

**Please keep this book
near to your GPS**



Inpro GPS Installation Manual

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Models: GPS-35 N / GPS-35 GE / GPS-35 Druck / GPS-70 N / GPS-70 GE / GPS-130 N
GPS-130 GE / GPS-200 N / GPS-200 GE / GPS-350 N / GPS-350 GE



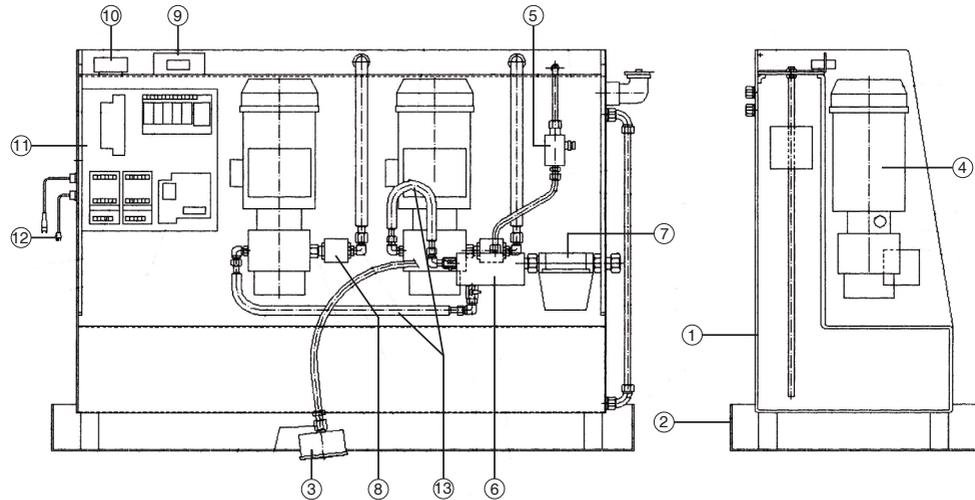
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GPS-130 GE / GPS-200 N / GPS-200 GE / GPS-350 N / GPS-350 GE**

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The standard design of the suction pump unit is suitable for the connection of two consumption points (burner). Each consumption line needs its own suction line. For each additional burner, a separate suction line must be provided on the unit. The return lines of the individual burner can be combined in front of the suction pump unit and connected to a return line connection. Additional connections are possible for an extra charge.

Scope of supply:



- | | |
|--------------------------|--------------------------------------|
| 1. GPS Box | 8. Check valve |
| 2. Oil tray | 9. Operation and safety float switch |
| 3. Vacuum gauge | 10. Thermostat |
| 4. Motor pump | 11. Electrical control |
| 5. Bypass valve | 12. Leakage detector |
| 6. Distribution manifold | 13. Hoses |
| 7. Filter | |

Important: The standard design of the suction pump unit assemblies must not be used in an explosive atmosphere. Operating in potentially explosive atmospheres may result in sparks, fire or explosions.

Installation, maintenance and commissioning may only be carried out by authorised specialised companies, or their specialists.

- The standard units are not suitable for outdoor installation. They may only be used in installation areas where they are not exposed to external influences of water (dripping, splash and hose water). The device is installed close to the automatic oil burners, so that they can suck the oil from the service tank of the vacuum pump. Distance from oil tank to suction conveyor see diagram (page 19, 20, 21). The oil production temperature should not exceed 40°C. At higher temperatures, a thermostat switches the unit off. This is indicated by the indicator light.

IMPORTANT! If the oil tank is higher than the suction pump unit, a solenoid valve must be installed without current on the suction line.

- The suction assemblies are designed for installing on a flat and resistant surface to prevent vertical or horizontal slipping. The collecting tray is attached to the floor below the unit. Place the leak detector in the oil drain pan using the mounting bracket.
- The PVC coated copper pipe is then placed from container to the suction point. It is recommended to design this pipe in one piece so as to prevent the penetration of air safely.

DO NOT ATTACH CHECK VALVE

This is not necessary because it is a self-priming pump. The pressure loss is otherwise increased and the return flow is prevented in case of leakage.

Use screw connections with cutting ring for connections 1, 2 and 3.

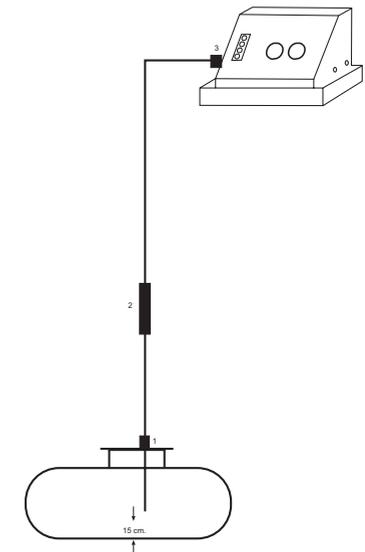
The distance of the suction line to the bottom of the tank must be approx. 15 cm or a vacuum-proof floating suction must be used.

The connection 2 facilitates the opening of the bonnet cover. The screw coupling 1 must be provided continuously to the suction point of the tank. The connection 3 is connected to the piping with the filter of power unit.

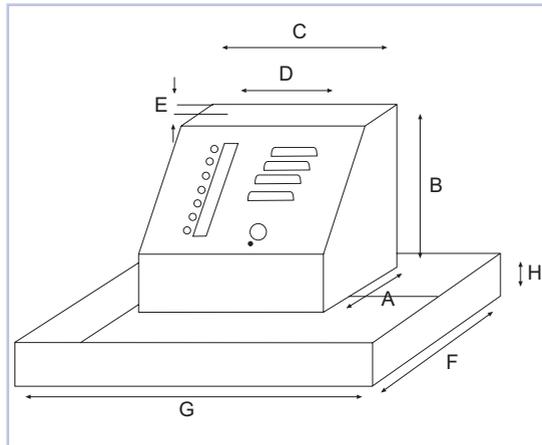
The pipeline of the suction port, which is in outdoor area, is protected by a thermal insulation.

The burner is connected to the provided connection, in which flow and return must be considered. After designing the hydraulic connections correctly, connect the appliance to an electrical outlet using the power cable.

