is the case for the vehicle engine too – please refer to the vehicle manufacturer’s instructions.

3.19 Heating oil operation with additional tank

In special cases and at outside temperatures above 0 °C the heater can also be run on EL heating oil according to DIN 51603 (from an additional tank).

If the heater is run from a separate tank, please comply with the following rules:

- at outside temperatures above 0 °C: use diesel fuel to EN 590 or EL heating oil to DIN 51603;
- at outside temperatures of 0 °C to -20 °C: use winter diesel fuel to EN 590;
- at outside temperatures of -20 °C to -40 °C: use Arctic diesel or polar diesel.

i Note

- It is **not** permitted to add used oil!
- Following operation with winter or cold diesel, the fuel lines and the metering pump must be filled with the standard diesel fuel after letting the heater run for 15 minutes!

3.20 Operation with HVO / GtL fuel

- Operation of the heater with fuels based on HVO (Hydrotreated Vegetable Oil) or GtL (Gas-to-Liquid) in accordance with EN 15940 is permitted (Airtronic XL3: see chapter 3.7).
- When these fuels are used, the heating power is slightly reduced due to the slightly lower heating value.
- Operation of the heater with mixed EN15940 fuels in diesel fuel is also permitted as long as EN 590 is observed.
- During the winter months the fuels are adapted to the low temperatures of 0 °C to –40 °C. This means that problems can only arise if extreme drops in temperature occur – as is the case for the vehicle engine too – please refer to the vehicle manufacturer’s instructions.

4 Operation and Function

The heater is operated by a control unit. Detailed documentation / CD for operation is enclosed with the control unit.

Note

The service company or installation company gives the documentation / CD to the end user.

4.1 Instructions for operation

Safety checks before starting up the heater

After a lengthy stoppage, check all components for secure fit (tighten screws where necessary). Carry out a visual check of the fuel system for leaks.

Heating at high altitudes

Due to the integrated air pressure sensor, the Airtronic 3 has automatic altitude adjustment up to 5500 m asl.

Note

Automatic altitude adjustment of the Airtronic S3 up to 4000 m asl.

External temperature sensor at the heater

The heater adjusts its output to the value of the internal temperature sensor, in accordance with the factory setting. If the heater is activated via CAN or LIN, an external temperature sensor can be connected, which records the temperature values in any place inside the vehicle and controls the heater.

Note

- The external temperature sensor must be coded via EasyScan.
- For information about the temperature sensor and control unit combination options see "Installation Instructions Plus".

4.2 Notes on ADR mode*

- When installing the heater and operating it in ADR mode, always note: Annexes A and B of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
- Installation of the heater in a vehicle operated in accordance with the ADR Directive is approved by the manufacturer only if the following points are taken into consideration:
 - Maximum period from switching off the engine to falling of the D+ signal: 2 seconds.
 - Maximum period from switching on the secondary drive to application of the secondary drive signal: 2 seconds.
- On installing the heater or replacing the control box, note the following:
 - To prevent switching on of the heater in ADR mode, the control box must be coded with the help of the Eberspächer EasyScan.
- Only the CAN-capable EasyStart Pro control unit can be used for ADR mode of the heater.

Note

The timer function of EasyStart Pro is deactivated in ADR mode.

*) Not applicable for North America

4.2.1 Forced shutdown in ADR mode*

In vehicles for the transport of dangerous goods (e.g. tanker trucks), the heater must be switched off before the truck drives into a danger area (refinery, petrol station, etc.).

Failure to comply results in the heater switching off automatically when:

- The vehicle engine is switched off.
- An additional unit is switched on (auxiliary drive for unloading pump, etc.).

The fan then carries on running briefly for max. 40 seconds.

*) Not applicable for North America

4.3 Initial startup

The following points are to be checked by the company installing the heater during initial commissioning.

- After installing the heater, the whole fuel supply system must be carefully vented: please refer to and follow the vehicle manufacturer's instructions.
- During the heater trial run, all fuel connections must be checked for leaks and secure, tight fit.
- If faults occur while the heater is running, use a diagnostic unit to determine and correct the cause of the fault.

Note

Slight smoke and/or odours can develop during the initial commissioning of the heater. This is completely normal during the first minutes of operation and is not an indication of a malfunction.

Switch output (whrd)

The switch output (whrd) can be coded for the following applications via EasyScan:

- Switching signal ON
 - if heating (incl. afterrun) or ventilation mode active
 - depending on the actual temperature at the control sensor (control values 10 °C – 90 °C; default 25 °C). Switching signal ON on exceeding the lower control value. Switching signal OFF on falling below the upper control value -10 °K
 - on falling below the maximum heating output
- Function display and error output via flashing code (default)

Note

- Further information on the switch output is provided in the EasyScan operating instructions and in the "Installation Instructions Plus".
- The table for error detection via flashing code is given in the repair instructions.

