Carrier
TRANSICOLD

OPERATION AND SERVICE MANUAL

TRUCK REFRIGERATION UNIT

SUPRA
450, 550, 750, 850, 950
Silent & Nordic versions

Carrier
A United Technologies Company

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SECTION 1

SAFETY INSTRUCTIONS

This manual contains safety and service instructions to follow in order to prevent any accident. Stickers have been placed on the product for your **SAFETY**.

BEFORE USING THIS REFRIGERANT UNIT, read carefully all safety information explained in this manual and indicated on the product. Be sure that everybody who will use this refrigeration unit has been trained to use it in a safe way.

DURING THE USE OR MAINTENANCE OF THIS REFRIGERATION UNIT, the notes on safety are to be considered.

Personal Protective Equipment :

Always use adequate Personal Protective Equipment before doing anything on this refrigerant unit, as explained in this manual.

Working at height :

Take all necessary safety precautions when accessing this refrigeration unit : use safe ladders, working platforms with appropriate guards.

Automatic start :

This refrigeration unit is equipped with Auto-Start/Stop, a valuable fuel saving feature. When this refrigeration unit is set for Auto-start/Stop operation it may start at any time and without warning.

Before servicing refrigeration unit, make sure the main power switch is on the OFF position. Ensure the unit will not restart.

Lock-out / Tag-out can be performed by disconnecting and enclosing:

- The negative battery cable in diesel mode;
- The electrical plug in electrical mode.

Belts and fans :

This refrigeration unit is equipped with Auto-start/stop, it may start at any time and without warning.

When the unit is running beware of belts and fans that are moving.

Before servicing refrigeration unit, make sure the main power switch is on the OFF position. Ensure the unit will not restart. Lock-out / Tag-out can be performed as described above.

When there is protective structure (fan grid or guard for example) make sure they are in place. Never removed them when the refrigeration unit is running.

Always keep your hands, body parts, clothes, hairs and tools far from moving parts.

Electricity :

When this refrigeration unit is running in electrical operation, some devices are powered up especially in the electrical control box.

Before servicing refrigeration unit, make sure the main power switch is on the OFF position. Ensure this refrigeration unit is disconnected from the local electrical network.Lock-out / Tag-out can be performed as described above.

Before working in the electrical control box, it is required to control the lack of tension.

WHEN IT IS NECESSARY TO WORK IN THE ELECTRICAL CONTROL BOX UNDER TENSION, PEOPLE MUST BE QUALIFIED FOR WORKS UNDER LOW OR HIGH VOLTAGE.

Always use adequate tools and Personal Protective Equipment when working on electrical devices : safety gloves and safety glasses.

Engine coolant :

This refrigeration unit is equipped with a pressurised cooling system. Under normal operating conditions, the coolant in the engine and radiator is under high pressure and very hot.

Coolant is very slippery. It can be harmful in case of ingestion.

Never remove the cap from a hot radiator when this refrigeration unit is running or immediately after.

If the cap must be removed, wait at least 10 minutes and then do so very slowly in order to release the pressure without spray.

In case of leakage, immediatly clean the floor to prevent slipping.

Avoid contact with the skin and eyes. Always use Personal Protective Equipment when handling engine coolant : safety clothes, safety gloves and safety glasses.

Refrigerant :

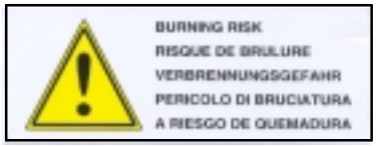
The refrigerant contained in this refrigeration unit can cause frosbite, severe burns or blindness in case of projection and direct contact with the skin or eyes.

In contact with flame or heat refrigerant generate toxic gas.

Refrigerant handling must be done by qualified people.

Keep any flame, any lighted object or any source of sparks away from the refrigerant unit.

Always use Personal Protective Equipment when handling refrigerant : safety clothes, safety gloves and safety glasses.

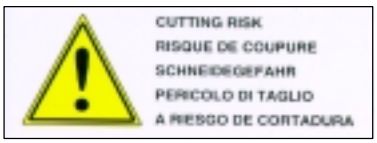


Burning with hot and cold :

When this refrigeration unit is running or even after, different components can be very cold or hot (exhaust pipe, tubes, coils, receiver, accumulator or engine for example)

Beware when operating closed from cold or hot components.

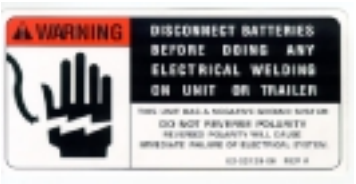
Always use adequate safety gloves when doing any maintenance on this refrigeration unit.



Cuttings :

Beware when handling or operating closed from parts that could be sharp (coils, evaporators, clamps for example).

Always use adequate safety gloves when doing any maintenance on this refrigeration unit.



Battery :

This refrigeration unit may be equipped with a lead-acid type battery. When charging the battery normally vents small amounts of flammable and explosive hydrogen gas.

Projections of acids on the skin or eyes can cause severe burns.

Keep any flame, any lighted object or any source of sparks away from the battery elements.

Always use Personal Protective Equipment when handling and charging battery: safety clothes, safety gloves and safety glasses.

Environment :

Think about protection of environment during all the life of this refrigeration unit.

To prevent environmental damages NEVER release refrigerant in the atmosphere, NEVER throw coolant, oil, battery and chemicals in the nature. It must be recuperate and recycle according to current regulations.

When disposing this refrigerant unit do it in an environmentally sound way and in accordance with current regulations.

CAUTION

Under no circumstances should anyone attempt to repair the Logic or Display Boards. Should a problem develop with these component, contact your nearest Carrier Transicold dealer for replacement.

Under no circumstances should a technician electrically probe the processor at any point, other than the connector terminals where the harness attaches. Microprocessor components operate at different voltage levels and at extremely low current levels. Improper use of voltmeters, jumper wires, continuity testers, etc. could permanently damage the processor.

Most electronic components are susceptible to damage caused by electrical static discharge (ESD). In certain cases, the human body can have enough static electricity to cause resultant damage to the components by touch. This is especially true of the integrated circuits found on the truck/trailer microprocessor.

SECTION 2

DESCRIPTION

2.1 INTRODUCTION

WARNING

Beware of unannounced starting of engine or standby motor caused by the unit thermostat or the start/stop cycle.

Personal Protective Equipment : before doing anything on this product, as explained in this manual.Always use safety precautions before doing any maintenance on the unit

safety glasses , gloves ,

safety shoes , safety clothes

This manual contains Operating Data, Electrical Data and Service Instructions for the truck refrigeration units listed in Table 2-1. Also Table 2-1 charts some significant differences between these models.

Supra models are one piece units designed for truck applications. Units are available for R404A refrigerant. Standard unit includes a diesel engine and a standby motor which allows both operating modes (TDS model).

A non-standby version also exists (TDB model), where the standby motor is replaced by a shell to allow for the same belt arrangement.

The model/serial number plate is located inside of the unit on the frame as shown in Figure 2-1, Figure 2-2, Figure 2-3 and on the control box.

The standard control system is a microprocessor controller (Refer to section 2.8). Once the controller (remote Cab Command within the cab of the truck) is set at the desired temperature, the unit will operate automatically to maintain the desired temperature within very close limits.

The control system automatically selects high and low speed cooling or high and low speed heating as necessary to maintain the desired temperature.

The microprocessor controller, has an auto start/stop feature. The auto start/stop operation provides automatic cycling of the diesel engine or standby motor, which in turn offers an energy efficient alternative to continuous operation of the engine or standby motor with control of temperature by alternate cooling and heating of the supply air (evaporator outlet air).

A remote standby receptacle is standard with all (TDS) standby units plug type according to voltage and frequency.

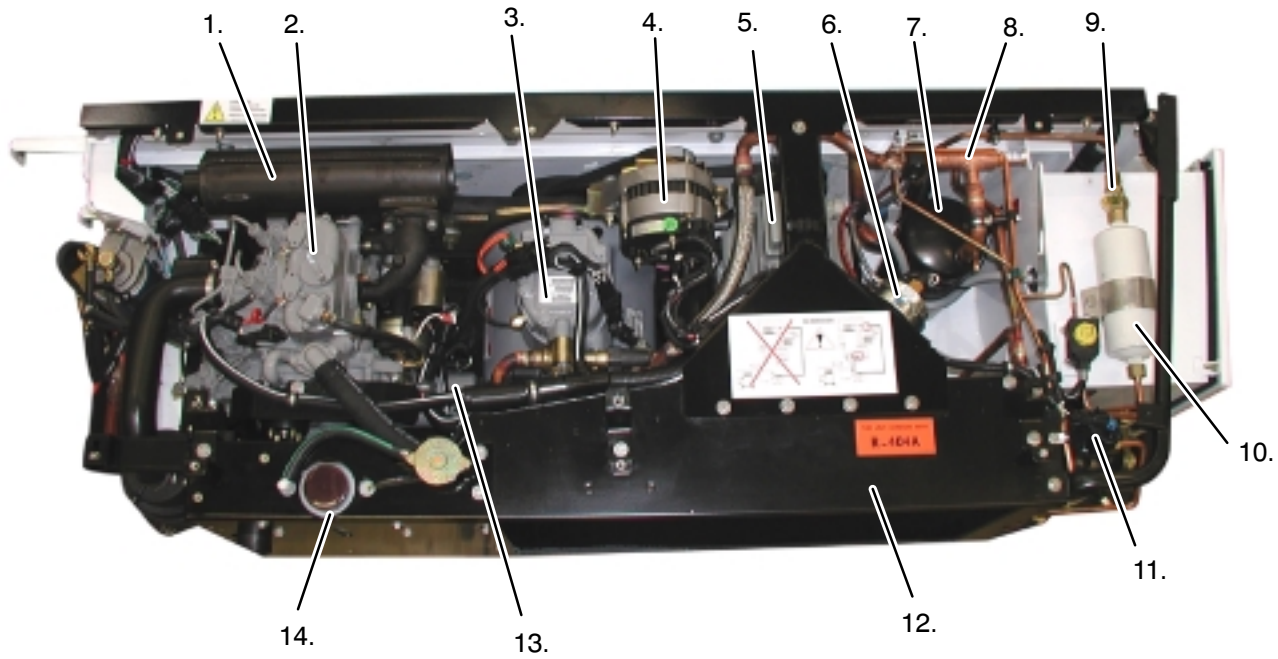
The condensing unit consists of an engine/compressor/standby motor / alternator drive, condenser-radiator coil with mechanical fan, refrigerant controls and piping, eletrical box with wiring.

The evaporator assembly consists of an evaporator coil, expansion valve, one defrost thermostat and electrical evaporator fan motors.

Table 2-1 Model Chart

Model	R-404A		Engine	Compressor
	LB	KG		
Supra 450	7	3.2	CT2-29TV	TM 16
Supra 550	8	4		05K 2 Cylinders
Supra 750	11.5	5.2	CT3-44TV	
Supra 850	15	6.8		05K 4 Cylinders
Supra 950	15	6.8	CT3-69TV	05G 6 Cylinders

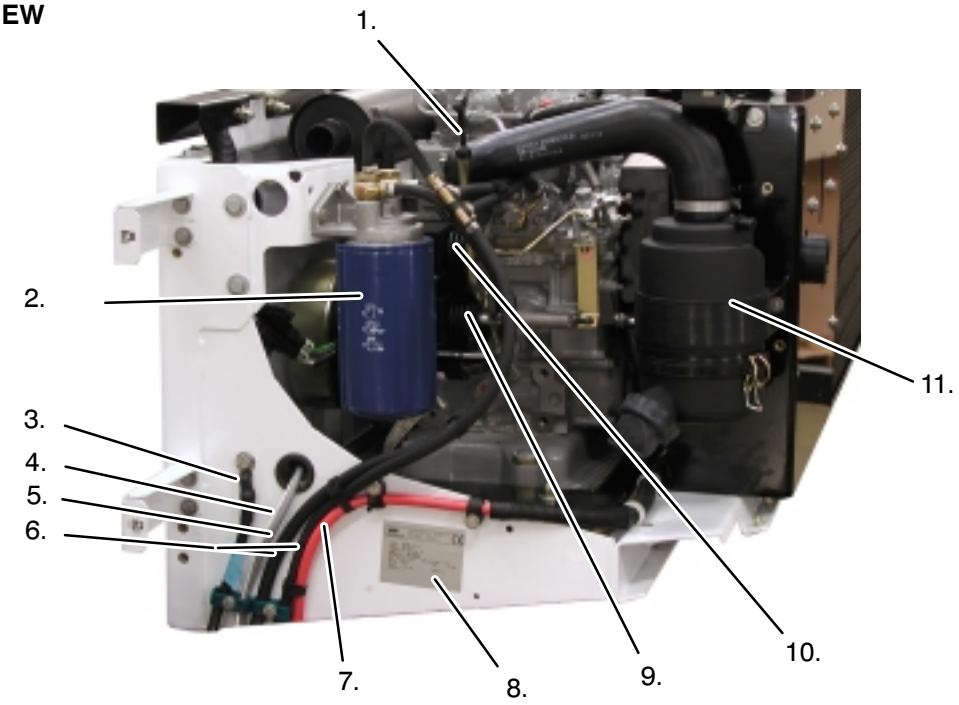
Figure 2-1 Supra 550 Model



1. Muffler
2. Engine (refer to Table 2-1)
3. Compressor (refer to Table 2-1)
4. Alternator (12 V)
5. Electric standby motor
6. Defrost air switch
7. Accumulator
8. Compressor pressure regulating valve (CPR)
9. Moisture indication sight glass
10. Filter drier
11. Receiver
12. Condenser
13. Oil filter
14. Coolant bottle