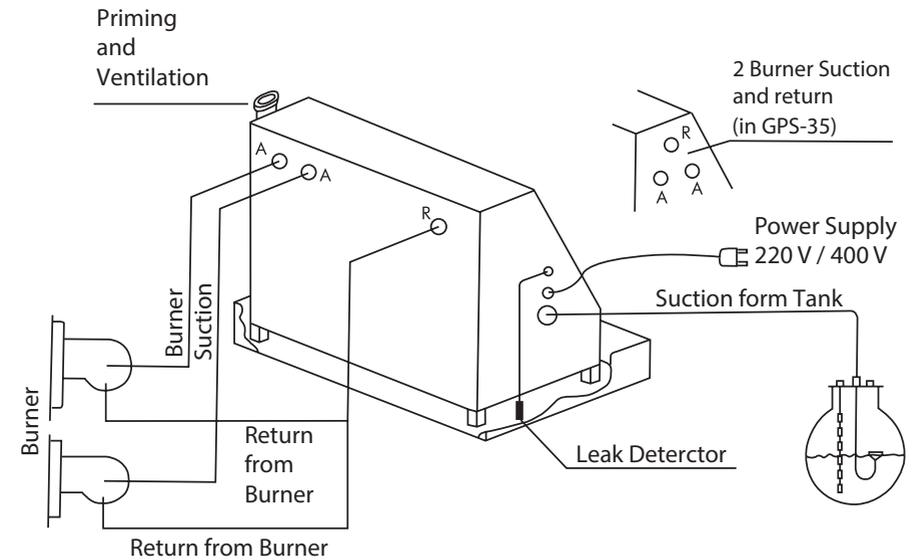
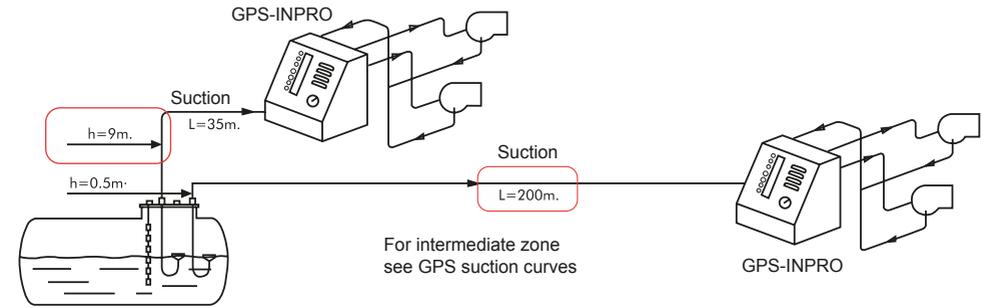
The three-phase versions must be checked, that the pump units rotate in the direction of the arrow. (Change of the direction of rotation by exchanging two phases.)



Size (mm)

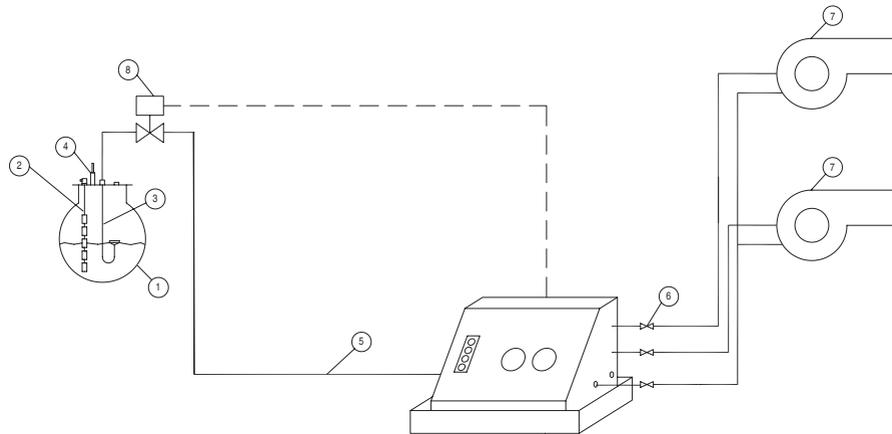


MODEL	GPS-35 N	GPS-70 N	GPS-130 N	GPS-200 N	GPS-350 N	GPS-950 N	GPS-1500 N
	GPS-35 GE	GPS-70 GE	GPS-130 GE	GPS-200 GE	GPS-350 GE	GPS-950 GE	GPS-1500 GE
A	260	370	370	370	370	370	370
	263	370	370	370	600	600	600
B	390	640	640	640	640	640	640
	370	640	640	640	1030	1.030	1.030
C	360	400	400	400	400	400	400
	680	760	760	760	960	650	650
D	260	-	-	-	-	-	-
	540	-	-	-	-	-	-
E	40	-	-	-	-	-	-
	20	-	-	-	-	-	-
F	410	430	430	430	850	850	850
	400	430	430	430	1090	1090	1090
G	460	670	670	670	900	900	900
	800	870	870	870	1100	1100	1100
H	80	120	120	120	220	220	220
	80	185	185	185	220	220	220
Weight (kg)	10	35	36	36	75	75	75
	18	48	50	50	97	97	97



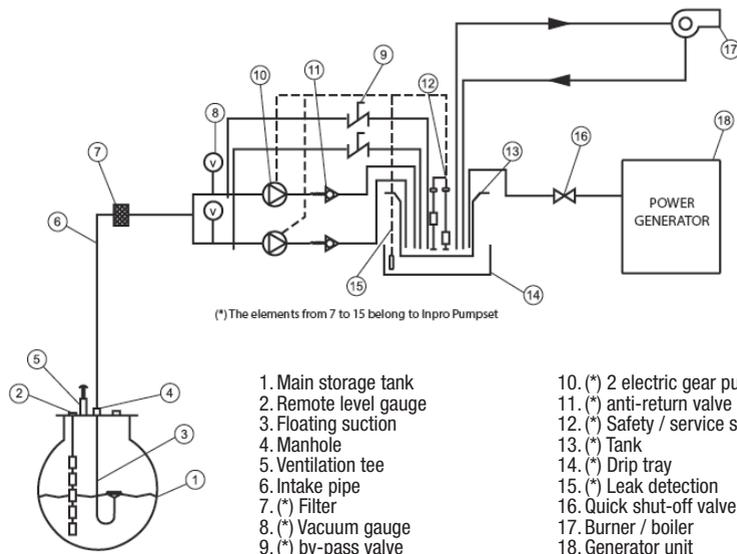
Water and condensation has to be avoided at the place where the GPS oil lifter is mounted.

APPLICATION DIAGRAM WITH SIPHON LINE



- | | |
|------------------------------|----------------------------|
| 1. Main storage tank | 5. Suction line |
| 2. Probe for level indicator | 6. Quick-action stop valve |
| 3. Floating suction | 7. Burner/boiler |
| 4. Ventilation | 8. Solenoid valve |

APPLICATION EXAMPLE GPS-GE



- | | |
|-----------------------|-------------------------------------------|
| 1. Main storage tank | 10. (*) 2 electric gear pump |
| 2. Remote level gauge | 11. (*) anti-return valve |
| 3. Floating suction | 12. (*) Safety / service switches (level) |
| 4. Manhole | 13. (*) Tank |
| 5. Ventilation tee | 14. (*) Drip tray |
| 6. Intake pipe | 15. (*) Leak detection |
| 7. (*) Filter | 16. Quick shut-off valve |
| 8. (*) Vacuum gauge | 17. Burner / boiler |
| 9. (*) by-pass valve | 18. Generator unit |

MOTOR PROTECTION (EXCEPT FOR GPS 35/W)

The motor protection is set and connected at the factory (see electrical wiring diagrams).

Units in three-phase version:

The models for three-phase current are supplied with a connection cable without a plug and do not have an integrated main switch. The devices must either be connected to the supply voltage via a plug or in the installation; an all-pole switch with a contact opening of at least 3 mm can be installed.