4.4 Functional description

Switching on

When the heater is switched on, the indicator in the control unit lights up. The glow plug is switched on and the fan starts at low speed.

Note

- The heater can only be switched on if the actual temperature value at the temperature sensor is less than the internal temperature setpoint of the heater.
- If there is still too much residual heat in the heat exchanger from when the heater was last used, firstly only the fan starts up (cold blowing). Once the residual heat has been cleared, the heater starts.

Starting the Airtronic

The start sequences are sensor controlled and depend on the ambient temperature. The fuel delivery starts after 65 seconds at the latest. The heater produces the maximum heating level first and then continuously adjusts its output automatically depending on the heating output requirement. After the flame sensor has detected the flame, the glow plug is switched off. The heater is now in normal operation.

Temperature selection with the control unit

The control unit can be used to preselect the interior temperature. The resulting temperature can be within the range of +10 °C to +30 °C and depends on the selected heater, on the size of the space to be heated and on the prevailing outdoor temperature. The setting to be selected at the control unit is an empirical value.

Note

If a temperature setpoint is not selected at the control unit, the heater heats according to a temperature setpoint specified by the system. The temperature setpoint is 20° C.

Control in heating mode

During heating mode, the room temperature or the temperature of the hot air drawn in is constantly measured. If the temperature is higher than the temperature preselected at the control unit, the control starts.

The heating output is controlled continuously, so that fine adjustment of the heat flow supplied by the heater to the heat requirement is possible. The fan speed and fuel quantity correspond to the respective control stage.

If the set temperature is still exceeded in the smallest control stage, the heater goes to the "OFF" stage with the fan running on for approx. 4 minutes to cool down. Then the fan continues at minimum speed (circulation mode) or is switched off (fresh air mode) until the heater is started again.

Switch off

When the heater is switched off, the control lamp goes out and the

fuel delivery is switched off. The fan runs on for approx. 4 minutes to cool down. The glow plug is switched on for several seconds to clean it during the fan after-running.

Special case:

If no fuel has been delivered or if the heater is in the "OFF" stage until it is switched off, the heater is stopped without any after-running.

4.5 Control and safety devices

- The start sequence is sensor controlled. The length of the start sequence varies depending on the basic conditions such as voltage supply, fuel quality, outdoor temperature, etc. In unfavorable conditions, such as a weak vehicle battery, the startup procedure can take up to 4 minutes. There is no automatic restart. Depending on the basic conditions, the after-running can also last up to 4 minutes.
- If the flame goes off by itself during normal operation, the heater is restarted first. If the heater does not ignite the flame within a good minute after the fuel delivery has restarted or if it ignites but the flame goes out again within the starting sequence, a safety lockout (shutdown on faults) takes place, i.e. fuel delivery off and fan after-running of approx. 4 minutes. The safety lock-out can be cancelled by briefly switching off and on again. Do not repeat the switching off/on sequence more than 10 times.
- In the event of overheating, the combined sensor (flame sensor / overheating sensor) triggers, the fuel supply is interrupted and a safety lock-out occurs. Once the cause of the overheating has been eliminated, the heater can be re-started by switching off and on again.
- If the lower or upper voltage limit is reached, a shutdown on faults takes place after 20 seconds.
- The heater does not start up when the glow plug or the fan motor is defective or when the electric lead to the metering pump is interrupted.
- If the combined sensor (flame sensor / overheating sensor) is defective the heater does not start and the safety lockout (shutdown on faults) takes place.
- The speed of the fan motor is monitored continuously. If the fan motor does not start or if the speed deviates significantly, safety lockout (shutdown on faults) takes place.
- When the heater is switched off, the glow plug is switched on for several seconds (after glowing) while the fan carries on running to clean off any combustion residues.

Note

- If the burner motor fails there is no after-running
- Do not repeat the switching off/on sequence more than 10 times.

4.6 Emergency stop – EMERGENCY OFF

If an emergency stop – EMERGENCY OFF – is necessary during operation, proceed as follows:
 Switch the heater off at the control unit or remove the fuse or disconnect the heater from the battery.

5 Electrics

5.1 Heater wiring

The electronic control box is integrated in the heater, which makes wiring during installation much easier.



Caution

Safety instructions

The heater is to be connected up electrically according to the EMC directives.