TOP VIEW

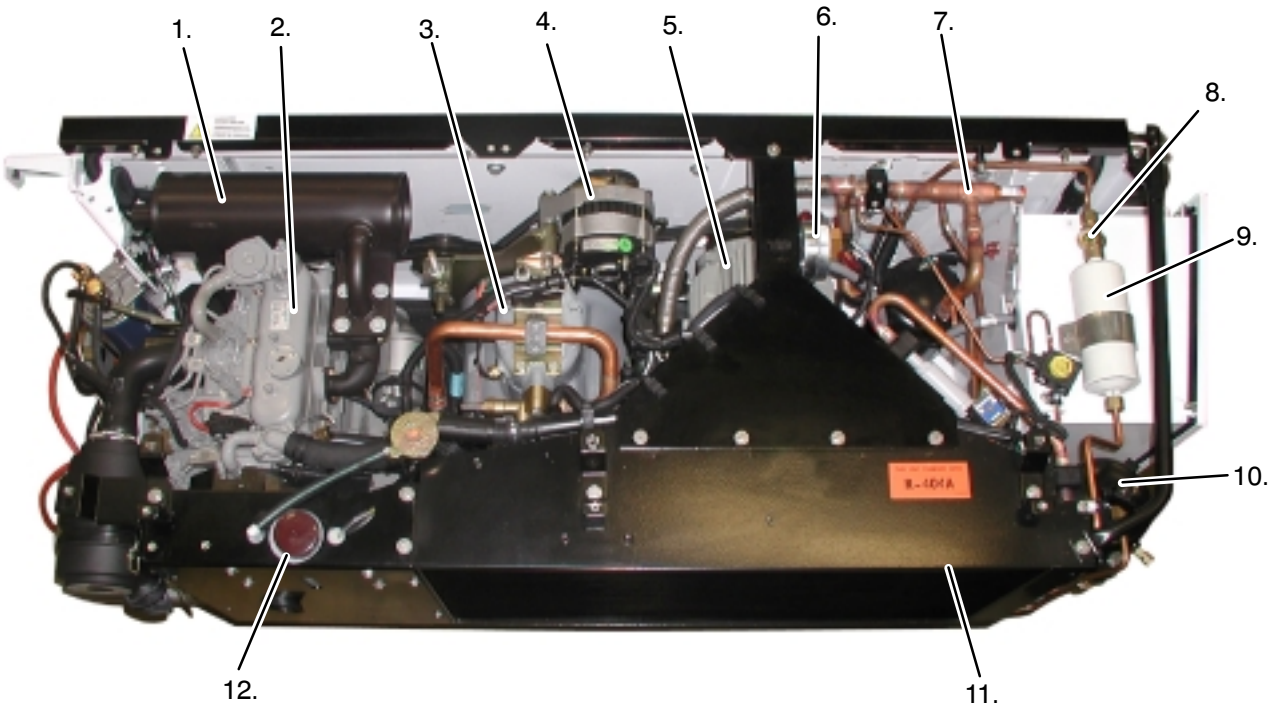
CURBSIDE VIEW



1. Oil gauge
2. Fuel filter
3. – Battery
4. + Micro
5. Fuel pump
6. Fuel lines
7. + Battery
8. Serial/Model plate
9. Speed solenoid
10. Run solenoid
11. Air cleaner (dry air type)
12. Electrical box
13. Receiver sight glasses

ROADSIDE VIEW

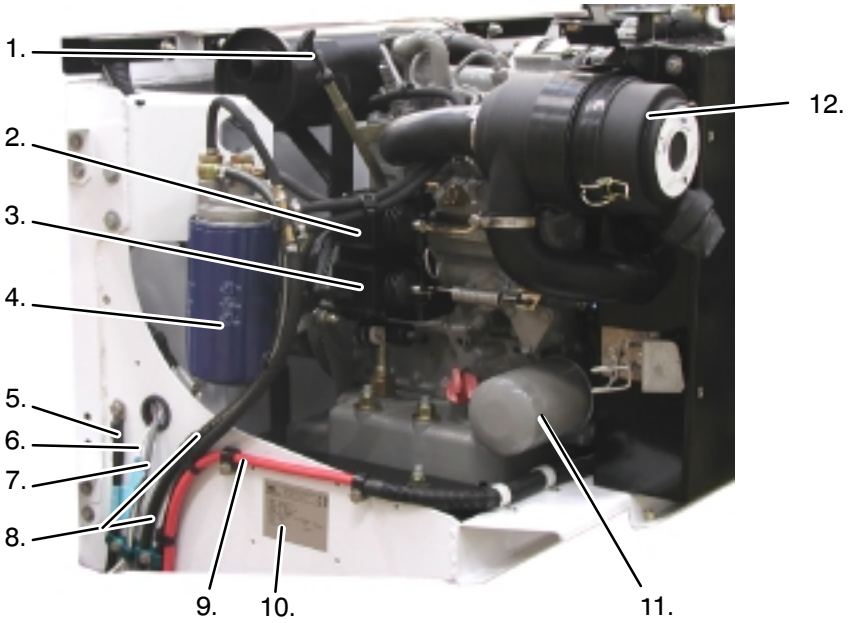
Figure 2-2 Supra 750 Model



1. Muffler
2. Engine (refer to Table 2-1)
3. Compressor (refer to Table 2-1)
4. Alternator (12 V)
5. Electric standby motor
6. Defrost air switch
7. Compressor pressure regulating valve (CPR)
8. Moisture indication sight glass
9. Filter drier
10. Receiver
11. Condenser
12. Coolant bottle

TOP VIEW

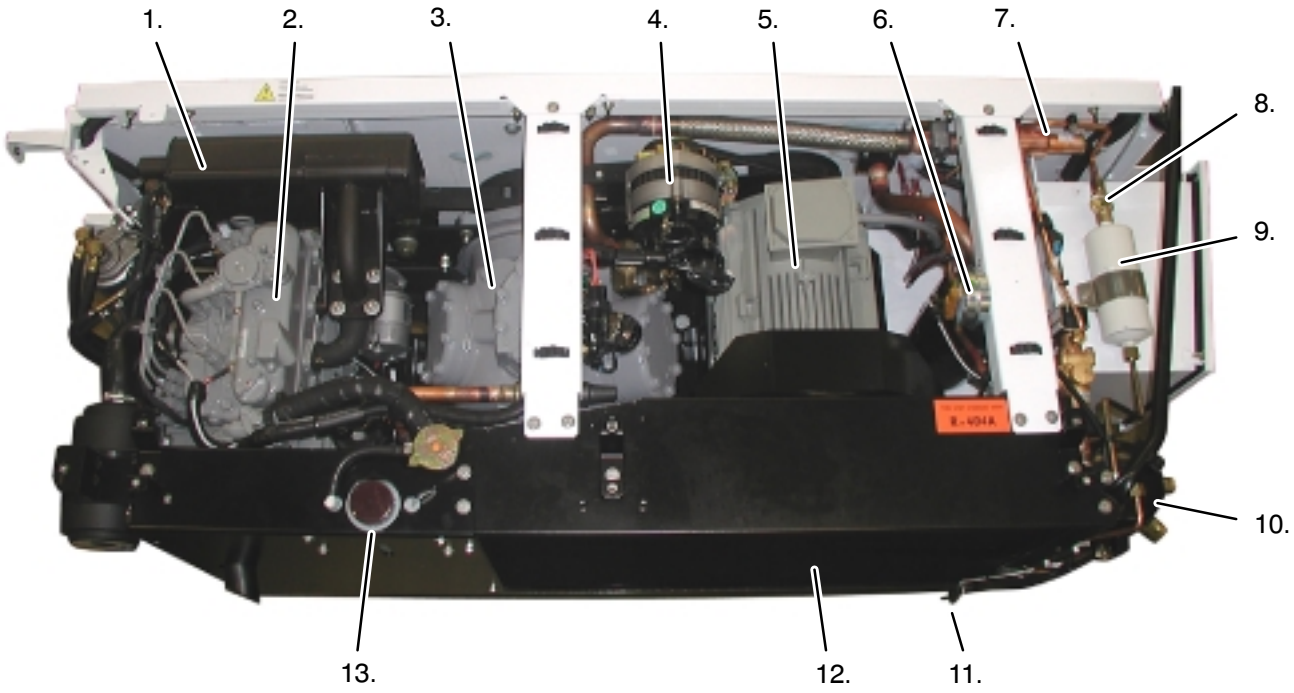
CURBSIDE VIEW



1. Oil gauge
2. Run solenoid
3. Speed solenoid
4. Fuel filter
5. - Battery
6. + Micro
7. Fuel pump
8. Fuel lines
9. + Battery
10. Serial/Model plate
11. Oil filter
12. Air cleaner (dry air type)
13. Electrical box
14. Receiver sight glasses

ROADSIDE VIEW

Figure 2-3 Supra 950 Model

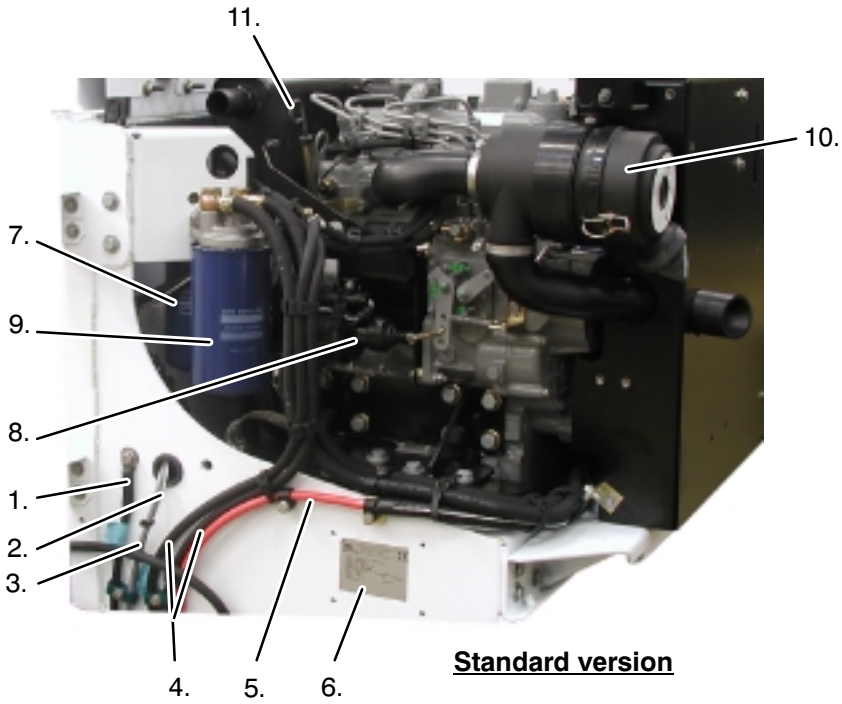


1. Muffler
2. Engine (refer to Table 2-1)
3. Compressor (refer to Table 2-1)
4. Alternator (12 V)
5. Electric standby motor
6. Defrost air switch
7. Compressor pressure regulating valve (CPR)
8. Moisture indication sight glass
9. Filter drier
10. Receiver
11. Sensor SAS
12. Condenser
13. Coolant bottle

TOP VIEW

CURBSIDE VIEW

Silent version



Standard version

1. – Battery
2. + Micro
3. Fuel pump
4. Fuel lines
5. + Battery
6. Serial/Model plate
7. Fuel filter
8. Speed & Run solenoid
9. Oil filter
10. Air cleaner (dry air type)
11. Oil gauge
12. Electrical box
13. Receiver sight glasses
14. Air cleaner – **Silent version**
15. Muffler – **Silent version**