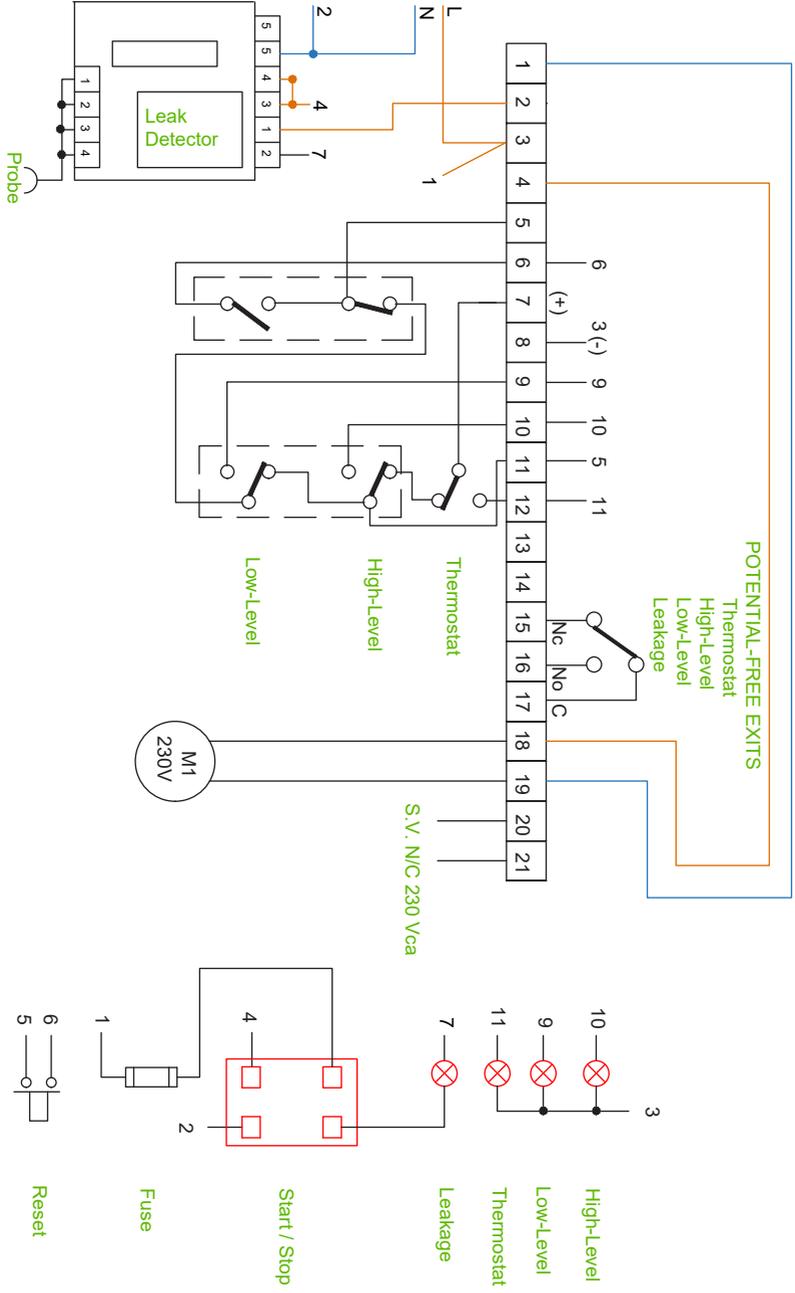
The unit is designed for 400 V operations (with neutral line). If the system requires a 230 V connection, following modifications must be made:

1. Star connection of the motor
2. N and L2 bridging
3. Set thermal relay to maximum.

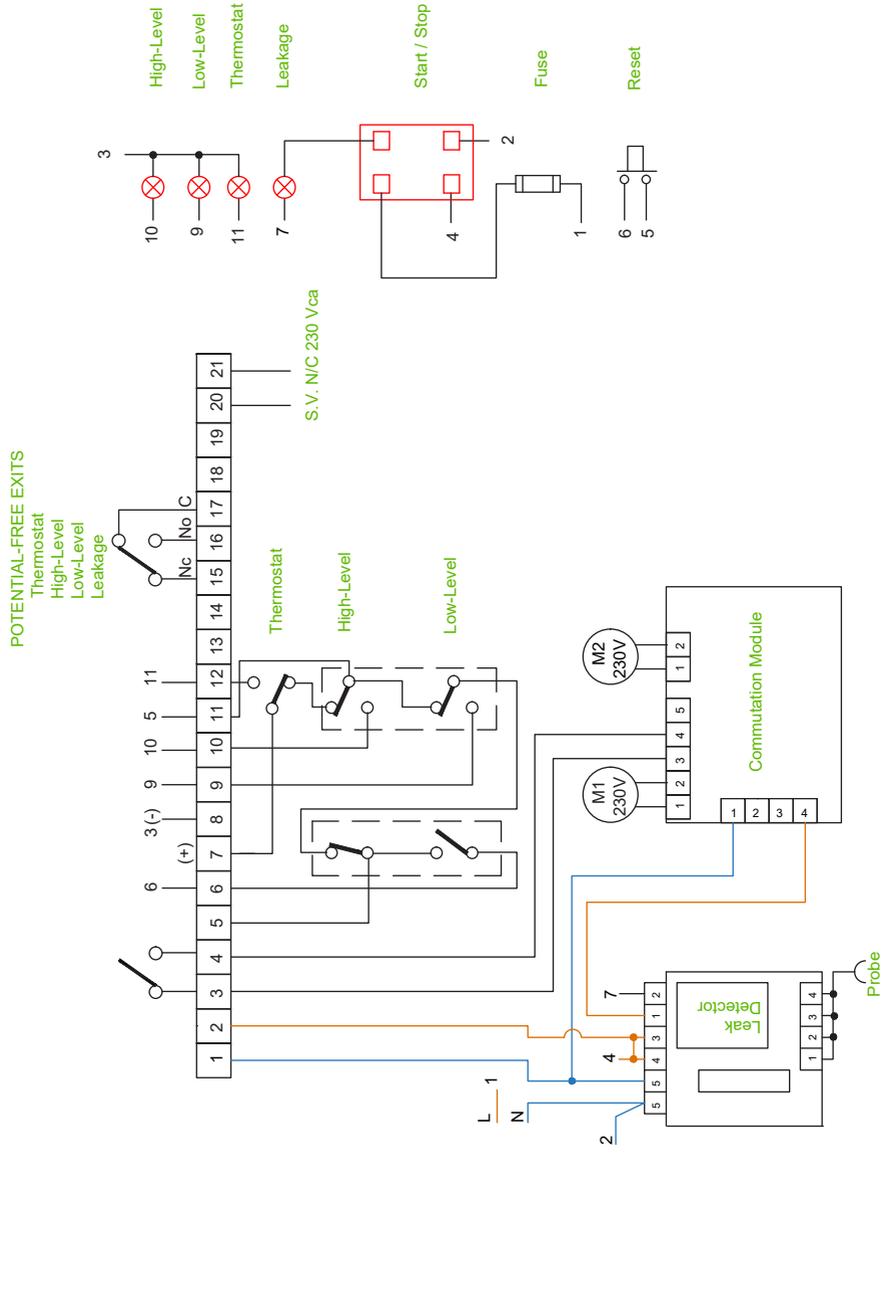
Units in Triphase alternating current version:

The frequency converter (alternating current) has the following protective devices:

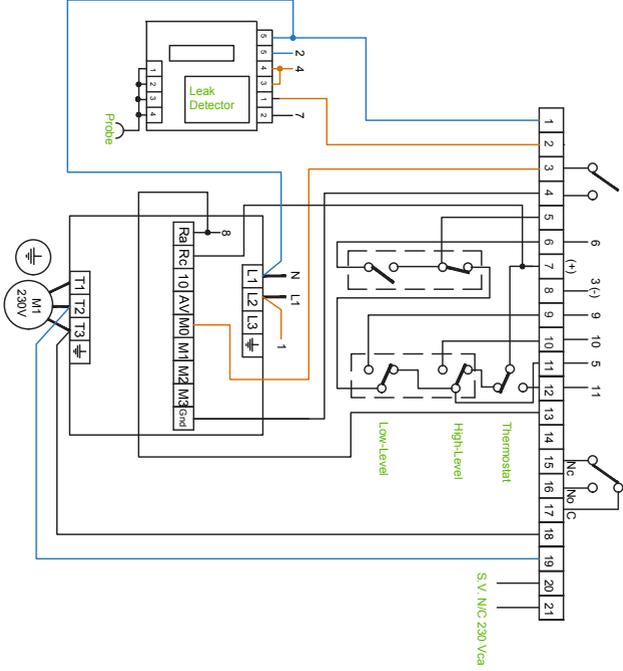
- against excessive current flow (e.g. when the motor becomes too hot)
- against short circuit
- against the open-circuit (if cable is defective or torn-off)



ELECTRICAL SCHEME GPS-35 GEW



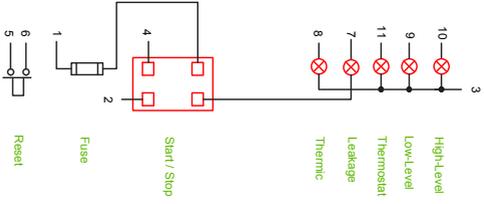
PARAMETER:	
Pt. 1-00: 50	Pt. 2-01: 2
Pt. 1-01: 50	Pt. 2-03: 3
Pt. 1-08: 0	Pt. 2-06: 0
Pt. 1-10: 0	Pt. 6-05: 1
Pt. 2-00: 0	Pt. 7-00: 62 (IACV) / 109 (I/3 CV)
Pt. 0-08: P	Pt. 7-01: 50 (IACV) / 95 (I/3 CV)
Pt. 0-07: DP	



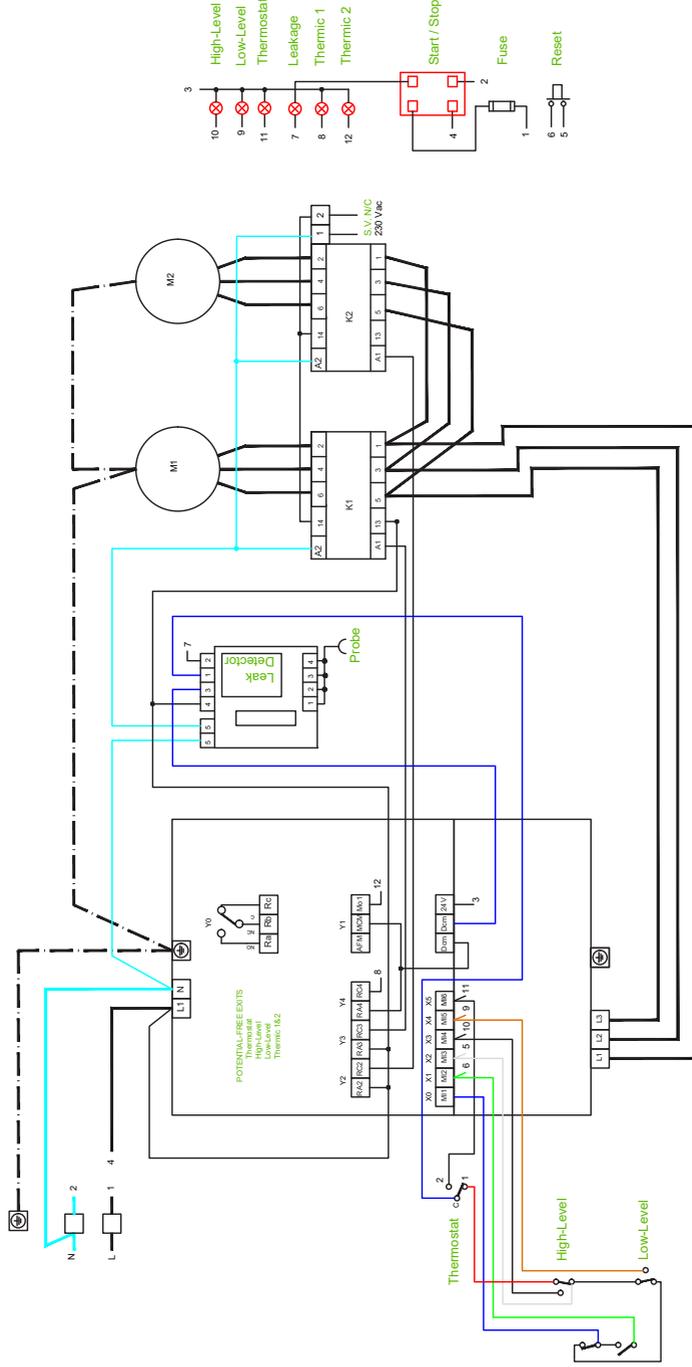
ELECTRICAL SCHEME GPS-70 / 130 / 200 / 350 NWT