EMC can be affected if the heater is not connected up correctly. For this reason, comply with the following instructions:

- Ensure that the insulation of electrical cables is not damaged.
 Avoid: Chafing, kinking, jamming or exposure to heat.
- In waterproof connectors, seal any connector chambers not in use with filler plugs to ensure they are dirt-proof and water-proof.
- Electrical connections and ground connections must be free of corrosion and firmly connected.



Note

Comply with the following when wiring the heater and the control unit:

- Electrical leads, switch and control boxes must be positioned in the vehicle so that they can function perfectly under normal operating conditions without impairment (e.g. due to heat exposure, moisture, etc.).
- The following cable cross-sections are to be used between the battery and heater. This ensures that the max. permissible voltage drop in the cables does not exceed 0.5 V for 12 V or 1 V for 24 V rated voltage.
 Cable cross-sections for a cable length (plus cable + minus cable) of:
 - up to 5 m = cable cross-section 4 mm²
 - 12 V: from 5 m to 8 m = cable cross-section 6 mm²
 - 24 V: from 5 m to 8 m = cable cross-section 4 mm²
- If the positive cable is to be connected to the fuse box (e.g. terminal 30), the vehicle's cable from the battery to the fuse box must also be included in the calculation for the total cable length and re-dimensioned if necessary.
- Insulate unused cable ends.

5.2 Parts list for the Airtronic 3 circuit diagrams

- A1 Airtronic 3 control box
- A30 Fuse holder, 3 pin
- B1 Air inlet sensor, internal (LEF1)
- B6 Flame and air outlet sensor
- R1 Terminating resistor I
- R2 Terminating resistor 120 Ω
- R3 Terminating resistor 9.2 kΩ
- F1 Heater fuse: 12 V = 20 A / 24 V = 10 A
- HG Heater
- R1 Glow plug
- M4 Burner motor
- Y1 Fuel metering pump
- p Switch output, see on page 36
- XB6/1 EasyScan bush housing
- XS6/1 Mating connector with terminating resistor
- XB6/4 Bush housing, EasyStart Pro
- d to the ADR acknowledgement button, see on page 36*
- n Generator input D+*
- o Secondary drive input NA+*

*) Not applicable for North America



Note

- It must be ensured that if the battery isolating switch is pressed due to EMERGENCY STOP, all the heater's electric circuits are disconnected from the battery immediately (without any consideration of the heater's status).
- If the battery isolating switch is pressed to disconnect the battery from all electric circuits, the heater must be switched off first and if applicable you must wait until the heater's afterrun has finished.

- a to the heater
- c1 to the CAN control unit
- c2 to the LIN control unit / S+
- g to the external temperature sensor / mini controller
- x insulate and tie back any cables that are not needed



Note

Circuit diagram for Airtronic 3 from page 39.

Circuit diagrams for control units, e.g. EasyStart Pro etc. see from page 42.