ROADSIDE VIEW

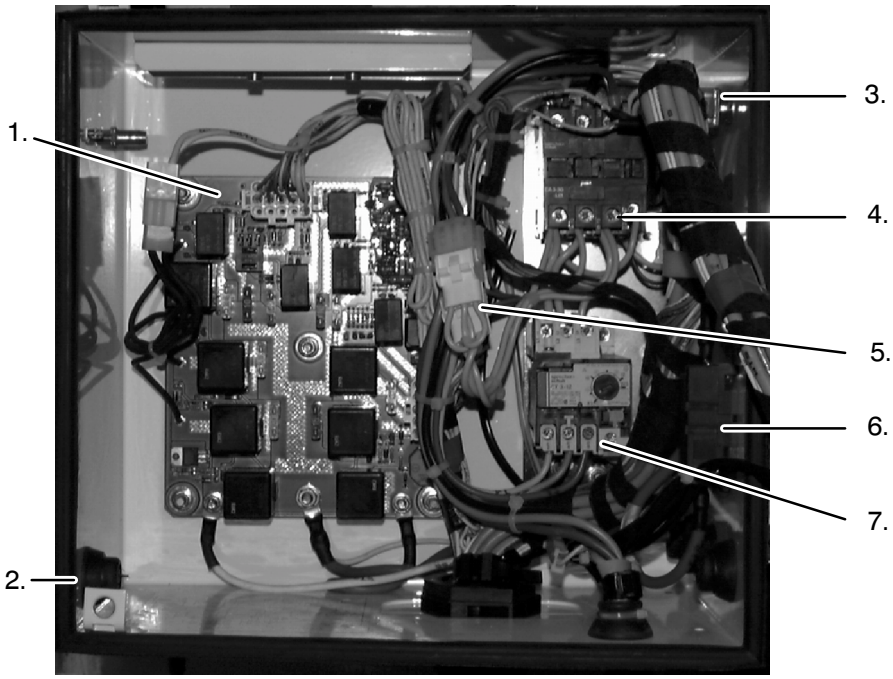
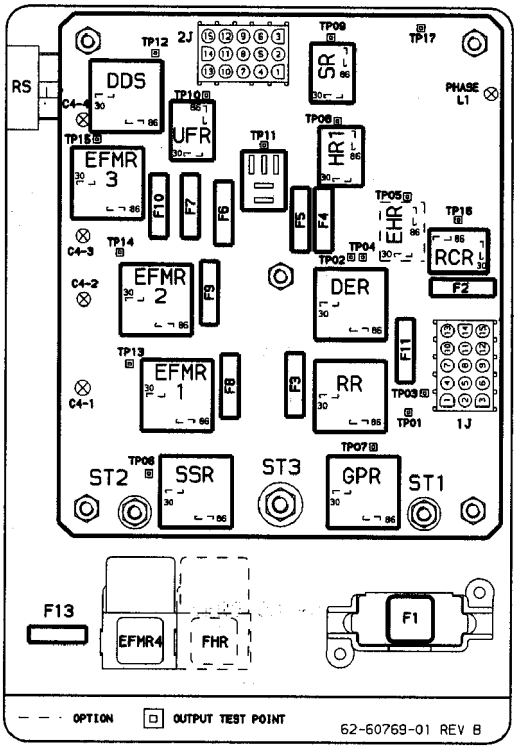


Figure 2-4 Electrical box – Microprocessor Controller with Control relay board

1. Relay / Fuse board
2. Buzzer
3. Manual run/stop switch
4. Standby motor contactor (MC)
5. 220V or 380V connector
6. Main fuse
7. Motor Overload relay (MOL)



This control relay board allows a better maintenance using pin connections (TP01 to TP 17)

With a multimeter, an output voltage can be measured, pin by pin, to check relays power supply.

Figure 2-5 Control relay board view

FUSE IDENTIFICATION		
Rep.	Item	Amps
F1	Main fuse	80 A
F2	RCR fuse	5 A
F3	Run Relay fuse	15 A
F4	Heater relay fuse	3 A
F5	Speed relay fuse	10 A
F6	Unloader fuse	5 A
F7	Defrost damper relay fuse	5 A
F8	Electric fan motor fuse	20 A
F9	Electric fan motor fuse	20 A
F10	Electric fan motor fuse	20 A
F11	Fuel pump fuse	5 A

RELAY IDENTIFICATION	
Rep.	Item
SSR	Starter solenoid relay
EFMR1	Electric fan motor relay
EFMR2	Electric fan motor relay
EFMR3	Electric fan motor relay
DDS	Defrost damper solenoid relay (option)
UFR	Unloader front relay
CCR	Compressor clutch relay
SR	Speed relay
HR1	Heat relay 1
DER	Diesel electric relay
RR	Run relay
GPR	Glow plug relay
RCR	Run control relay

2.2 ENGINE DATA

Engine Model		**CT2-29TV (Z482)**	**CT3-44TV (D722)**	**CT3-69TV (D1105)**
Used on		SUPRA 450 & 550 / *NORDIC*	SUPRA 750 & 850 / *NORDIC* / *SILENT*	SUPRA 950 *NORDIC* / *SILENT*
Displacement		479 cc (29.2 in^3)	719 cc (43.9 in^3)	1123 cc (68.5 in^3)
No. Cylinders		2	3	3
Horsepower		6.3 kw (8.5 hp) @2400rpm	9.3 kw (12.5 hp) @2400rpm	14.9 kw (20 hp) @2400rpm
Weight		53 kg (117 lbs)	63 kg (139 lbs)	97 kg (214 lbs)
Coolant Capacity for *Standard* versions		3.3 liters (3.2 U.S. quarts)	3,7 liters (3.9 U.S. quarts)	4,7 liters (5 U.S. quarts)
Coolant Capacity for *Nordic* versions		4,3 liters (4.5 U.S. quarts)	5,4 liters (5.7 U.S. quarts)	6,3 liters (6.6 U.S. quarts)
Oil Capacity without oil bypass kit		5,5 liters (6.7 U.S. quarts)	8,1 liters (8.5 U.S. quarts)	9,4 liters (11 U.S. quarts)
Oil Capacity with oil bypass kit*****		6,3 liters (6.6 U.S. quarts)	8,9 liters (9.4 U.S. quarts)	10,2 liters (10.7 U.S. quarts)
Operating Speeds	High	2320 rpm	Supra 750 : 2200 rpm Supra 850 : 2320 rpm	2250 rpm
	Low	1800 rpm	1800 rpm	1800 rpm
Injection Setting		140 to 150 kg/cm^2 (1991 to 2133 psi)		
***** Quantity includes oil bypass filter volume				

Cooling circuit

Water temperature sensor (WTS) - Micro

This a thermistor type sensor located on the engine cylinder head which measures the temperature of the coolant.

Unit shuts down :

Ambient < 50°C (120°F)

if temperature exceeds 110°C (230°F)

Ambient > 50°C (120°F)

if temperature exceeds 116°C (240°F) or

if temperature stays between 110°C (240°F) and 116°C (230°F) for 5 min.

Lubrification System

Oil pressure switch (OP) - Micro

Closes above 1.05 bars (15 psi) ± 0.2 (2 psi)

Lube Oil Viscosity : (API classification CD minimum)

Outdoor Temperature		**SAE**
Centigrade	**Fahrenheit**	**SAE**
0°C	Below 32°F	0W30
0°C to 25°C	32°F to 77°F	10W30 or 15W40
Over +25°C	Over 77°F	10W30 or 15W40

Coolant liquid type

Outdoor Temperature		
Centigrade	**Fahrenheit**	**Color**
-35°C to +55°C	-31°F to +131°C	Green (Nordic versions)
-30°C to +25°C	-22°F to +131°C	Blue-Green (Standard versions)

2.3 COMPRESSOR REFERENCE DATA

Model	05G	05K 4	05K 2	TM16
Displacement	600 cc (37 in^3)	400 cc (24.4 in^3)	200 cc (12.2 in^3)	163 cc (9.93 in^3)
No. Cylinders	6	4	2	6
No. Unloaders	1	0	0	0
Weight	62 kg (137 lbs)	49 kg (108 lbs)	38 kg (84 lbs)	4.4 kg (10.8 lbs)
Oil Charge	3.2 L (6.75 pts)	2.6 L (5.5 pts)	1.9 L (4.0 pts)	0.4 L (0.84 pts)

APPROVED COMPRESSOR OIL			
Refrigerant	**05G**	**05K**	**TM16**
R-404A	Mobil Arctic EAL 68		

a. High Pressure Cutout Switch (HP)

Location : discharge line or compressor head cover

Cutout at: 32 ± 0.7 bars (465 ± 10 psig)

Cut-in at: 24.1 ± 0.7 bars (350 ± 10 psig)

b. Quench Valve (Not used on R404A units except on Supra 450)

Opens at : 132°C (270°F)

c. Compressor Discharge Temperature Sensor (CDT)

This is a thermistor type sensor located (when installed) on the compressor discharge cover.

Unit shuts down :

Ambient < 50°C (120°F)

if temperature exceeds 154°C (310°F) for 3 min

Ambient > 50°C (120°F)

if temperature exceeds 171°C (340°F) for 3 min

All ambients

Immediatelly if temperature exceeds 177°C (350°F)

2.4 REFRIGERATION SYSTEM DATA

a. Defrost Timer

1h30, 3h, 6h, or 12 hours

b. Defrost Air Switch Setting

MODEL	Defrost Air Switch Setting
	Inch of water
SUPRA 450 / *NORDIC*	0.65
SUPRA 550 / *NORDIC*	0.65
SUPRA 750 / *NORDIC / SILENT*	0.65
SUPRA 850 / *NORDIC / SILENT*	0.85
SUPRA 950 / *NORDIC / SILENT*	0.9

c. Defrost Thermostat

Opens at: 10° ± 3°C (50°F)

Closes at: 4.5° ± 3°C (40°F)

Defrost thermostat

Rear view of the evaporator

d. Refrigerant charge

Refer to Table 2-1.

e. Compressor Pressure Regulating Valve (CPR)

MODEL	CPR Setting	
	bars	psig
SUPRA 450	1.8	26 ± 1
SUPRA 550	2,0	29 ± 1
SUPRA 750	2.2	32 ± 1
SUPRA 850	2.0	29 ± 1
SUPRA 950	2.0	29 ± 1

f. Suction pressure transducer (SPT)

Location : compressor suction port or line.

Measures compressor suction pressure (after CPR). One of this function is unloader compressor control (see section 3.4.3).

g. Ambient temperature sensor (ATS) - Only 950

This is thermistor type sensor located between the condenser and the front grill which measures the air temperature entering the condenser.

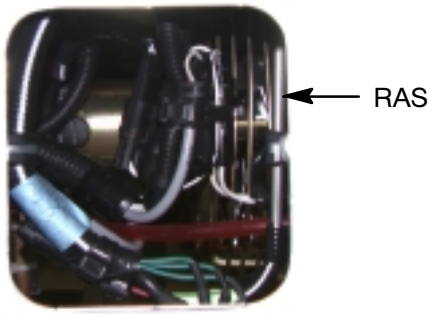
This sensor is used to control compressor unloader (see section 3.4.3).

h. Temperature control sensors

Unit controls box temperature via 1 or 2 probes.

RAS : return air to the evaporator sensor

SAS (optional) : supply air by evaporator sensor (not shown)



i. Thermostatic expansion valve superheat

Setting at -17°C (0°F) box temperature

4.5 to 5.5°C (8 to 10°F)

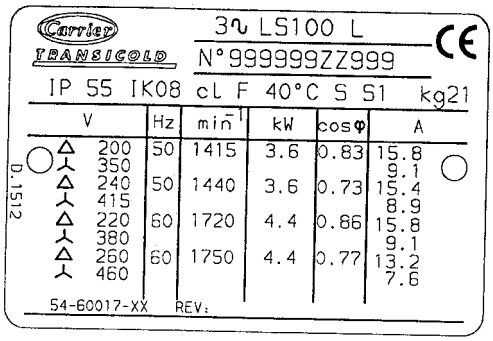
2.5 ELECTRICAL DATA

a. Evaporator fan motors

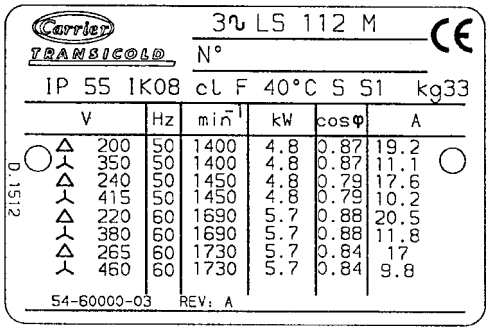
Horsepower	Nominal Amps	Speed	Voltage
100W	10,8 amps	2800 rpm to 3000 rpm	14 vdc

b. Standby motors

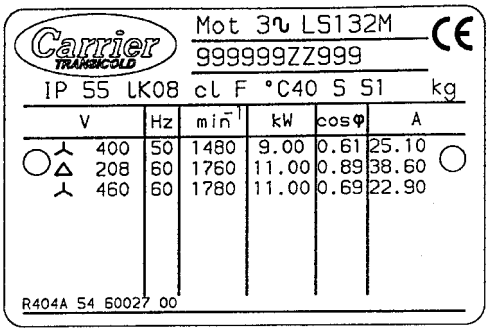
Rotation speed : 1760 rpm @ 60 hz / 1500 rpm @ 50 hz



450 / 550



750 - 850



950

c. Alternator : 12 V

50 Amps : Supra 450

70 Amps : Supra 550/750/850/950

d. Standby Motor Overload

The function of the motor overload is to protect the standby motor against high amperage draw. The overload provides an adjustable knob to set the maximum amperage draw.

The motor overload is also equipped with a reset button. This button has three positions : automatic reset, manual and test. In the application the button should remain in the automatic reset position.

STANDBY MOTOR OVERLOAD	
MODEL	**SETTING**
Supra 450	10.0 amps
Supra 550	11.0 amps
Supra 750	11.0 amps
Supra 850	12.5 amps
Supra 950	18.0 amps

2.6 TORQUE VALUES

Assembly	kg-m	ft-lb
Power Tray to Frame	5.5	40
Standby Motor to Power Tray	5.5	40
Engine to Power Tray	7.0	50
Compressor to Power Tray	5.5	40
Standby Motor Pulley	4.5	32
Engine Pulley	3.0	22
Compressor Pulley	3.0	22
Evaporator Fan Motor	1.8	13
Evaporator Fan Grille	1.0	7
Condenser Coil to Chassis	1.0	7
Tensioner to Power Tray	3.0	22
Engine Support	5.5	40
Run & Speed Solenoids	1.0	7
Condenser Fan Blade	2.5	18
Engine Clutch	5.5	40

2.7 SAFETY DEVICES

System components are protected from damage caused by unsafe operating conditions by automatically shutting down the unit when such conditions occur. This is accomplished by the safety devices listed in Table 2-2.