POTENTIAL-FREE EXITS

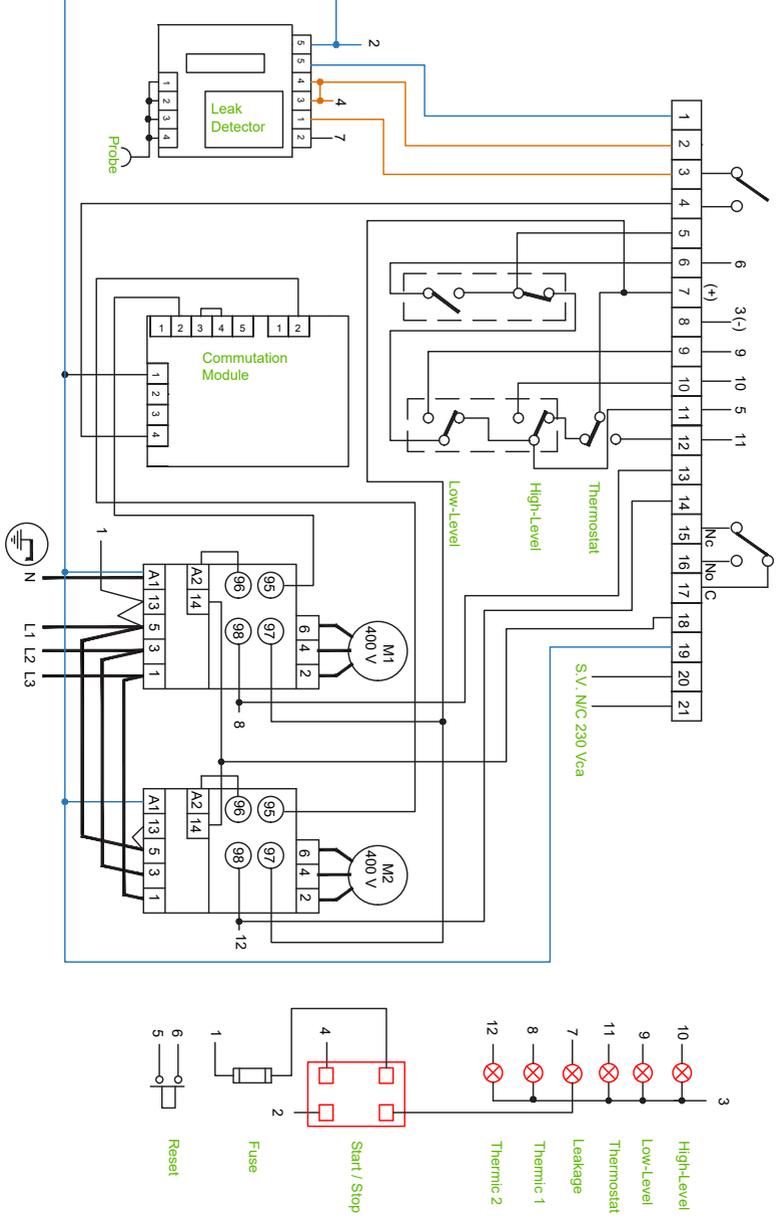
- Thermostat
- High-Level
- Low-Level
- Thermic
- Leakage



ELECTRICAL SCHEME GPS-70 / 130 / 200 / 350 GEWD



Description:
 To switch from automatic to manual function mode (only one engine running), disconnect the power supply from the motor M1 or K2. The system will detect an engine stall and activate and flip the corresponding motor's alarm: Alarm for 1 or Alarm for 2. The system will work only with the remaining pump.
 To restore the automatic functionality, switch off the unit and connect again the power supply to the motor previously disconnected.



ELECTRICAL SCHEME GPS-70 / 130 / 200 / 350 / 950 / 1500 GED

POTENTIAL-FREE EXITS

- Thermostat
- High-Level
- Low-Level
- Thermic 1&2

GPS TECHNICAL CHARACTERISTICS

MODEL	FLOW l/h	POWER SUPPLY [50 Hz] VOLT	POWER DEMAND AMPERE	MOTOR POWER KW	RECOMMENDED SUCTION PIPE mm Ø (OD)	SUCTION BSP THREAD	RETURN PIPE BURNER BSP THREAD	RESERVOIR VOLUME	NOIS LEVEL dB (A)
GPS-35 N	30	230 Singlephase	1,38	0,125	12	G 3/8" F	G 3/8" F	13,6	46
GPS-35 GE	30	230 W	1,38	0,125	12	G 3/8" F	G 3/8" F	24	46
GPS-70 N	70	230 / 400 Triphase (1)	0,97/0,56	0,18	15	G 1/2" F	G 1/2" F	35	48
GPS-70 GE	70	230 / 400 Triphase (1)	1,7/0,98	0,18	15	G 1/2" F	G 1/2" F	68	48
GPS-130 N	130	230 / 400 Triphase (1)	1,7/0,98	0,25	15	G 1/2" F	G 1/2" F	35	49
GPS-130 GE	130	230 / 400 Triphase (1)	1,7/0,98	0,25	15	G 1/2" F	G 1/2" F	68	49
GPS-200 N	200	230 / 400 Triphase (1)	1,7/0,98	0,25	18	G 3/4" F	G 1/2" F	35	49
GPS-200 GE	200	230 / 400 Triphase (1)	1,7/0,98	0,25	18	G 3/4" F	G 1/2" F	68	49
GPS-350 N	350	230 / 400 Triphase (1)	1,7/0,98	0,25	22	G 1" F	G 3/4" F	163	49
GPS-350 GE	350	230 / 400 Triphase (1)	2,5/1,46	0,25	22	G 1" F	G 3/4" F	238	49
GPS-950 N	950	230 / 400 Triphase (1)	2,5/1,46	0,55	25	G 1" F	G 3/4" F	163	49
GPS-950 GE	950	230 / 400 Triphase (1)	2,5/1,46	0,55	25	G 1" F	G 3/4" F	238	49
GPS-1500 N	1.500	230 / 400 Triphase (1)	3,2/1/1,86	0,75	32	G 1 1/4" F	G 3/4" F	217	49
GPS-1500 GE	1.500	230 / 400 Triphase (1)	3,2/1/1,86	0,75	32	G 1 1/4" F	G 3/4" F	245	49

(1) Also available in 230 V Singlephase



While checking the front panel of suction pump, the following steps are taken in the given order:

1. After actuation of the start switch, the control light “Low Level” lights up. To start the unit, the Reset button should be pressed and the corresponding motor pump starts.

2. Check the direction of rotation of the motor pump and if it is not correct, replace the two phases (only for three-phase current).

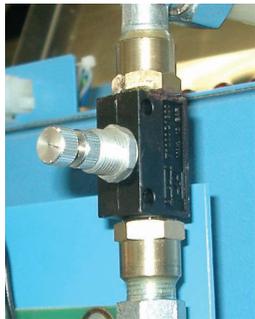
3. Fill sufficient fuel oil into the storage tank until the control light “Low Level” is extinguished. This oil will prevent the pumping unit from running dry when sucking the oil from longer distance. Your gear pump should never run on empty for more than 3 minutes.

4. Having installed a quick shutoff valve before the GPS, when you detect no more oil is being sucked (after 3 minutes of pressing the start button), you may open slightly the bypass valve and leave it open until fuel oil is taken from GPS reservoir, through the gears of the pump.. In this way, the lubrication of the pump is ensured until the fuel is sucked in.

5. After the fuel oil has flowed from the GPS reservoir, close the bypass valve again, and open the shutoff valve at GPS suction, so that the GPS oil lifter can utilize the available suction capacity to deliver the fuel oil from the storage tank, extracting all the air from the suction pipe.

6. After the GPS oil lifter daily tank is filled, the operating switch turns off the pump.

7. At this moment, the system is ready to start the burner or burners, since the suction unit from now automatically controls the fuel supply of the burners.



If you have problems with the connection or commissioning of your suction system, please do not hesitate to contact us by phone or via our sales partner via info@inprord.com

THERMOSTAT

Checks the temperature in the reservoir and cuts the power to the system when the oil temperature exceeds 40° C. This prevents the development of gas of the fuel.

WORKING AND SAFETY FLOAT SWITCH

Controls the On and Off power of the unit depending on the filling level in storage tank. Stops the system in case of overfilling and oil deficiency and turns the corresponding alarms on.

SAFETY SWITCH LEAKAGE DETECTOR

Switches the unit off when the leakage sensor detects liquid in the collecting tank.