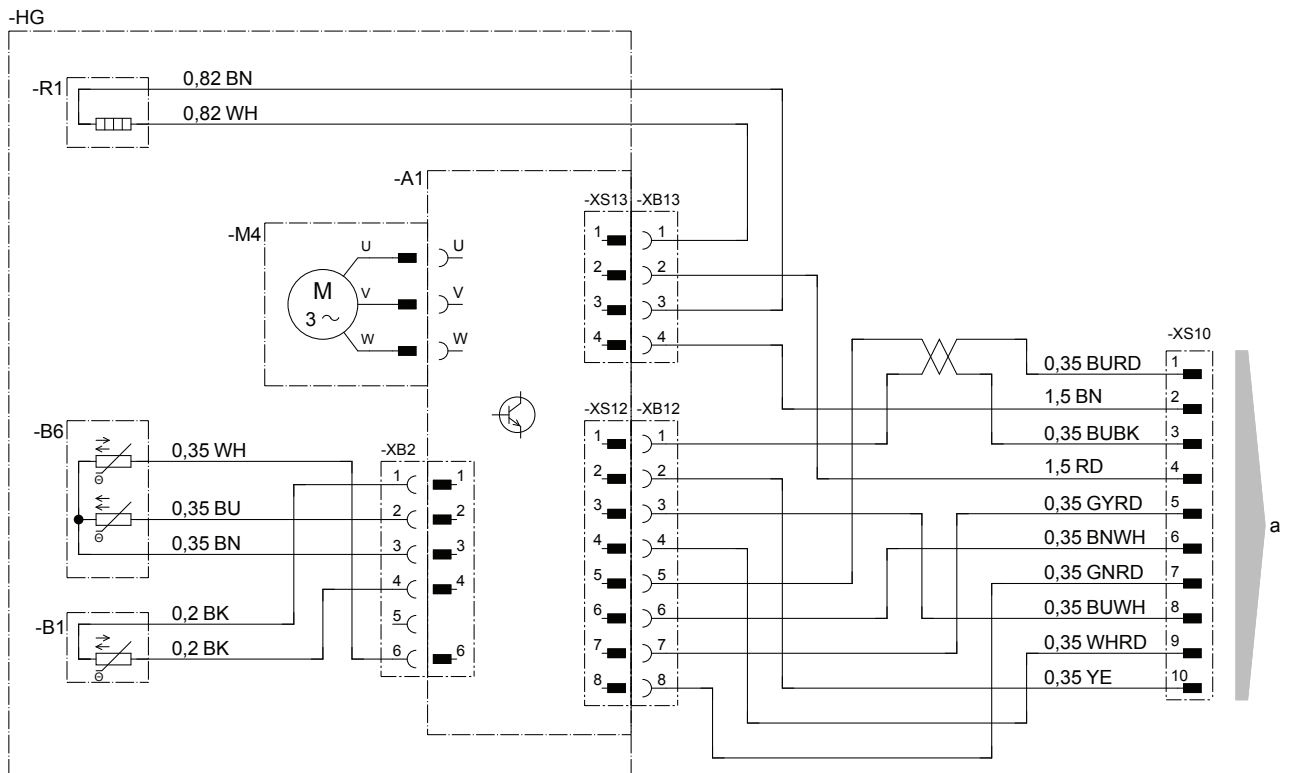
Cable colours

bk = black	og = orange
bn = brown	rd = red
bu = blue	vt = violet
gn = green	wh = white
gy = grey	ye = yellow

5.3 Circuit diagrams for Airtronic 3

5.3.1 Heater

- X:15 ○ Ign (+)
- X:58 ○ Light (+)
- X:30 ○ Bat (+)
- X:31 ○ Bat (-)



