



GAMMON TECHNICAL PRODUCTS, INC.
P.O. BOX 400 - 2300 HWY 34
MANASQUAN, N.J. 08736

PHONE 732-223-4600
FAX 732-223-5778
WEBSITE www.gammontech.com
STORE www.gammontechstore.com

**GAMMON
WATER
PROBE**

**BULLETIN 160
(3-14)**

INTRODUCING THE NEW GAMMON ONE-CC™ WATER PROBE

**DETECTS WATER IN FILTER SEPARATOR SUMPS
PERIODIC TESTING REQUIRES ONLY 1cc OF WATER**

Note: Does not include intrinsically safe control - use only with GTP-1750 or Meggitt/Whittaker Control System (see Bulletin 67)

The Problem with Water Detector Probes has always been that they are impossible to test periodically without injecting water into the vessel. People have been afraid that too much water may be injected. The One-CC Probe solves this simply. First, it has a new, unique design that only needs 1 ml (1cc) of water for a complete test. Second, it has a built-in water pump, and this pump is only capable of injecting 1 ml (1 cc) of water.

The One-CC™ Water Detector Probe is designed for use in any intrinsically safe electronic system. This new probe can therefore replace existing probes in Meggitt/Whittaker/Thiem/Parker equipment.

We also offer our own electronic controls in DC, AC, weather tight and explosion proof versions. They are also available with intrinsically safe Deadman handles.
See Bulletin #67.

Pressures to 300 psi

Stainless Steel Construction

Available with 3/4" N.P.T. male connection

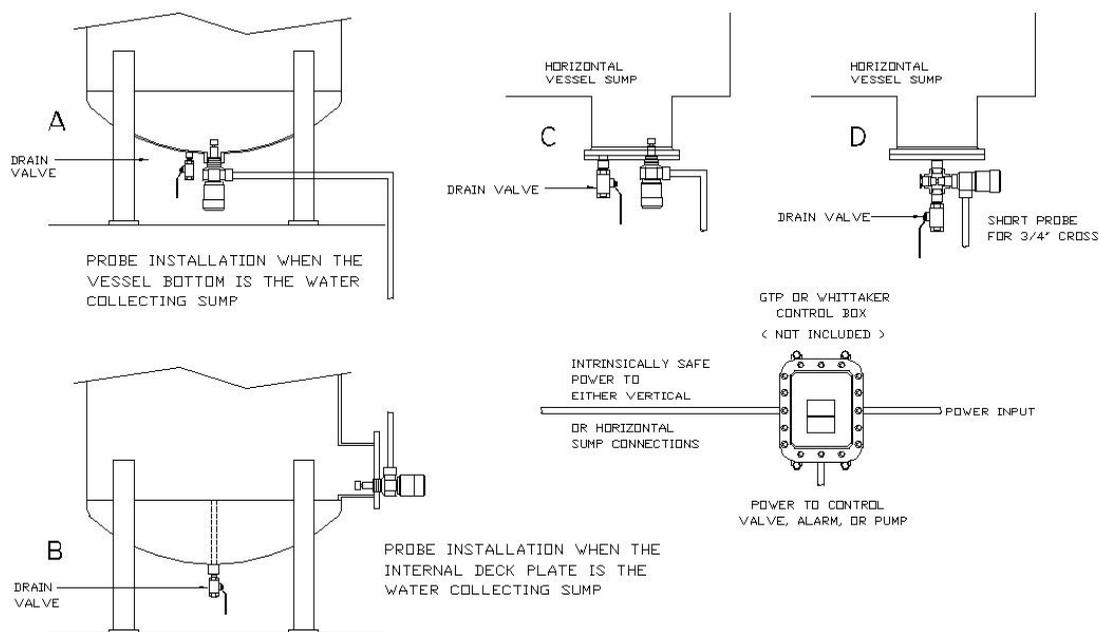
Also Available with 1 1/2" N.P.T. to replaces existing Whittaker probes

Fool-proof design insures that the fuel system cannot be operated after a test unless the technician has performed simple post-test procedures.

***US Patent No. 7523645**



INSTALLATION



HOW TO ORDER

Retrofit vertical installations: GTP-9330-1 3/4" npt
Horizontal installations: GTP-9330-1A 1 1/2" npt

For AC and DC powered systems, see Bulletin # 67

TEST PROCEDURE

1. With system operating, unscrew the cover cap at the bottom
2. The manually operated "water pump" can now be removed by rotating it counter clockwise about 45 degrees to release the two halves from the bayonet pin.
3. Unscrew the two halves of the pump and fill the knurled piece with water while keeping a finger on the small hole at the end.
4. Reinstall the piston end in the knurled piece and rotate slightly to engage the thread. The end of the piston will have engaged the o-ring seal.
5. Reinstall the pump by rotating in about 45 degrees to engage the bayonet pin.
6. Rotate the hex head of the piston to force the water contents of the pump into the probe.
7. If the fuel system shuts down, the probe and the electrical system have passed the test. If the fuel system does not shut down, the malfunction must be investigated.
8. Reattach the cover cap after checking to see that the hex headed piston is screwed all the way in.

If the climate is such that residue water in the probe passages may freeze, the water can be displaced by filling the piston pump with fuel and turning the hex end all the way in.