Table 2-2 Safety Devices

Unsafe Conditions	Safety Device
1. Low engine lubricating oil pressure	Oil pressure safety switch OP automatic reset
2. High engine coolant temperature	Water temperature sensor WTS
3. Excessive current draw by glow plug circuit , control circuit or starter solenoid (SS)	Fuse F1
4. Excessive current draw by controller	Fuse F2
5. Excessive current draw by control circuit	Fuse F3
6. Excessive current draw by speed control solenoid or unloader	Fuse F4
7. Excessive current draw by evaporator fan motors	Fuses F7, F8 & F9
8. Excessive compressor discharge pressure	High pressure cutout switch HP automatic reset
9. Excessive compressor discharge temperature	Compressor discharge temperature sensor CDT
10. Low compressor suction pressure	Low pressure cutout switch BP

2.8 MICROPROCESSOR CONTROLLER

1. Fault light
2. Unit data key
3. Auto Start/Stop-Continuous key
4. Pretrip key
5. Standby key
6. Buzzer Off key
7. Enter key
8. Manual defrost key
9. City speed key
10. Road key
11. ON-OFF key
12. Function key

Figure 2-6 Cab Command

2.8.1 Introduction

The microprocessor controller is housed in the control box. This controller consists of 2 control boards and a relay module :

1. The Processor Board includes the microprocessor, program memory, and necessary input/output circuitry to interface with the unit.
2. The Relay Module contains replaceable relays, diodes and fuses along with the wiring harness.

The Cab Command is remote mounted in the truck. The Cab Command includes the LCD display, keypad and keypad interface (see Figure 2-6).

WARNING

Under no circumstances should anyone attempt to repair the Logic or Display Boards! Should a problem develop with these components, contact your nearest Carrier Transicold dealer for replacement.

The Carrier Transicold microprocessor controller incorporates the following features :

a. Control supply or return air temperature to tight limits by providing refrigeration control, heat and defrost to ensure conditioned air delivery to the load.

b. Dual independent readouts of set point and supply or return air temperatures.

c. Digital readout and ability to select data. Refer to Table 2-3 for Function Codes and Table 2-4 for Unit Data.

d. For alarm digital display identification Refer to Table 2-5.

e. A pre-trip checkout of refrigeration unit operation. Refer to section 2.8.8.

f. A self-test check on program memory and data memory. The self-test is executed each time the system is switched from "Stop" to "Start." Errors, if any, shall be indicated on the display as a ERR.X, where X is a number corresponding to the number of the test. The unit shall display this error for 5 seconds and then reset the micro.

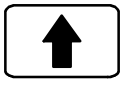
ERROR	CAUSE
ERR.1 ERR.2 ERR.3	Processor failure Check chip installation or replace microprocessor
ERR.4 or Display	Display board to logic board communication failure. This can be caused by a defective ribbon cable or ribbon cable not plugged in properly.

g. A communication link to transmit unit operational data to a remote computer. Refer to section 2.8.12.

2.8.2 Keypad

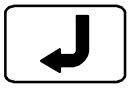
The keypad has 12 keys which will allow the operator to initiate various functions, display operating data and change operating parameters.

Arrows key



The keypad has *up* and *down arrow keys* which are used to modify (increment or decrement) the displayed data. If the unit is in the default display then these keys will modify the setpoint selection.

Enter key



The *enter key* is used to accept a change in unit parameters or a change in setpoint.

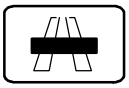
Manual defrost key

The *manual defrost key* is used to initiate a defrost cycle, given that the proper conditions are met (Refer to section 2.8.10).

Pretrip Check key

The *pretrip check key* is used to initiate a pretrip cycle, given that the proper conditions are met (Refer to section 2.8.8).

Road key



The *road key* selects the diesel engine operating mode. The operating status will be stored in memory.

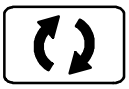
Auto Start/Stop Continuous key

The *autostart/stop continuous key* is used to change the operating mode from "auto start/continuous run" to "auto start/stop." Each push of the key will alternate the operating modes. The operating status will be stored in memory and is retained through power outages. The digital display will indicate when stop/start is enabled (Refer to Section2.8.11).

To start the unit in manual start mode, the *autostart/stop continuous* selection must be in continuous run mode.

NOTE
With software revision 3.08 or higher when configuration CNF11 is "ON" and setpoint is 32 to 42° F (0 to 5.5°C) the unit is locked into continuous run. Start/Stop Continuous key is disabled.

Function Change key



The *function change key* is used to display the operating parameters. Each time this key is pressed the display will advance to the next parameter. This key, in conjunction with the *up/down arrow* and *enter keys*, will allow the user to change the parameters (Refer to Section2.8.5).

Unit Data key

The *unit data key* is used to display the unit operating data. This key, in conjunction with the *up/down arrow* keys, will allow the user to display the unit's operating data values (i.e, coolant temperature, battery voltage, etc.) (Refer to Section2.8.6).

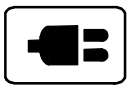
City Speed key

The *city speed key* enables the city speed (low speed). Each push of the key toggles the operating mode. The operating status will be stored in memory. The display will indicate when city speed is activated.

Buzzer Off key

The *buzzer off key* will turn off the cab command buzzer. The buzzer is turned on when the fault light is energized and off when the fault light is de-energized.

Standby key



The *stand-by key* selects the electric motor operating mode. The operating status will be stored in memory. "NO POWER" will be displayed, if unit is switch to standby and power plug is not plugged in.

2.8.3 Setpoint

Setpoints of -30°C to +30°C (-22°F to +86°F) may be entered via keypad. The controller always retains the last entered setpoint in memory. If no setpoint is in memory (i.e., on initial startup), the controller shall lock out the run relay and flash "SP" on the left hand display until a valid setpoint is entered.

The setpoint may be changed up or down in whole numbers until the desired setpoint is displayed. The display will flash to indicate that the setpoint reading being displayed is a non-entered value. Each time the *up/down arrow key* is pressed, the 5 second display timer will be reset.

Depressing the *enter key* will cause the new displayed setpoint value to become active. If the display is flashing and the new value is not entered, after 5 seconds of no keypad activity, the display will revert back to the active setpoint.

2.8.4 Digital Display

The digital display has 9 digits. The default display is setpoint on the left and controlled air temperature on the right. The readout is keypad selectable for Degrees C or Degrees F. (See Figure 2-6)

The display also has symbol indicators for the following modes: Cool, Heat, Defrost, Out-of-range, City Speed, Autostart/Stop, Stand-by, and Road (diesel operation).

On each power-up, the unit will display a Display Test for 5 seconds then display the default reading.

2.8.5 Functional parameters

NOTE
If configuration CNF11 is "ON" functional parameters are lockout. The ability to change functional parameters from keypad are disabled.

The functional parameters will control selected operating features of the unit. These parameters can be displayed by pressing the *function change key*.

All functional parameters are retained in memory. The following sections describe the list of functions which can be modified via the keypad.

a. To change a function

1. Press the FUNCTION CHANGE key

2. Press the UP **or** DOWN ARROW key to access to the function to be changed.

Note : If the Function Change key is held for one second, the list will advanced one item at a time.

3. Press ENTER to access to the desired function.

4. Modify the data by using the UP or DOWN ARROW key.

5. The modified data will flash

6. Press ENTER to validate the modification. The display will stop flashing and revert to the default display.

Note : If the ENTER key is not pressed within 5 seconds, the display will revert to the last value.

7. To select a different functional parameter the FUNCTION CHANGE key must be pressed first.

b. Description of the Function parameters

Table 2-3 Function Parameters		
CODE	**ENGLISH**	**DATA**
FN0	DEFR	Defrost Interval
FN1 ON	CITY SPD	Low Speed
FN1 OFF	HIGH SPD	High Speed
FN2	OFF T	Minimum Off-time
FN3	ON T	On-time
FN4 A	REM PROBE	Controlling Probe – Return Air
FN4 B	SUP PROBE	Controlling Probe – Supply Air
FN5	DEGREES F OR C	Temperature Unit °C or °F
FN6 ON	TIME STRT	Maximum Off-time 30 Min.
FN6 OFF	TEMP STRT	Temperature Based Restarting
FN7	MOP STD	standard
	MOP –	-5 psi
	MOP +	+4 psi
FN 10 ON	AUTO OP	Auto Start Operation
FN 10 OFF	MAN OP	Manual Start Operation
FN11	T RANGE	Out-of-Range Tolerance
Code vs English = Code or English display format		
Manual Glow Override = Normal or Add 30sec		
Alarm RST = Alarm Reset Required Alarm CLR = No Alarm Active		

FN0 : Defrost interval

The defrost interval is displayed with the description DEFR or FN0. The data for the interval is displayed with one decimal place and then the capital letter H for hours (i.e., DEFR 12.0H). The defrost intervals are 1 $^{1}/_{2}$, 3, 6 or 12 hours.

FN1 : Speed control selection

The status of the speed control solenoid override is displayed as CITY SPD or HIGH SPD. The code display is FN1. The city speed setting is “ON” and the high speed setting is “OFF.” If the display shows CITY SPD, the unit is locked into low speed.

FN2 : Minimum Off-Time

The off-time selection for the auto start mode is displayed with the description OFF T or FN2. The off-times are 10, 20, 30, 45 or 90 minutes. The data for the off-time is displayed with two digits and then the capital letter M for minutes (i.e. OFF T 20M).

FN3 : On-Time

The on-time selection for the auto start mode is displayed with the description ON T or FN3. With software revision less than 3.10 the on-times are 4 or 7 minutes. With software revision 3.10 or higher the on-times are 1 or 4 minutes. The data for the on-time is displayed with two digits and then the capital letter M for minutes (i.e. ON T4 M).

FN4 : Controlling probe

The number of controlling probes is displayed with the following abbreviations: REM PROBE for a single probe (return air) control; SUP PROBE for a dual probe control (return and supply air). The code display is FN4. The 1-probe setting is “A” and the 2-probe setting is “B.”

FN5 : Standard Units Select

The standard unit select will control how all parameters are displayed. The two choices are DEGREES F and DEGREES C. This parameter also will control units that data is displayed in psig or bars (i.e, Degrees F or Degrees C). The code display is FN5. The selections are “F” or “C.”

FN6 : Maximum Off-Time

The description for the maximum off time is TEMP STRT OR TIME STRT. The code display is FN6 and the selections are “ON” or “OFF.” “ON” corresponds to TIME STRT. With the unit in time start, the control will force the engine to restart 30 minutes after shutoff.

FN7 : Maximum Operating Pressure control (MOP)

Algorithm senses the suction pressure of the system. By energizing unloaders at progressively higher pressures ensures that the system is not overloaded.

FN7 will allow to choose between standard algorithm (MOP SDT) and adding 5psi (MOP +) or substracting 4psi (MOP –) from suction pressure leading for MOP calculation.

FN10 : Auto/Manual Start Operation

The selection for starting the unit are displayed AUTO OP (code FN10 ON) for auto start operation or MAN OP (code FN10 OFF) for manual start operation.

To start the unit in manual start mode, the START/STOP CONTINUOUS selection must be in “continuous run” mode.

FN11 : Out-of-Range tolerance

The out-of-range temperature tolerance selection is displayed with the description T RANGE or code FN11. The selection are A, B and C.

A = 2°C (3.6°F), B = 3°C (5.4°F) and C = 4°C (7.2°F).

When the out-of-range temperature is configured ON, the controller indicates out-of-range when the temperature has been within the tolerance band at least once, and then goes outside the tolerance band for 45 minutes. Also the unit will shut down.

When the out-of-range temperature is configured OFF, the controller indicates out-of-range when the temperature has been within the tolerance band at least once, and then goes outside the tolerance band for 15 minutes. Also the unit will continue to operate.

For set points at or below -12.2°C (+10°F) *frozen range* the unit is only considered out-of-range for temperatures above set point.

Code Vs English Messages

The description messages of the functional parameters, unit status and alarms can be displayed in English or Codes through this function selection. The two choices are displayed as, ENGLISH or CODES. With this parameter set to CODES, all display descriptions are set to their code display. This parameter will not change due to this selection. Refer to each section for the alternate display description.

Manual Glow Override

The auto start glow time can be manually overridden through this function. The message is displayed as NORM GLOW or ADD GLOW. If the ADD GLOW selection is entered, the control will add 30 seconds of glow to the glow times listed in section 2.8.11. This feature must be selected before the 3 start attempts have been completed. At higher ambients, this override will only affect the second or third start attempt.

The add glow time is deselected when the engine starts or fails to start. This parameter will not change due to the Code vs English selection.

Alarm Reset

Alarms can be reset through this function. The messages are displayed as ALARM RST or ALARM CLR. If the ALARM RST is displayed then there is at least one alarm present. Pressing the *enter key* will clear all the alarms present. If the ALARM CLR is displayed then there are no alarms present. See section 2.8.7. This parameter will not change due to the code vs English selection.

2.8.6 Unit Data

The *unit data key* is be used to display the unit operating data values. The data values are displayed for 5 seconds and then the display will revert back to the default display if no further action is taken.

a. To display a data

1. Press the UNIT DATA key

2. Press the UP **or** DOWN ARROW key to scroll through the list.

Note : With each successive key push, the list is advanced one. If the UNIT DATA, UP or DOWN ARROW key is held for one second, the list will change at a rate of one item every 0.5 seconds.