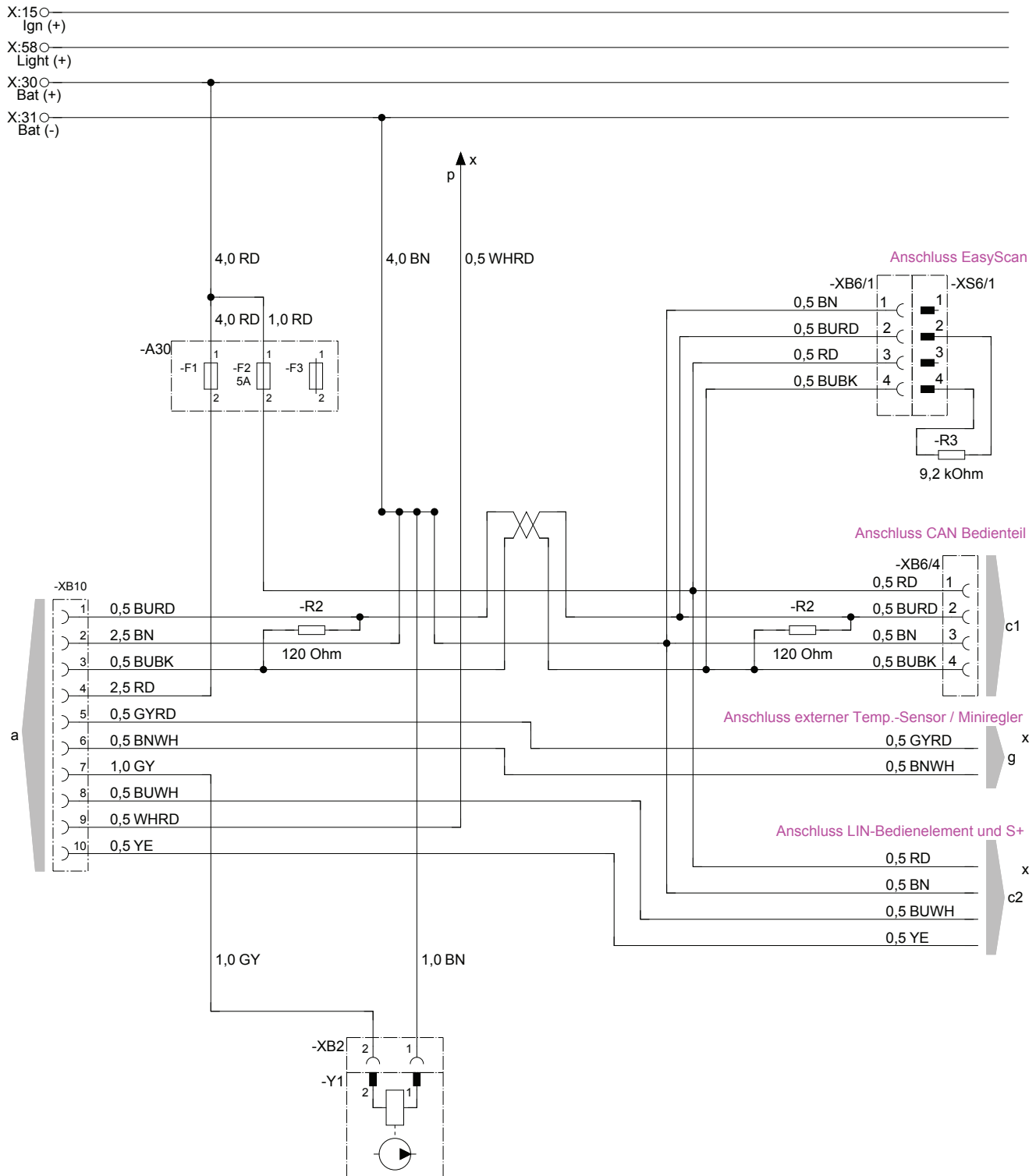
Parts list on page 38

25.2953.00.9601.0A

5.3.2 Cable harness 12 V* / 24 V*

Note

Operation via LIN only for Airtronic 3 12 V.

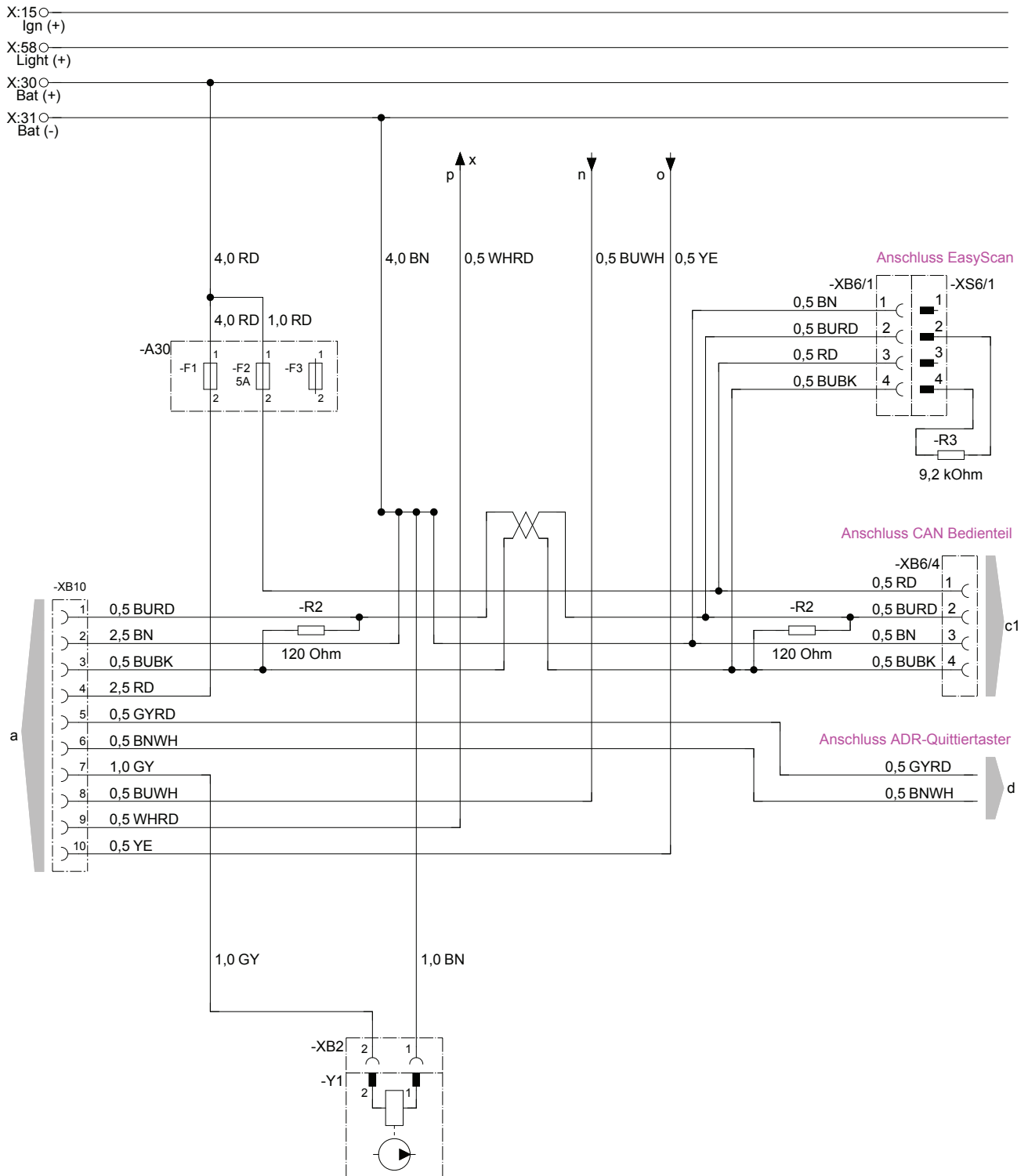


Parts list on page 38

*) Not applicable for North America, refer to the AX3 Addendum (N-A) for the specific diagram.