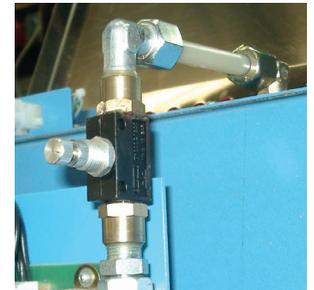
BYPASS- VALVE

Its function is to lubricate the pump units in high vacuum or in case of dry running of the pumping stations.

APPLICATION:

If the pump is to be filled, turn the adjusting nut slightly to the left. Thus, the pump sucks automatically.

As soon as the system performed suction, i.e. it is completely filled, it entirely turns towards right, so that the system may generate maximum vacuum for pumping the fuel oil out of the tank.



SWITCH

Only with twin-units alternating current:

The motor pump which should be removed is electrically disconnected and hydraulically separated, thus the system registers the absence of the pump; the corresponding safety switch fault indicator flashes and the other motor pump starts.

Only with twin-units three-phase current:

Circuit board for automatic switching between the pumps. The operating mode can be selected via the “MODE” button as follows:

AUTOMATIC OPERATION (AUTO): Pump1 (B1) and Pump2 (B2) operate alternately. Each time in case of an internal requirement, the storage tank must be filled.

MANUAL OPERATION: Pump1 (B1) or Pump2 (B2): If Pump1 (B1) is interrupted; the “MODE” button can be used to select **Pump2 (B2)**. In this way, the power supply to the **Pump1 (B1)** is switched off and only **Pump2 (B2)** works.

The Pump1 (B1) is also selected via the “MODE” button, as described above.

Important!: The “FUNC” button is only for the manufacturer!



VACUOMÈTRE

Determines irregularities of the suction line in the intake circuit (low pressure) e.g. when air enters.



IMPORTANT: PULL OFF THE SEAL AFTER INSTALLATION

En cas de prise d'air, le pointeur (vide) descend à zéro quand la pompe est à l'arrêt.
 Si la prise d'air e If there is an air intake, the pointer (vacuum) drops to zero when the pump is at a standstill.
 If this air intake is very small, the process is delayed (i.e. the pointer falls slowly, in the course of one, two or several hours).
 If there are obstacles, the vacuum meter will display a higher value (50-55 cm / Hg). This means:

- Suction line blocked
- Check valve or other mechanical obstructions
- Filter dirty

When the motor is running, the pointer remains at "0" and there is o suction, this means that:

- No fuel in the oil tank
- High air intake

If the vacuum gauge shows zero, but the operation is correct:

- Check whether the tank is higher than the GPS. In this case, a solenoid valve (normally closed) must be installed in the suction line of the GPS.

This element does not require any maintenance. In case of any defect, it must be replaced.

Tools: Hot air torch-open-end wrench 14.

Spare parts: Vacuum gauge with Ø 53 and Ø 63.

OTHER SPARE PARTS

- Cutting rings and fodder for pipe for Ø 10 and Ø 15.

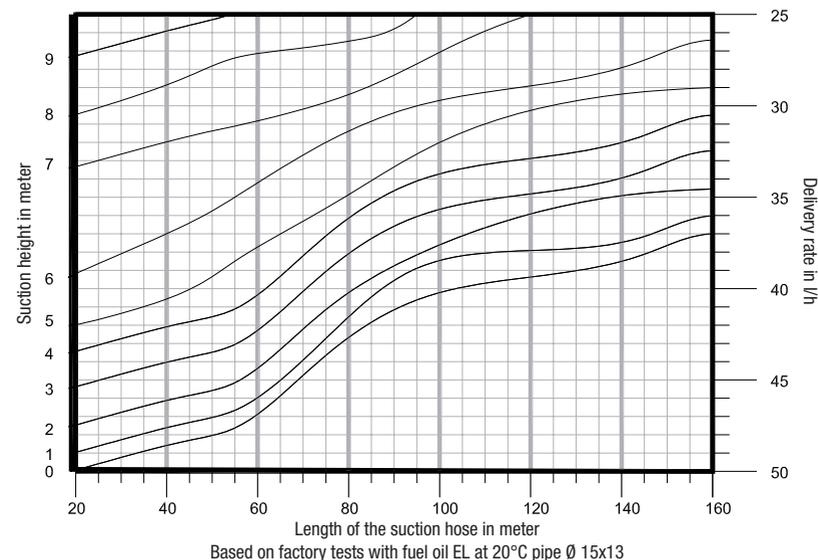
INDICATOR LIGHT

- Indicator lights 1 and 2: Motor protection switch released for motor M1 or M2.
- Indicator light Thermostat: lights up due to high oil temperature in the storage tank (>40° C).
- Indicator light Overflow: lights up when the unit is switched off and the maximum level are exceeded in the container.
- Indicator light Oil deficiency: lights up when the unit is switched off and the minimum filling level are exceeded in the reservoir.
- Indicator light Leakage: lights up when switched off in case of leakage ((three-phase current). In the case of alternating current units, the control lamp is lit on the leakage connector.

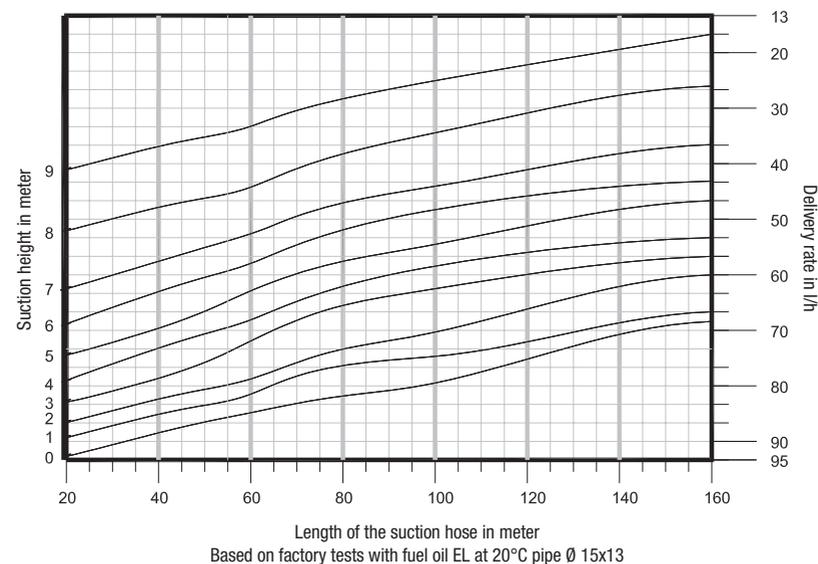
Basically, the delivery rate depends on the suction length, suction resistance, suction head, line cross-section and temperature.

Please make sure to follow our diagrams when designing the units.