Each time the UNIT DATA key or the UP/DOWN ARROW key is pressed, the display time will be reset to 5 seconds.

If the ENTER key is pressed, the display time will be set to 30 seconds.

The position in the unit data list will remain at the last selected value except if power is removed.

If the display were to time out and revert to the default display, the operator would only have to press the UNIT DATA key to display the same data again.

b. Description of the data codes

Table 2-4 Unit Data Codes		
CODE	**ENGLISH**	**DATA**
CD1	SUCT	Suction Pressure
CD2	ENG	Engine Hours
CD3	WT	Engine Temperature
CD4	RAS	Return Air Temperature
*CD5	SAS	Supply Air Temperature
*CD6	REM	Remote Air Temperature
CD7	ATS	Ambient Temperature
CD8	EVP	Future Expansion
CD9	CDT	Discharge Temperature
CD10	BATT	Battery Voltage
CD11	SBY	Standby Hours
CD13	REV	Software Revision
CD14	SERL	Serial Number Low
CD15	SERU	Serial Number Upper
CD18	MHR1	Maintenance Hour Meter 1
CD19	MHR2	Maintenance Hour Meter 2
CD20	SON	Switch On Hour Meter
* Codes 5 & 6 are variable. SAS is displayed when the SUP Probe Function is selected. REM is displayed when the REM Probe Function is selected.		

CD1 : Suction Pressure

The suction pressure is displayed with the description SUCT or CD1. The data is displayed with the proper unit designator P (psig) or B (Bars) (i.e. SUCT 25P) . The display is in inches of mercury for readings below 0 psig. The display range is -0.7 Bars to 29.4 Bars (-20 HG to 420 psig).

CD2 : Engine Hours

The number of diesel engine hours are displayed with the description ENG or CD2. The data is displayed with units designator H (i.e, ENG 5040H OR CD2 5040H). The display range is 0 to 99999.

CD3 : Engine Temperature

The coolant temperature is displayed with the description WT or CD3. The data is displayed with the proper unit designator (Degree C or Degree F (i.e, WT 185F or CD3 185F). The display range is -12°C to 130°C (10°F to 266°F).

CD4 : Return Air Temperature

The return air temperature is displayed with the description RAS or CD4. The data is displayed with one decimal place and the proper unit designator, Degree C or Degree F (i.e. RAS 85.0F). The display range is -38°C to 70°C (-36°F to 158°F).

CD5 : Supply Air Temperature

The supply air temperature is displayed with the description SAS or CD5. The data is displayed with one decimal place and the proper unit designator, Degree C or Degree F (i.e. SAS 85.0F). The display range is -38°C to 70°C (-36°F to 158°F). This unit data will be displayed only if the SUP PROBE is selected in the controlling probe functional parameter.

CD6 : Remote Air Temperature

The remote air temperature is displayed with the description REM or CD6. The data is displayed with one decimal place and the proper unit designator, Degree C or Degree F (i.e. REM 85.0F). The display range is -38°C to 70°C (-36°F to 158°F). This unit data will be displayed only if the REM PROBE is selected in the controlling probe functional parameter.

CD7 : Ambient Temperature (Only for 950)

The ambient temperature is displayed with the description ATS or CD7. The data is displayed with one decimal place and the proper unit designator, Degree C or Degree F, (i.e. ATS 85.0F) . The display range is -38°C to 70°C (-36°F to 158°F). If the sensor is absent, then the display will read --- for the data.

CD8 : Evp - Future Expansion

This unit data is not used at this time. The Code display is CD8.

CD9 : Compressor Discharge Temperature

The compressor discharge temperature is displayed with the description CDT or CD9. The data is displayed with the proper unit designator, Degree C or Degree F, (i.e. CDT 85F) . The display range is -40°C to 200°C (-40°F to 392°F). If the sensor is absent, then the display will read --- for the data.

CD10 : Battery Voltage

The battery voltage is displayed with the description BATT or CD10. The data is displayed with one decimal place and then the capital letter V for volts (i.e, BATT 12.2V or CD10 12.2V). The voltage reading is displayed with a "+" plus sign if the battery status is good.

CD11 : Standby Hours

The number of electric motor hours are displayed with the description SBY or CD11. The data is displayed in hours and units designator H (i.e, SBY 5040H or CD11 5040H). The display range is 0 to 99999.

CD13 : Software Revision

The Eprom software revision number is displayed with the description REV or CD13 on the left and Eprom software revision number on the right side. Pressing the *enter key* for 3 seconds will display REV U2 on the left and the board mounted software revision number on the right side.

CD10 : Serial Number Low

The low serial number of the unit is displayed with the description SERL or CD14. The data is the lower 3 digits of the serial number burned in to the Eprom. (i.e, SERL 504 or CD14 504).

CD15 : Serial Number Upper

The upper serial number of the unit is displayed with the description SERU or CD15. The data is the upper 3 digits of the serial number burned in to the Eprom. (i.e, SERH 001 or CD15 001).

CD18 : Maintenance Hour Meter 1

The maintenance hour meter 1 setting is displayed with the description MHR1 or CD18. The maintenance hour meter is compared to one of the hour meters (diesel, standby, or switch on) determined by its mode. If the hour meter is greater than the maintenance hour meter an alarm will be generated.

CD19 : Maintenance Hour Meter 2

The maintenance hour meter 2 setting is displayed with the description MHR2 on the left side or CD19. The maintenance hour meter is compared to one of the hour meters (diesel, standby, or switch on) determined by its mode. If the hour meter is greater than the maintenance hour meter an alarm will be generated.

CD20 : Switch On Hour Meter

The number of switch on hours is displayed with the description SON or CD20 (i.e. SON 2347H or CD20 2347H). The display range is 0 to 99999.

2.8.7 Alarm Display

The fault light (FL) is turned on only for alarms that specify it. The default display will be overridden if a alarm is generated. When an alarm is generated, the display will alternate the default display (setpoint/air temperature) and the active alarm(s). Each item will be displayed for 3 to 10 seconds, and will continue to scroll through the list. See section 2.8.5 for the procedure on resetting alarms.

Table 2-5 Alarm Display

CODE	ENGLISH	DESCRIPTION
AL0	ENG OIL	√Low Oil Pressure
AL1	ENG HOT	√High Coolant Temperature
AL2	HI PRESS	√High Pressure
AL3	START-FAIL	√Start Failure
AL4	LOW BATT	√Low Battery Voltage
AL5	HI BATT	√High Battery Voltage
AL6	DEFRFAIL	Defrost Override
AL7	ALT AUX	√Alternator Auxiliary
AL8	STARTER	√Starter Motor
AL9	RA SENSOR	√Return Air Sensor
AL10	SA SENSOR	Supply Air Sensor
AL11	WT SENSOR	Coolant Temperature Sensor
AL12	HIGH CDT	√High Discharge Temperature
AL13	CD SENSOR	Discharge Temperature Sensor
AL14	SBY MOTOR	√Standby Motor Overload
AL15	FUSE BAD	√Fuse Open
AL17	DISPLAY	Display
AL18	SERVICE 1	Maintenance Hour Meter 1
AL19	SERVICE 2	Maintenance Hour Meter 2
AL20	OUT RANGE	√Main Compartment Out-of-range
AL21	2RA OUT	√Remote Compartment 2 Out-of-range
AL22	3RA OUT	√Remote Compartment 3 Out-of-range
NO POWER		No Power for Standby
√ = FAULT LIGHT ON		

2.8.8 Pretrip

The *pretrip key* is for checking unit operation and evaluating operation of all modes and indicating a failure when detected. The following details the sequence :

a. Unit operating and box temperature is below 4.4°C (40°F).

b. Operator presses the *pretrip key*. If the defrost thermostat (DTT) is closed, the controller will display "PPPP." If DTT is open, no response - end of test.

c. Controller displays "PPPP" Pre-trip mode is started.

d. After 30 seconds in high speed cool, unit cycles to low speed loaded cool.

e. After 30 seconds, unit cycles to low speed unloaded cool.

f. After 30 seconds, unit cycles to low speed unloaded heat.

g. After 30 seconds, unit cycles to high speed loaded heat **(only for 950).**

h. After 30 seconds, unit cycles to high speed heat and displays coolant temperature.

i. After 30 seconds, unit cycles to high speed cool and displays defrost interval selected for 30 seconds, then unit cycles to defrost if DTT is closed.

j. After standard defrost cycle, Pre-trip is terminated and unit returns to normal operation.

2.8.9 Heat/Cool mode

The system is configured for cooling mode for engine or standby start (default mode). Once unit is considered running it will maintain setpoint temperature by switching between heat and cool.

2.8.10 Defrost cycle

Defrost is an independent cycle (overriding cooling and heating functions) to de-ice the evaporator as required. The controller displays "DF" during defrost mode on the right hand temperature display. The left hand display will continue to display the setpoint.

There is 3 ways of initiating a defrost.

Method one to initiate defrost is by pressing the Manual defrost key

Method two is that defrost may be initiated automatically at preset intervals by defrost timer in the microprocessor.

Method three is by the defrost air switch (DA).

The D.A. switch detects the pressure drop across the coil pressure difference increase, in accordance with frost buil-up on coil until switch setting is reached and defrost initiates.

1. Automatic defrost initiation

A defrost will be initiated if the defrost time (entered via the keypad) is elapsed.

The defrost timer is reset to zero whenever a defrost cycle is initiated. The controller holds in memory the last entered defrost interval.

The defrost timer runs only when the defrost thermostat is closed (DTT)

2. Defrost function

After initiation, defrost mode terminates when the defrost termination thermostat (DTT) opens indicating that the evaporator is de-iced.e defrost cycle is complete. The defrost timer runs only when the DTT is closed. The timer does not accumulate time during defrost mode, during standby off cycles or auto-start off cycles.

The compressor operates at maximum capacity (engine forced in high speed) during defrost.

3. Fail safe defrost termination

Should the defrost cycle not complete within 45 minutes or if the external defrost signal does not clear at defrost termination, the defrost cycle is terminated. The internal timer is reset for 1.5 hours and the external defrost signal is ignored for defrost initiation. The manual defrost switch will override this mode and start a new 45 minute cycle. When defrost override is active, the appropriate alarm will be indicated. If the run relay is de-energized during defrost, defrost is terminated.

2.8.11 Continuous or Start/Stop Operation

Micro units have two basic operating modes : continuous or start/stop. Selection is possible either in both engine or standby mode operation.

Continuous mode is adequate when load type required constant airflow for better conservation. Control of temperature is done by alternate cooling or heating of the supply air around setpoint.

Start/stop mode provides an energy efficient alternative to continuous operation by automatic cycling (off or on) the diesel engine or standby motor near setpoint.

a. Auto Start/Stop - Continuous

NOTE
With software revision 3.08 or higher when configuration CNF11 is “ON” and setpoint is 32 to 42° F (0 to 5.5°C) the unit is locked into continuous run. Start/Stop Continuous key is disabled.

A key is provided to select between continuous run and auto start/stop operating mode. In the continuous run mode, the diesel engine will not shut down except for safeties or if the engine stalls. This function also apply to the operation of the electric motor.

b. Auto Mode Indicator

The “Auto start/stop” light is lit to indicate the auto start/stop mode has been selected.

c. Auto Start failure

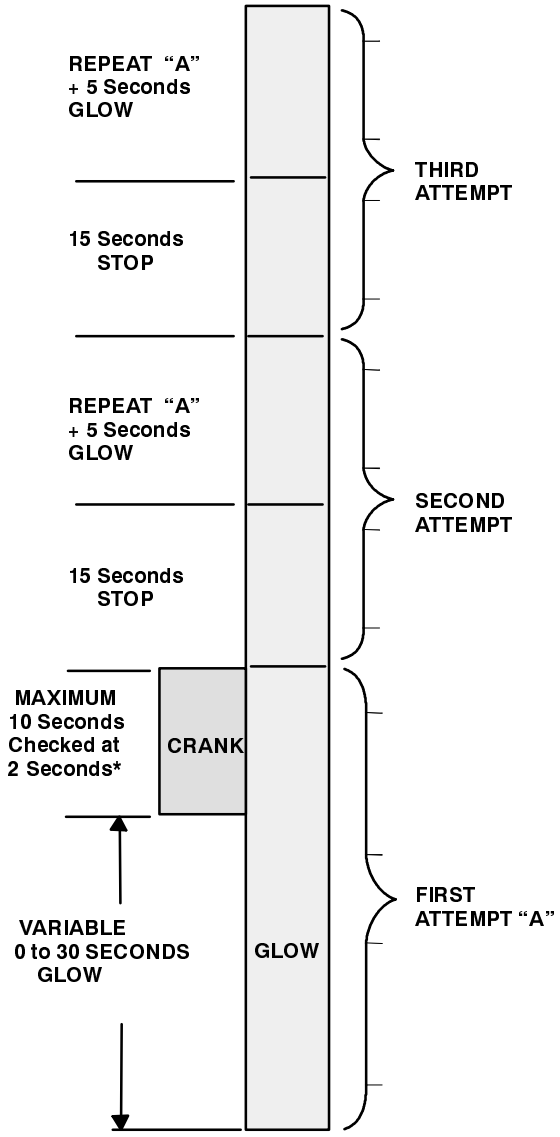
If the unit fails to start, shuts down on a safety, or fails to run for the minimum run time, three consecutive times, the “Start/Fail” alarm is activated.

d. Auto Start Sequence (Engine mode)

NOTE
With software revision 3.14 or higher, the 3 way-valve is energized during 30s prior to energizing the start sequence and 30s after unit start in engine and standby mode.