25.2953.00.9602.0A

5.3.3 Cable harness, 24 V with ADR*

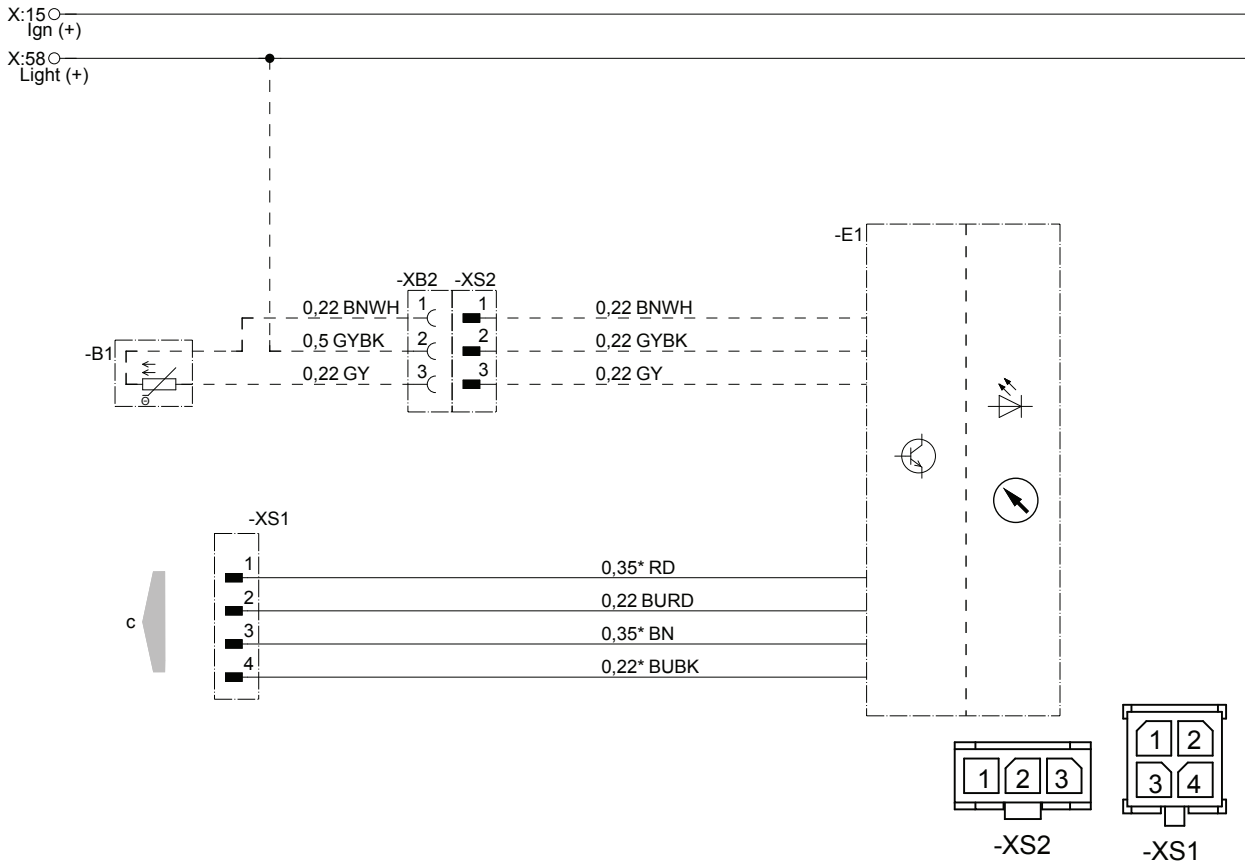


Parts list on page 38
 *) Not applicable for North America

25.2953.00.9603.0A

5.4 Circuit diagrams for control units

5.4.1 EasyStart Pro



22.1000.35.2210

-B1 Room temperature sensor (optional)

-E1 EasyStart Pro

c to the heater

i Note

- Heater circuit diagrams, from page 39.
- Further circuit diagrams for the Easy Start Pro are printed in the Installation Instructions Plus*; these are available to view and download from the Service Portal.

