



It's time to get comfortable.

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DATE: September 16, 2014

ST-021-14

TO: All York Branch Service Managers
All York Distribution Service Managers
All Regional Managers

SUBJECT: UTEC ICB Ground Wire

UNITS: 3 6 ton Small Sunline Produced January 1, 2008 through July 3rd, 2014

We have experienced isolated cases where ignition is delayed due to low gas line pressures, cold/stiff gas valves or poor building electrical grounding systems. As a result of these conditions, the MV may be delayed. The high voltage spark will continue until the pilot has stabilized and the command for MV has been initiated. The failure event occurs when the spark energy travels back up the pilot tube through the gas valve casting to the green ground wire and back to the ignition control board (ICB).

Extensive testing was conducted with field installed units, factory test units and with UTEC. Testing has confirmed that spark energy seeking earth ground reference to the ICB triggers a safety lockout feature of the control. The board will enter total lockout and will not have fault lights or function. Cycling power will reset the ICB.

Remove the “green” ground wire attached to the gas valve going to the ICB harness. Remove all power to the unit, and using a pair of diagonal cutters, carefully snip the green wire from the back side of the Molex plug on the ICB. Be careful not to “nick” the brown 24v common wire in the same connector location. Unplug green wire from the gas valve and discard.

Discussion:

We have determined the issue is exacerbated by having a poor electrical earth ground. We emphasize that having proper electrical service at the unit and building is a primary consideration for preventing the failure event. This is not a directive to change every unit since failure events are isolated. The change should only be made if the unit experiences this failure type.



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