When the starting conditions are met, the start sequence will begin by energizing the run relay, and after 5 seconds energize the glow plug relay (GPR) to supply power to the glow plugs, and 5 seconds later the starter is energized. On initial power-up, the control will delay 5 seconds before the starting sequence begins. If the required glow time is zero, the control will energize the starter after a 5 second delay. After a period of time , the starter solenoid (SS) is energized to crank the engine. The engine will crank for 10 seconds or until engine o-peration is sensed by the alternator signal. The glow relay is de-energized after the auxiliary input is sensed on. A 15 second null cycle will elapse before subsequent start attempts. The run relay will remain energized until the next starting sequence.

Before the next starting sequence, the oil pressure alternator auxiliary output is checked to insure that the engine is not running. For the second and third start attempts the glow time is increased by 5 seconds over the glow time of the first attempt listed below. The control allows three consecutive start attempts before the starting is locked out and the start failure alarm is activated.



* from Eprom 3.23

If WTS < 0°C (32°F) : maximum Crank time = 20 seconds

Figure 2-7 Auto Start Sequence

e. Variable Glow Time

The glow time for the first start attempt will vary in duration based on engine coolant temperature and the engine as follows :

Engine Coolant Temperature Glow Time		
Temperature	TV	DI
Less than 0°C (32°F)	15	55
1°C to 10°C (33°F to 50°F)	10	40
11°C to 25°C (51°F to 77°F)	5	25
Greather than 26°C (78°F)	0	10

The second and third start attempts have a glow time that is 5 seconds greater than the table amount. The glow time can be manually overridden through the function parameters. If the coolant temperature sensor is defective the control assume a temperature of less than 0°C (32°F) for the glow timing.

f. Minimum On Time

Unit must run for the minimum run-time before it can consider shutting off. This time is necessary to prevent short cycling and ensure adequate air flow through the load to allow the micro to accurately sense load temperature and bring the battery up to minimum voltage level

Minimum on time value is selected via keypad.

g. Minimum Off-Time

Once the unit has cycled off, it will remain off for the minimum off time. This prevents rapid cycling due to changes in air temperature. Air temperature in the box can change rapidly but it takes time for the product temperature to change.

Minimum off time value is selected via keypad.

The minimum off-time is overridden if the temperature is more than ▫6°C (▫11°F) from setpoint.

h. Time start / Temp start

Selection between time start or temp start is provided via the keypad

Temp start : the unit will remain off until box temperature deviates from setpoint

Time start : unit will restart automatically 30min after it has stopped regardless of the box temperature

i. Battery voltage

Provisions are made to sense when the battery is good. A good battery is defined as having 13.4v at 24°C (75°F). This condition is used to allow shut-off of the diesel engine.

If the battery voltage falls below 10v during glow cycle, the starter will not engage and the start sequence will continue, this is considered a failed start. The start sequence is repeated until the unit starts or three consecutive start attempts have failed.

Table 2-6 Battery Voltages		
Message Display	Voltage Level	Description
LOW BATT AL4	10 or Less	Unit will shut down except during cranking.
	11 to 13.4	Considered as normal voltage
HI BATT AL5	17 or more	Unit will shut down.

j. Start/Stop conditions

Unit will not cycle off if :

- engine coolant temperature is less than 50°C (122°F)

- battery is less than 13.4 Volts

Unit will restart (overidding minimum off time) if

- battery drops below 11 Volts

- coolant temperature drops below 1°C (34°F)

If the unit can not cycle off, it will operate normally in continuous mode. If all temperature probes fail and the setpoint is less or equal to -12°C (10°F) the unit will not shut down.

2.8.12 Remote Monitoring - Microlink (Optional)

The microprocessor controller is equipped with a RS232 communication port. This port can be used to communicate unit operating data to a mobile satellite transmitter. This information will then be relayed back to the office via a modem to a computer.

There are presently three (3) protocols supported. The protocol for the QualComm transmitter, the protocol for the HUGHES transmitter, and Carrier Communication Protocol. The microprocessor will power up and transmit a HUGHES protocol packet and continue to transmit a packet every hour. The microprocessor will transmit in the Carrier, QualComm protocol if a data packet is requested.

2.9 REFRIGERATION COMPONENT OPERATION

2.9.1 Compressor pressure regulating valve (CPR)

This adjustable regulating valve is installed on the suction line of the compressor to regulate the amount of suction pressure entering the compressor. The CPR valve setting is the maximum suction pressure for the compressor.

The suction pressure is controlled to avoid overloading the electric motor or engine during high box temperature operation.

2.9.2 Quench valve - ONLY FOR SUPRA 450

The quench valve opens as required to maintain a 132˚C (270˚F) maximum discharge temperature.

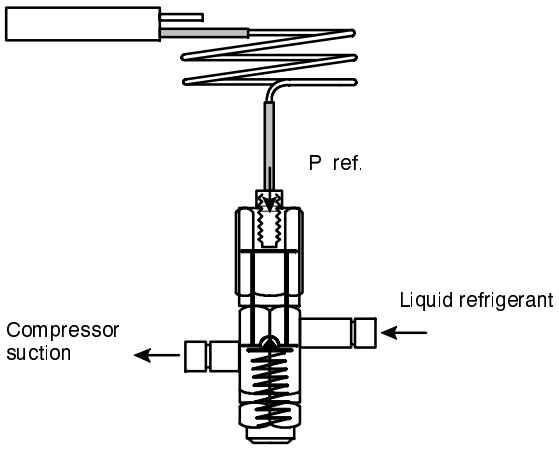


Figure 2-8 Quench Valve

The quench valve is a regulating valve which inject liquid refrigerant inside the compressor suction line to protect it by maintaining discharge temperature belows 132°C (270°F).

The quench valve detects discharge temperature variation with the thermal expansion of the fluid inside the bulb. This creates pressure above valve piston and against spring return force.

When discharge temperature is above 132°C (270°F), Fluid pressure is higher than spring force and the valve opens allowing liquid refrigerant to flow to the compressor. When discharge temperature decrease below setting valve closes.

2.9.3 Hot gas valve (Three-way)

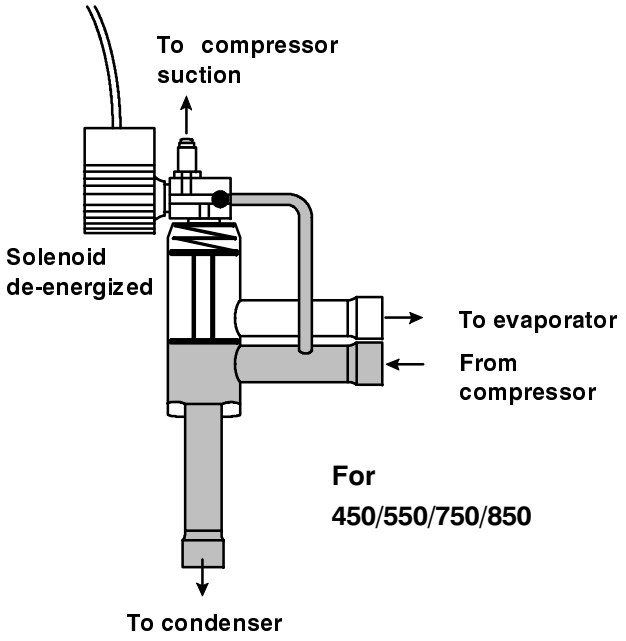
a. Description

The three-way valve governs cool or heat mode by allowing the hot gas refrigerant to circulate from the compressor to the condenser (cool) or to the evaporator (heat mode).

b. Cooling Operation (see Figure 2-9)

With the solenoid coil de-energized the valve is in the cool operating mode and the refrigerant gas is diverted to the condenser. The volume directly above the piston assembly is open to suction pressure through the external pilot connection and the volume underneath the piston assembly is open to discharge pressure through the compressor discharge connection.

This difference in pressure across the piston assembly results in the piston assembly being shifted upward, shutting the heat and defrost port, opening the condenser port, and allowing refrigerant to flow to the condenser.



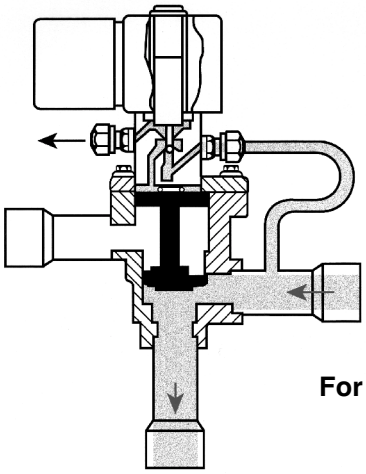


Figure 2-9 Hot Gas Valve – Cooling Flow

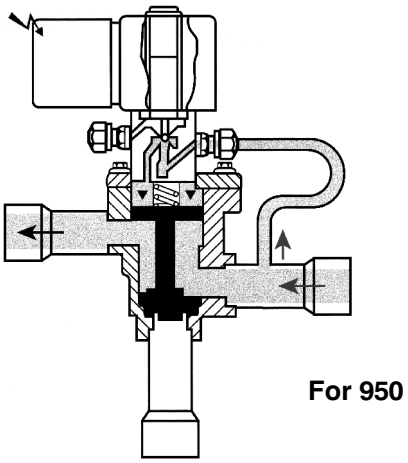
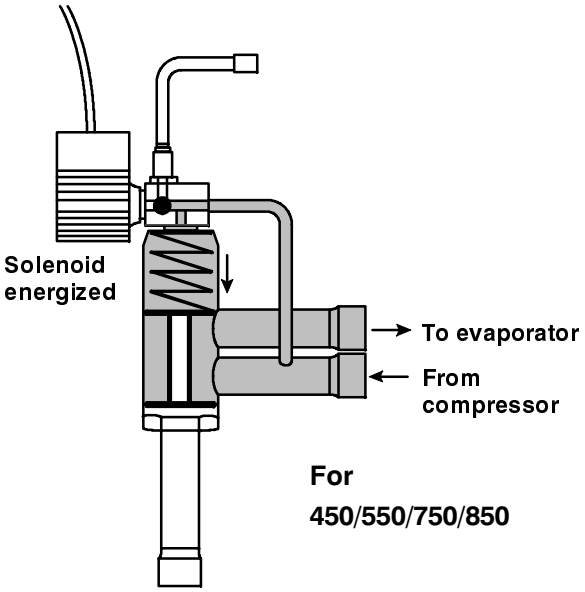


Figure 2-10 Hot Gas Valve – Heat and Defrost Flow

c. Heat and Defrost Operation (see Figure 2-10)

When the hot gas solenoid coil is energized, discharge gas flows to the evaporator for heating or defrost. When energized, the solenoid plunger is lifted, allowing discharge gas to fill the volume above the piston assembly. Discharge gas is also allowed to fill the volume below the piston assembly through the compressor discharge connection. The pressure on both sides of the piston assembly is now equal and the piston spring exerts a force on top of the piston assembly and shifts it downward. The condenser port is now closed and the evaporator port is open. In both the energized and de-energized positions, the bypass of discharge gas to the suction port is prevented.



2.9.4 Accumulator

The accumulator is a refrigerant holding tank located in the suction line between the evaporator and compressor. The purpose of the accumulator is to prevent or minimize entry of any liquid refrigerant (that may be entrained in the suction line) into the compressor, causing internal damage.

This is accomplished by the compressor drawing the refrigerant vapor through the outlet pipe of the accumulator, which is equipped with an orifice. This orifice controls the oil return to the compressor and prevents the accumulation of oil within the accumulator tank.

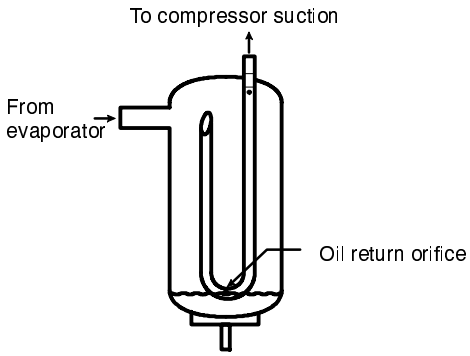


Figure 2-11 Accumulator

2.9.5 Oil separator (Supra 450)

Since the TM-16 compressor now has an oil pan, the Supra 450 unit is equipped with an oil separator to maintain a minimum quantity of oil inside the compressor in all operating conditions.

The hot gas coming from the compressor is forced to pass through a filter to separate the gas from the oil. The oil is collected at the bottom after passed through a second filter and return to the compressor via a capillary tube.