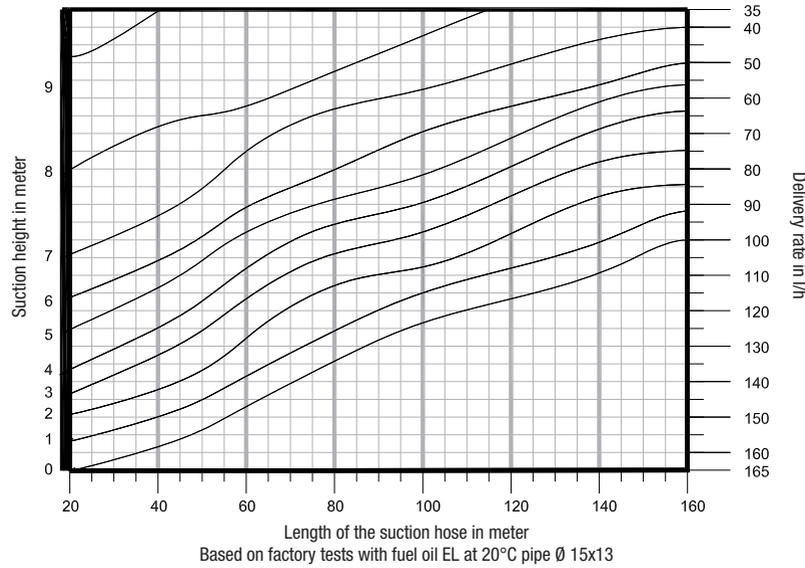
PERFORMANCE DIAGRAMS FOR TYPE GPS-35



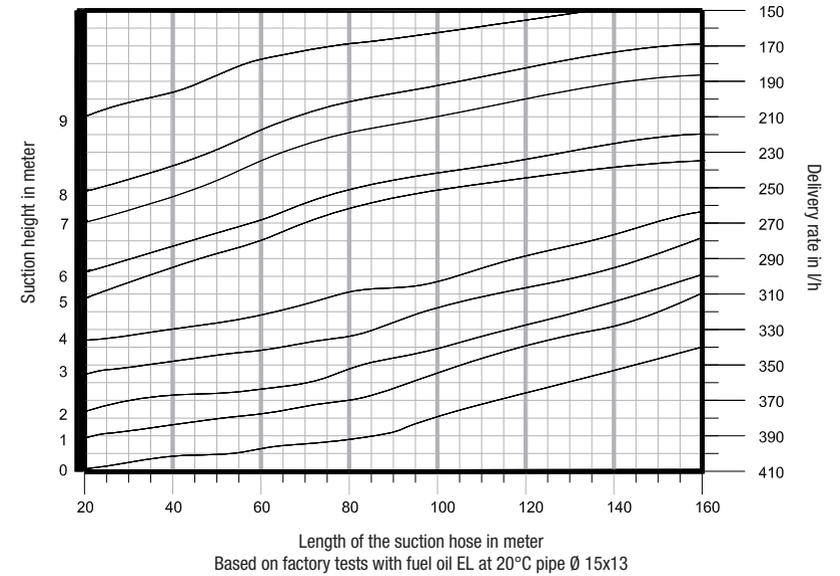
PERFORMANCE DIAGRAMS FOR TYPE GPS-70



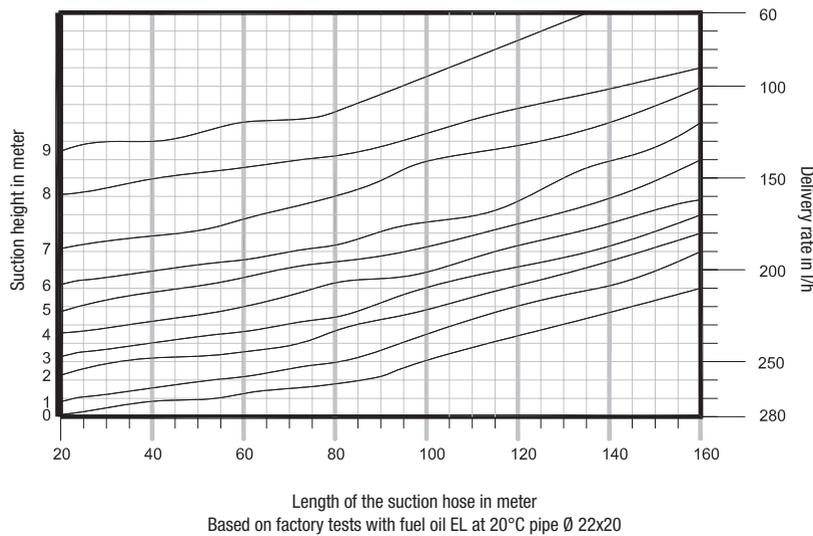
PERFORMANCE DIAGRAMS FOR TYPE GPS-130



PERFORMANCE DIAGRAMS FOR TYPE GPS-350



PERFORMANCE DIAGRAMS FOR TYPE GPS-200



CHECK VALVE



In some cases it could lead to the penetration of hard, solid dirt and thus causing a leakage in the valve seat. Try to remove the dirt without touching the installation. (By removing the oil hose.) If this is not possible, replace the valve. (This is removed by carefully heating the screw connection, taking care not to overheat other components.)

Tools: Open-end wrench Set 14 to 26. Hot air torch.

Spare parts: Valves of all types.

PPLATINE CHECK/SWITCH/LEAKER (only for three-phase twin units)



Disconnecting may only be done by the manufacturer, after-sales service agent or by a similarly qualified person.

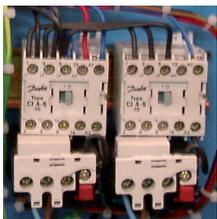
It must first be checked with the aid of voltage measuring devices, current consumption and electrical wiring diagrams (page 7-16) where there are disturbances.

Tools: Polymer, screwdriver, circuit diagram.

Spare parts: Reversing board GPS GED

MOTOR CONTACTOR

If this is damaged due to adverse environmental conditions, replace it completely. If the switch does not trip even though there is power supply:



- Reset motor contactor
- Check whether there is passage.
- Check the coil.
- Replace, in case of defect.

Tools: Polymer, screwdriver, circuit diagram.

Spare parts: Coil (230/400 V), various thermo-switches or relays, contactor / thermal.

PUMP STATION

If the pumping station is dry (dry running, water flow, etc.), oil must be injected into the suction port while simultaneously pressing the starter button several times until the gear wheels are lubricated. If the problem does not solve this, the pumping station must be replaced. It is recommended to replace the shaft seal in the workshop.

Tools: Open-end wrench Set 6 to 15, lubricating oil (normal)

Pièces détachées: Pumping station with mounted screw connections

MOTOR

In case the paint takes a dark, burned colour, this is due to a heating. Excessive heat indicates that the engine is continuously running.

A. Check the current consumption of the phases (all three must have the same values)

B. If noise is generated: Check the anti-friction bearing - e.g. whether friction occurs. In these cases, replace in the system. It is recommended to carry out repair work in the workshop.

Tools: Ampere meter, screwdriver set. Socket wrench 7. Open-end wrench Set 6 to 15.

Spare parts: Complete engine.



FLOAT SWITCH

To check the float switch operation:

- 1- Disconnect the six-pole white connector at the head of the level sensor
- 2- Unscrew it's two screws and remove the float switch from the tank
- 3- Hold the float switch probe outside the reservoir and reconnect the six-pole white connector again.
- 4- Move the float down and check that the red light low-level alarm comes on.
- 5- Move the float slowly upward until the red low light turns off and the pump starts.
- 6- Continue to move the float slowly until the pump stops (High level stop)
- 7- Continue to move the float slowly until the red high-level alarm light comes on.

If the pump does not start at point 5 or does not switch off at point 6, the float switch must be replaced.