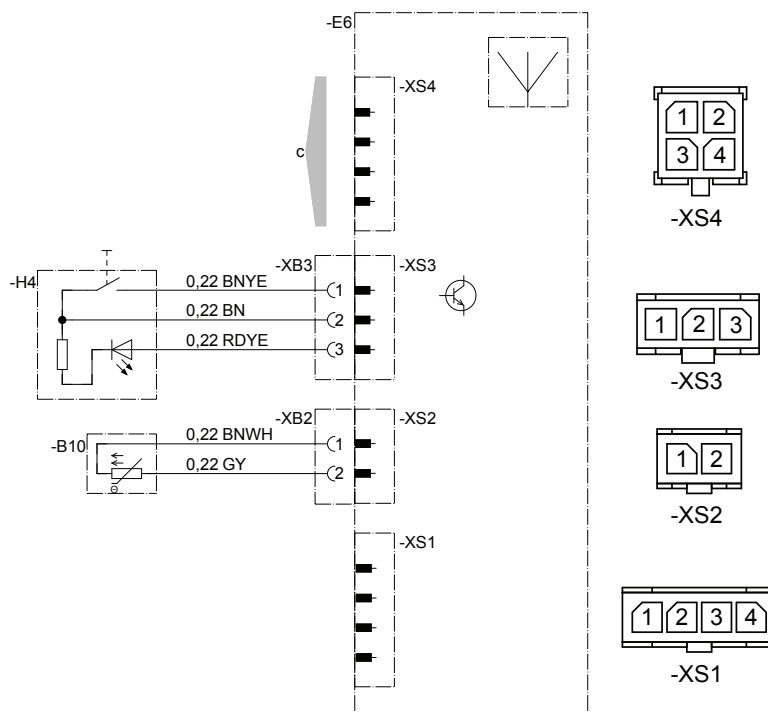
*) For North America, refer to the NA versions of the EasyStart Pro Installation Instructions and Addendum

5.4.2 EasyStart Web

Note

These installation instructions describe the standard configuration. For details of enhanced configuration of the EasyStart Web with control units and for special functions, the “Installation Instructions PLUS – Easy Start / Altitude Kit / Special Functions and Diagnosis” are available to view and download from the partner portal.

X:15 Ign (+)
 X:58 Light (+)



Parts list

- B10 EasyStart Web interior temperature sensor
- E6 EasyStart Web radio remote control
- H4 EasyStart Web button

- c to the heater
- g to the heater
- y Connect cables and insulate

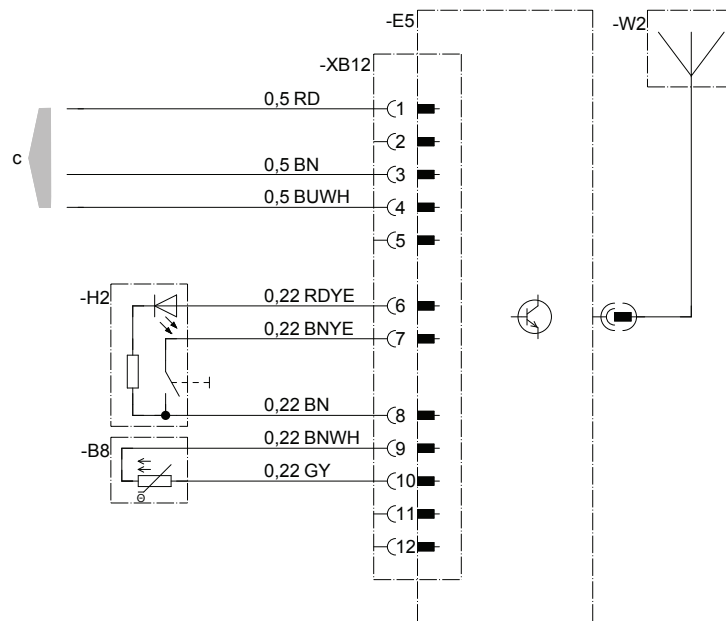
22.1000.34.97x1.0x

Cable colours

RD	red	GR	grey	BK	black	WH	white	VT	violet
BU	blue	YE	yellow	GN	green	OR	orange	BN	brown

5.4.3 EasyStart Remote+ *

X:15 ○ Ign (+)
 X:58 ○ Light (+)



22.1000.34.9729

- B8 Room temperature sensor
- E5 Stationary unit, EasyStart Remote+
- H2 Button
- W2 Antenna
- c to the heater

i Note

- EasyStart Remote+ for Airtronic 3 12 V only.
- Heater circuit diagrams from page 39.
- Further circuit diagrams for the Easy Start Remote+ are printed in the Installation Instructions Plus. They are available to view and download in the Service Portal.