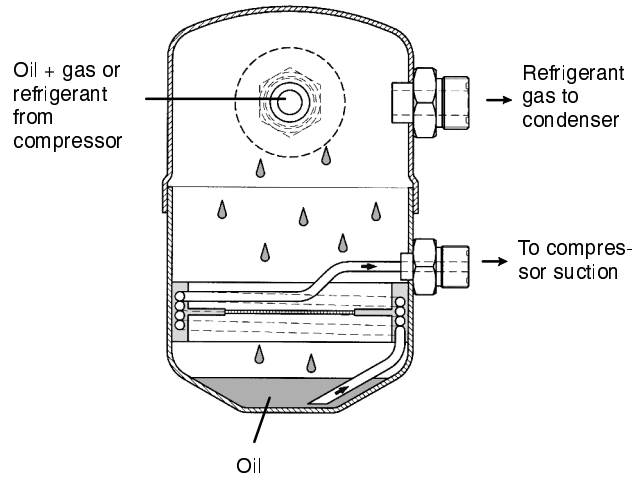
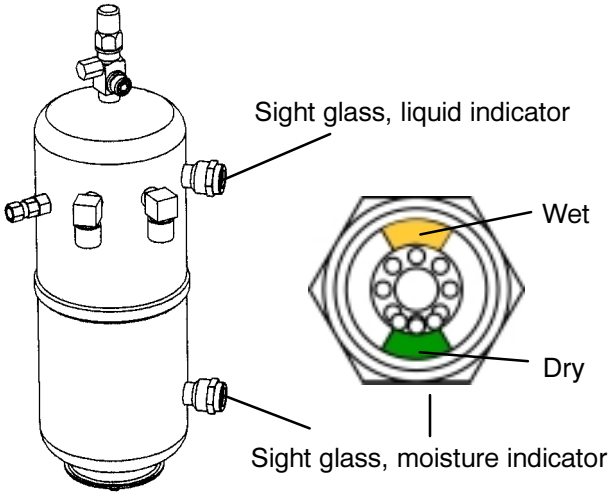


Figure 2-12 Oil Separator

2.9.6 Liquid sightglass



This component is placed on the liquid line and indicates :

- Quickly the amount of refrigerant in the circuit. Permanent formation of refrigerant bubbles through the sightglass in cooling mode indicates a lack of refrigerant charge.
- water content in the liquid refrigerant by color change of the indicator disc

GREEN means DRY CIRCUIT

YELLOW means WET CIRCUIT (in that case , the filter drier must be change).

2.9.7 Filter drier

Function :

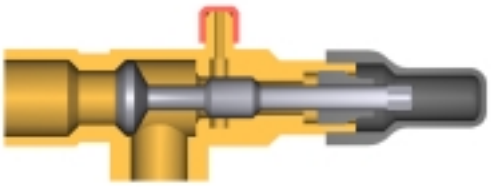
- retain contaminants in the circuit
- absorbes humidity in the circuit

Insure correct TXV operation.

2.9.8 Service valve

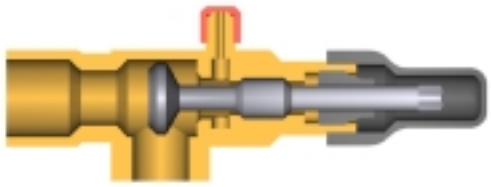
Compressors and receiver are equipped with service valve for refrigeration circuit maintenance.

Each valve has 3 positions :

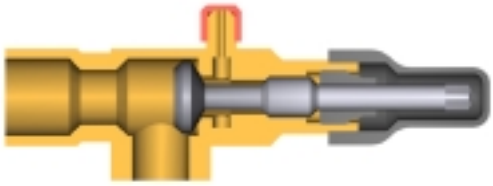


Compressor or receiver is isolated from the circuit

FRONT SIDE POSITION



Refrigerant is in contact with the manifold connection port.



Normal operation

BACK SIDE POSITION

2.9.9 Hot gas bypass unloader (Supra 950)

a. Major Working Parts

1. Solenoid and valve system
2. Spring loaded piston type bypass control valve
3. Spring loaded discharge check valve

b. Unloaded Operation

Pressure from the discharge manifold (Figure 2-13, item 15) passes through the strainer (9) and bleed orifice (8) to the back of the piston bypass valve (7). Unless bled away, this pressure would tend to close the piston (6) against the piston spring (5) pressure.

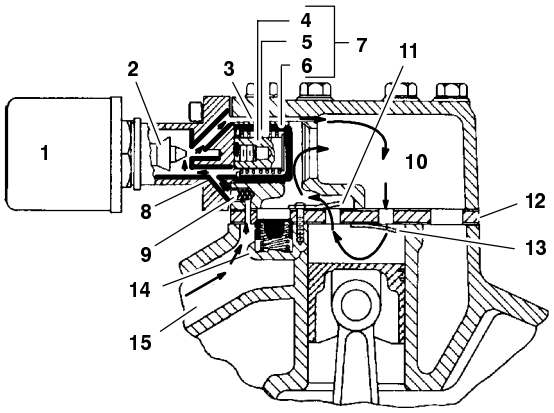
With the solenoid valve (1) *energized* the solenoid valve stem (2) will *open* the gas bypass port (3).

Refrigerant pressure will be bled to the suction manifold (10) through the opened gas bypass port . A reduction in pressure on the piston bypass valve will take place because the rate of bleed through the gas bypass port is greater than the rate of bleed through the *bleed orifice* (8).

When the pressure behind the piston has been reduced sufficiently, the valve spring will force the piston bypass valve *back*, *opening* the gas bypass from the discharge manifold to the suction manifold.

Discharge pressure in the discharge manifold will close the discharge piston check valve assembly (14) isolating the compressor discharge manifold from the individual cylinder bank manifold.

The *unloaded* cylinder bank will continue to operate *fully unloaded* until the solenoid valve control device is *de-energized* and the gas bypass port is closed.



1. Solenoid valve
2. Valve Stem
3. Gas bypass port
4. Spring guide
5. Spring
6. Piston
7. Piston bypass valve
8. Bleed Orifice
9. Strainer
10. Suction Manifold
11. Cylinder discharge valve
12. Valve plate
13. Cylinder suction valve
14. Discharge piston Check valve assembly
15. Discharge manifold

Figure 2-13 Compressor cylinder heat unloader Hot gas bypass

c. Loaded Operation

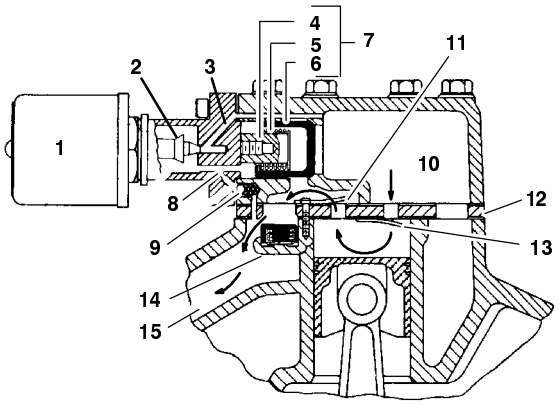
Discharge pressure bleeds from the discharge manifold (Figure 2-14, item 15) through the strainer (9) and (8) bleed orifice to the solenoid valve stem (2) chamber and the back of the piston bypass valve (7).

With the solenoid valve (1) *de-energized* the solenoid valve stem will *close* the gas bypass port (3).

Refrigerant pressure will overcome the bypass valve spring (5) tension and force the piston (6) *forward closing* the gas bypass from the discharge manifold to the suction manifold (10).

Cylinder discharge pressure will force open the discharge piston check valve assembly (14). Refrigerant gas will pass into the compressor discharge manifold.

The loaded cylinder bank will continue to operate fully loaded until the solenoid valve control device is energized and the gas bypass port is opened.



1. Solenoid valve
2. Valve stem
3. Gas bypass port
4. Spring guide
5. Spring
6. Piston
7. Piston bypass valve
8. Bleed orifice
9. Strainer
10. Suction manifold
11. Cylinder discharge valve
12. Valve plate
13. Cylinder suction valve
14. Discharge piston check valve assembly
15. Discharge manifold

Figure 2-14 Compressor cylinder head loader Hot gas bypass

2.9.10 Battery charging alternator

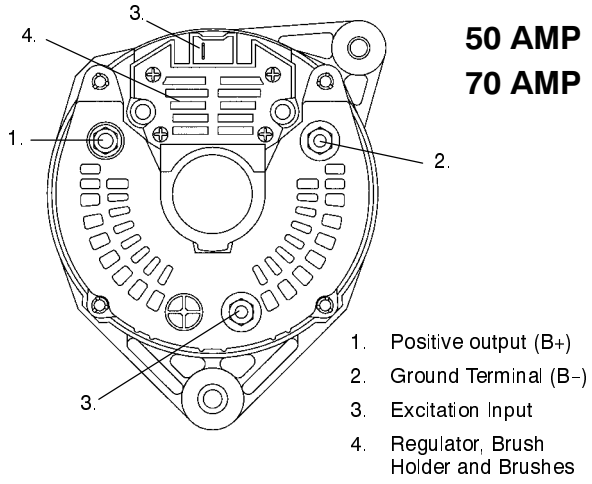
CAUTION

Observe proper polarity when installing battery, negative battery terminal must be grounded. Reverse polarity will destroy the rectifier diodes in alternator. As a precautionary measure, disconnect positive battery terminal when charging battery in unit. Connecting charger in reverse will destroy the rectifier diodes in alternator.

The alternator converts mechanical and magnetic energy to alternating current (A.C.) and voltage, by the rotation of an electromagnetic field (rotor) inside a three phase stator assembly. The alternating current and voltage is changed to direct current and voltage, by passing A.C. energy through a three phase, full-wave rectifier system. Six silicon rectifier diodes are used.

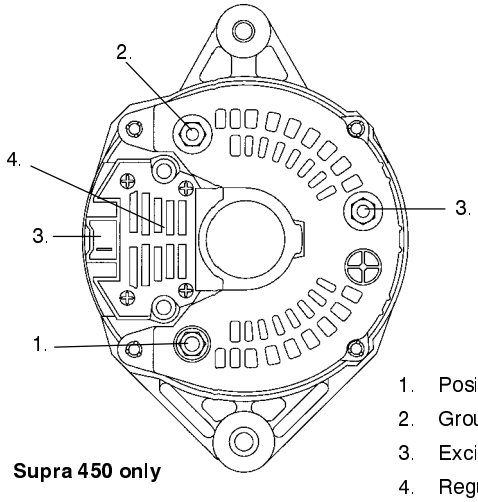
The regulator is an all-electronic, transistorized device. No mechanical contacts or relays are used to perform the voltage regulation of the alternator system. The electronic circuitry should never require adjustment and the solid state active elements used have proved reliable enough to warrant a sealed unit.

The regulator is an electronic switching device. It senses the voltage appearing at the auxiliary terminal of the alternator and supplies the necessary field current for maintaining the system voltage at the output terminal. The output current is determined by the load.



50 AMP
70 AMP

1. Positive output (B+)
2. Ground Terminal (B–)
3. Excitation Input
4. Regulator, Brush Holder and Brushes



50 AMP

Supra 450 only

1. Positive output (B+)
2. Ground Terminal (B–)
3. Excitation Input
4. Regulator, Brush Holder and Brushes

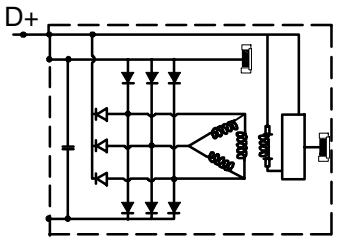


Figure 2-15 50 / 70 Amp Alternator and Regulator

2.10 REFRIGERANT CIRCUIT

2.10.1 Cooling mode

When cooling, the unit operates as a vapor compression refrigeration system. The main components of the system are the compressor, air-cooled condenser, thermostatic expansion valve, evaporator, and hot gas valve (three-way).

The compressor raises the pressure and temperature of the refrigerant and forces it into the condenser tubes. The condenser fan circulates surrounding air over the outside of the condenser tubes. Heat transfer is thus established from the refrigerant gas (inside the tubes) to the condenser air (flowing over the tubes). The condenser tubes have fins designed to improve the transfer of heat. This removal of heat causes the refrigerant to liquefy; liquid refrigerant flows from the condenser and through a check valve to the receiver.

The receiver stores the additional charge necessary for low ambient operation and for heating and defrost modes.

The refrigerant leaves the receiver and flows through a manual receiver shutoff valve (king valve). The refrigerant then flows through the subcooler. The subcooler occupies a portion of the main condensing coil surface and gives off further heat to the passing air.

The refrigerant then flows through a filter-drier where an absorbent keeps the refrigerant clean and dry.

In R-404A units the refrigerant flows to the “Liquid/suction” heat exchanger. Here the liquid is further reduced in temperature by giving off some of its heat to the suction gas.

The liquid then flows to an externally equalized thermostatic expansion valve (TXV) which reduces the pressure of the liquid and meters the flow of liquid refrigerant to the evaporator to obtain maximum use of the evaporator heat transfer surface.

The evaporator tubes have aluminum fins to increase heat transfer; therefore heat is removed from the air circulated through the evaporator. This cold air is circulated throughout the truck to maintain the cargo at the desired temperature.

The transfer of heat from the air to the low temperature liquid refrigerant causes the liquid to vaporize.

In R-404A units this low temperature, low pressure vapor passes through the “suction line/liquid line” heat exchanger where it absorbs more heat from the high pressure/high temperature liquid and then returns to the accumulator.

The compressor draws this vapor out of the accumulator through a pick-up tube which is equipped with a metering orifice. This orifice prevents the accumulation of oil in the accumulator tank. The metering orifice is calibrated to control the rate of oil flowing back to the compressor.

The vapor refrigerant then enters the compressor pressure regulating valve (CPR) which regulates refrigerant pressure entering the compressor, where the cycle starts over.

2.10.2 Heat and defrost mode

When refrigerant vapor is compressed to a high pressure and temperature in a reciprocating compressor, the mechanical energy necessary to operate the compressor is transferred to the gas as it is being compressed. This energy is referred to as the “heat of compression” and is used as the source of heat during the heating cycle.