If the pump is running or shuts off with the movement of the ring, but the indicator lights do not light up, the lamps must be replaced.

Tools: Screwdriver set.

Spare parts: Complete float switch / complete control lamps.



FILTER

If the vacuum meter indicates a higher vacuum than usual, clean the filter cartridge. The filter must be cleaned once a year.

It is important to pay attention to the correct mounting of the seals when assembling the units. If cracks or pores are found in the seal, replace them.

Tools: Open-end wrench set – lubricating-oil reservoir. (Normal lubricating oil)

Spare parts: Filter inserts - screws - nuts - O-ring seals - filter cup and complete filter.

OIL HOSE

Do not require any special maintenance. However, since it is nitrile rubber, it is recommended to replace it after 5 to 6 years.

Tools: Open-end wrench Set 14 to 26

Spare parts:

- Screw connection Steel right 10 x 3/8"
- Screw connection Steel right 15 x 1/2"
- Screw connection Steel angle 10 x 3/8"
- Screw connection Steel angle 15 x 1/2"
- Oil hoses right 10 x 10 x 410
- Oil hoses right 15 x 15 x 450
- Oil hoses angle 15 x 15 x 450



- Annual maintenance Date.....
- Repair work Date.....
- Installer operation
- Replace O-seal rings
- Check the vacuum gauge
- Check oil hoses and valves
- Check the safety switch and level switch
- Check the thermostat switch
- Replacing the fuel oil filter
- Removes leaks in the oil delivery unit
- Checking the pipelines, measuring and shut-off devices for obvious leakage.
- Functional check of the leak detection device of the oil delivery unit
- No need to replace operationally reliable or defective parts
- Confirmation of the performed maintenance and inspection work on the maintenance log

Comments

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Annual maintenance Date.....

Repair work Date.....

Installer operation

- Replace O-seal rings
- Check the vacuum gauge
- Check oil hoses and valves
- Check the safety switch and level switch
- Check the thermostat switch
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Comments

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	FAULT	CAUSE	REPAIR	COMMENT
1	The vacuum meter shows more than usual	Filter gets clogged	Clean the filter	Check the proper fit of the seal
2	Display of the vacuum meter after prolonged shutdown (more than 2 hours)	The suction line or the unit (suction side) has a leak	Locate and fix leak	Apply pressure to suction line and check for leaks
3	The motor pump does not turn even though voltage is applied to the motor	Motor coil or ball bearing not I.O.	Replace the motor	Check if the engine is running properly without the pump
		The pumping station is fixed	Replace the pump unit	The pumping station is fixed because it has run dry for too long or dirt has entered the pumping station
4	Motor and the pump are running but the unit does not suck	Suction line has leakage	see page 2	
		Main oil tank is empty	Fill the tank	Carry out commissioning
		Pumping station is dry	Pre-lubricate the pumping station with motor oil	Apply the motor oil to the suction side of the pump until it is properly lubricated
5	The motor rotates but the pumping station remains stationary	The coupling is not I.O.	Tighten/replace the coupling	It is possible that the pump unit is fixed (see point 3)
6	The "oil deficiency" lamp lights up without mentioning the occurred symptoms	The floating switch is not I.O.	Check/replace the float switch	Remove the floating switch and slowly move the float upwards until the lamp goes out. If this is not the case, replace the float switch
7	The "Overfill" lamp lights up and the tank is not higher than the unit	The floating switch is not I.O.	Check/replace the float switch	If the tank is higher than the unit, (closed when without current) a solenoid valve is to be installed in the suction line and coupled to the circuit of the unit.

PRECAUTION

- Incorrect transport can cause damage to the equipment.
- Do not throw or drop the unit as it could be damaged and even harm others.
- The equipment must be protected from water, moisture, dust and dirt during transport.
- Condensation or contamination can affect the metallic components, the sealing surfaces and the electrical operation.
- The units have a sound pressure level of less than 70 dB (A).

WEIGHT TABLE

TYPE	GPS-35	GPS-70	GPS-130	GPS-200	GPS-350	GPS-950
Weight approx. (kg) for N	10	35	36	36	75	75
Weight approx. (kg) for GE	18	48	50	50	97	97

Before working with chemical and/or water-endangering substances please read safety instructions on the packaging and/or on the technical data sheet.

1. The specialists who carry out the commissioning, installation, maintenance or inspection of the installations must have the appropriate qualifications for this type of work.
2. The unit must be kept in a perfect and safe condition all the time and should be checked and maintained at regular intervals by qualified and trained personnel according to functionality and tightness. Please contact Inpro S. L. regarding maintenance information.
3. The unit must not be used for purposes other than those for which it is designed.
4. Do not use any parts other than INPRO S.L. those supplied!
5. Any modifications performed by customers to the unit are the sole responsibility of the customer. Inpro S. L. will provide information and advice on all changes.
6. Apart from the safety regulations mentioned in the manual, please observe the generally applicable safety regulations.
7. Failure to observe the safety instructions in this manual can lead to hazards for the person and unit.
8. Before the units are operated, these should be made pressure less and current less.
9. The working and safety conditions mentioned in this manual must never be exceeded or disregarded.
10. It is advisable to place the corresponding fire extinguishing devices or suitable extinguishing means in the surroundings of the unit.
11. We recommend that you use a protection against indirect contact (potential equalization) and maximum current protection (protection switch) in the electrical installation.
12. The units are not designed for outdoor use. They may only be used in installation areas where they are not exposed to external influences of water (dripping, splash and hose water). The site must be well ventilated.
13. In case of a leakage or an oil leak, the unit must be switched off, remove and clear the sources of ignition and measures should be taken to eliminate personal and/or environmental damage. See safety data sheet for fuel oil, which must be requested from your fuel oil supplier.

EC DECLARATION OF CONFORMITY ACCORDING DIRECTIVE 2006/42/EC ANNEX II



Inpro Research and Development S.L. erklärt unter ihrer Verantwortung, dass die Reihe von "GPS Saugförderpumpenaggregat" (Ölförderaggregat),



Complies the Machinery Directive 2006/42/EC, Electrical Safety Directive 73/23/EC and Electromagnetic Compatibility Directive 89/336/EC.

Manufacturer has no liability for:

Non-observance of the measures contemplated in the manuals provided by INVESTIGACIÓN Y PRODUCCIÓN S.L.

Any modifications made to the machine without prior consent from INVESTIGACIÓN Y PRODUCCIÓN S.L.

Any damage caused by maintenance or repair work carried out by personnel not authorised by INVESTIGACIÓN Y PRODUCCIÓN S.L.

The following standards were also taken into consideration during its construction:

- EN 12.514-1
- EN-ISO-9001



2 YEARS WARRANTY ON ALL FACTORY DEFECTS

Incl. material costs and workload of our customer services

INSTALLED IN: _____

NAME (Company): _____

ADDRESS: _____

TELEPHONE-NUMBER: _____

TYPE: _____

UNIT No.: _____

INSTALLER: _____

COMPANY NAME: _____

ADDRESS: _____

TELEPHONE-NUMBER: _____

We request you to send a copy to our store within 30 days after receipt of the goods on our

**info@inprord.com
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