*) Not applicable for North America

6 Fault / Maintenance / Service

6.1 If any faults occur, please check the following items

- If the heater does not start after being switched on:
 - Switch the heater off and on again.
- If the heater still does not start, check whether:
 - Fuel in the tank?
 - The fuses are ok?
 - The electrical cables, connections, terminals, are ok?
 - The hot air, combustion air or exhaust systems are blocked?

i Note

Please also note the reference documents.

- Airtronic 3 repair instructions: Mat. No. 25.2953.95.2682

The repair instructions can be viewed in and downloaded from the Eberspächer partner portal <https://partner.eberspaecher.com/en>.

6.2 Troubleshooting

If, after checking these items, the heater is still faulty or another malfunction occurs in your heater, please contact:

- If factory-installed, your contract workshop.
- If subsequently installed, the workshop / garage which installed the heater.

i Note

Please note that guarantee claims can expire if the heater is modified by a third party or if non-original parts are installed.

6.3 Maintenance instructions

- Switch the heater on once a month for about 10 minutes, even outside the heating period.
- Before the heating period starts, the heater should be put through a trial run. If thick, persistent smoke develops, unusual burning noises or a clear fuel smell occurs or if electric / electronic components overheat, the heater must be switched off and put out of service by removing the fuse. In this case, the heater should not be started up again until it has been checked by qualified staff who have been trained on Eberspächer heaters.
- Check the openings of the hot air, combustion air and exhaust systems after lengthy stoppages, clean if necessary.

6.4 Service

Technical Support

If you have any technical questions or problems with the heater, the control unit or the operating software, please contact the following service address:

support-UK@eberspaecher.com

In North America please turn to:
support-US@eberspaecher.com

7 Environment

7.1 Certification

The high quality of Eberspächer products is the key to our success. To guarantee this quality, we have organised all work processes in the company along the lines of quality management (QM).

Even so, we still pursue a large number of activities for continuous improvement of product quality in order to keep pace with the similarly constantly growing requirements made by our customers.

All the steps necessary for quality assurance are stipulated in international standards.

This quality is to be considered in a total sense.

It concerns products, processes and customer - supplier relationships.

Officially approved public experts assess the system and the corresponding certification company awards a certificate.

Eberspächer Climate Control Systems International GmbH has already qualified for the following standards:

Quality management in accordance with ISO TS 9001:2015 and IATF 16949:2016

Environmental management system in accordance with ISO 14001:2015

7.2 Disposal

Disposal of materials and reuse of recoverable materials

End-of-life devices and their components, defective components and packaging material can all be separated into their constituent materials so that all parts can be disposed of as in an environment-friendly manner or recycled where applicable.

Environmentally-friendly disposal includes the possible separation of materials so that recoverable materials can be reused. Ensure that end-of-life devices and their components are disposed of properly and are recycled.

i Note

Waste products such as used fuel-carrying components and similar wearing parts can harm the environment as well as people and animals and should therefore be disposed of properly. Contact your local recycling company or your specialist dealer to find out how waste products are to be disposed of properly.

Dismantling the heater

The heater is dismantled according to the instructions given in the current repair instructions.

i Note

Airtronic 3 repair instructions: Mat. No. 25.2953.95.2682

The repair instructions can be viewed in and downloaded from the Eberspächer partner portal <https://partner.eberspaecher.com/en>

7.3 EU Declaration of Conformity

We herewith declare that the version of the heater placed on the market by us conforms to the applicable provisions of the following EC Directives.

EC Directive 2014/30/EU



The full Declaration of Conformity can be viewed and downloaded from the download centre at www.eberspaecher.com.

7.4 UKCA Declaration of Conformity

We herewith declare that the version of the heater placed on the UK market by us conforms to the applicable provisions of the following UK Directives.

Electromagnetic Compatibility, Statutory Instrument 2016 No. 1091



The full Declaration of Conformity can be viewed and downloaded from the download centre at www.eberspaecher.com.

8 List

8.1 List of abbreviations

ADR

European Agreement concerning the International Carriage of Dangerous Goods by Road.

ECE regulation

Internationally agreed, uniform technical specifications for vehicles, parts and equipment of motor vehicles.

EMC directives

Electromagnetic compatibility.

JE service partner

Eberspächer partner.

CE marking

With the CE marking, the manufacturer declares in a declaration of conformity, that the version of the heater placed on the market conforms to the relevant provisions of the EU Directive.

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