When the controller calls for heating or defrost, the hot gas valve (three-way) solenoid energizes, closing the port to the condenser and opening a port which allows heated refrigerant vapor to flow directly to the evaporator coil.

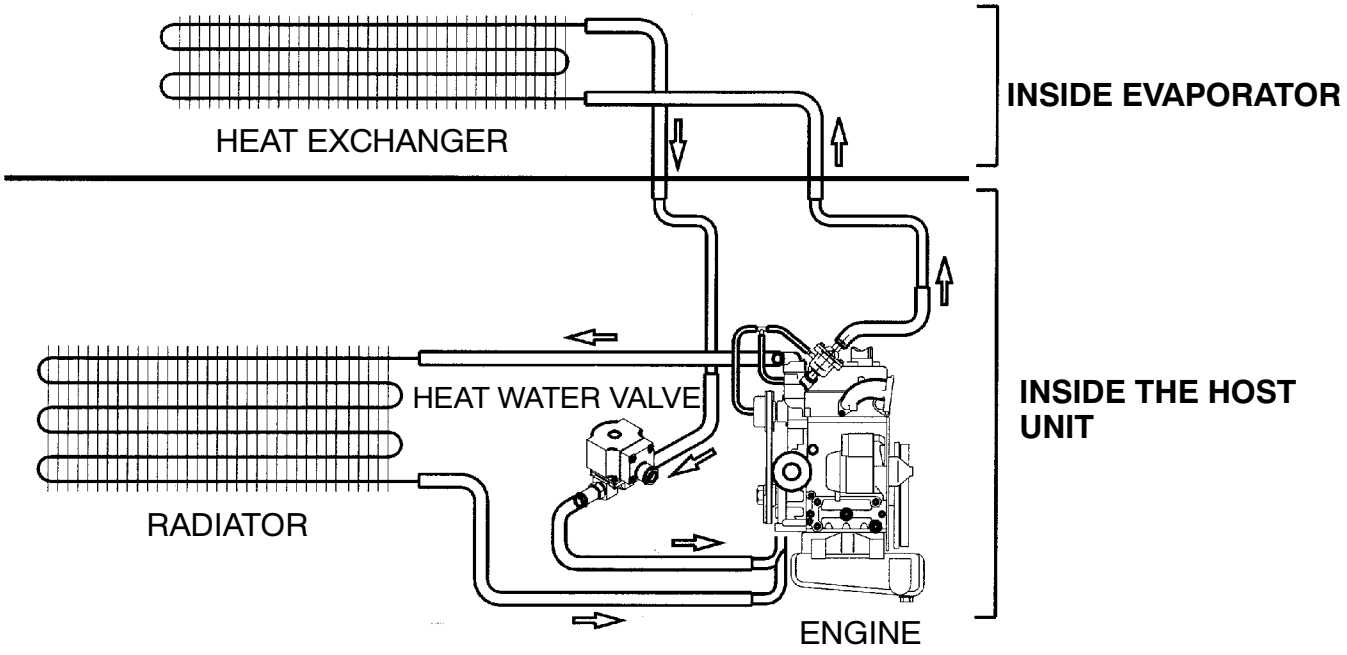
The main difference between heating and defrosting is that, when in heating all the evaporator fans continue to run, blowing the air over the heated coils to heat the product. When defrosting, the evaporator fans stop, allowing the heated vapor to defrost any ice build up there maybe.

The microprocessor will monitor suction pressure of the refrigeration system and ambient temperature and control the unloader to maintain a maximum operating pressure based on this two values (via a pressure tranducer).

For each operating mode (high speed engine, low speed engine, standby) a specific varipower equation exists.

For a given ambient temperature, if the suction pressure is below the equation value the compressor will run in 6 cylinders if not it will run in 4 cylinders.

2.10.3 Nordic versions specificities

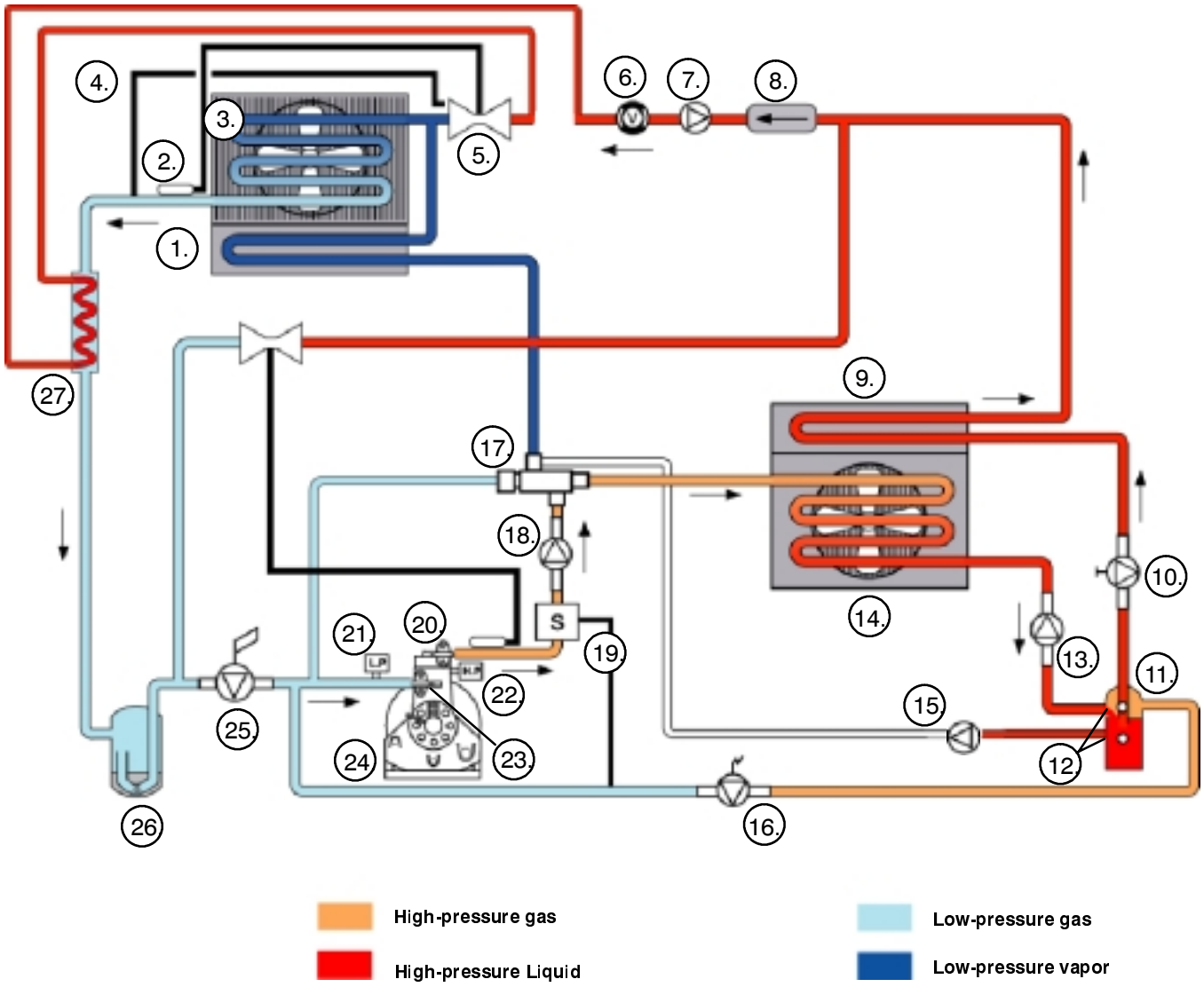


Additional heating is provided by passing the engines coolant through an extra heat exchanger fitted behind the evaporator, and by electric resistances (powered by induction from the standby motor) between the evaporator and this exchanger.

The coolant flow is controled by a solenoid valve in front of the engine, and a thermostat in the line leaving the engine stops the coolant temperature from dropping below 82° C (180° F).

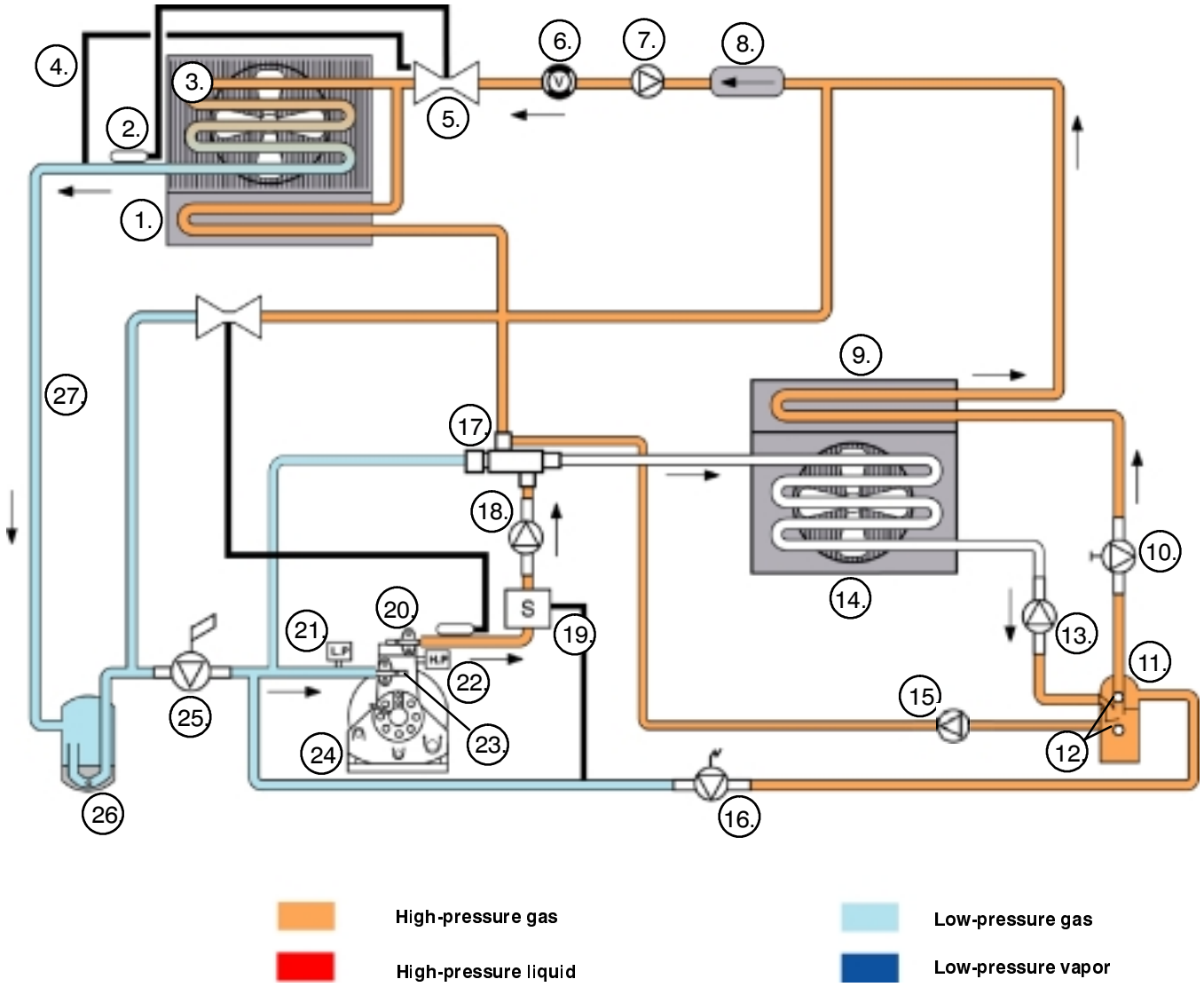
When the controller calls for high speed heating the microprocessor will energise the relay EHC via the N1 output. This will energise the resistances and the HWR relay. The HWR relay opens the solenoid valve allowing hot coolant to circulate within the heat exchanger.

Note that the EWHS only fonctions whilst the engine is running (RR energised), and that the SAS sensor acts as a security cut-off in case of overheating.



1. Drain pan heater
2. Expansion valve bulb
3. Evaporator
4. External Equalizer line
5. Expansion valve
6. Sight glass
7. Check valve (ONLY 550 & 750)
8. Filter drier
9. Subcooler
10. Receiver (king) valve
11. Receiver
12. Receiver sight glass
13. Bypass check valve (ONLY 450, 850 & 950)
14. Condenser
15. Check valve (ONLY 450, 850 & 950)
16. Solenoid valve (ONLY 550 & 750)
17. 3 ways valve
18. Check valve (ONLY 450)
19. Oil separator (ONLY 450)
20. Discharge service valve
21. Low pressure switch (LP)
22. High pressure switch (HP)
23. Suction service valve
24. Compressor
25. Compressor pressure regulating valve
26. Accumulator
27. Heat exchanger

Figure 2-16 Cooling Cycle R404A



1. Drain pan heater
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13. Bypass check valve (ONLY 450, 850 & 950)
14. Condenser
15. Check valve (ONLY 450, 850 & 950)
16. Solenoid valve (ONLY 550 & 750)
17. 3 ways valve
18. Check valve (ONLY 450)
19. Oil separator (ONLY 450)
20. Discharge service valve
21. Low pressure switch (LP)
22. High pressure switch (HP)
23. Suction service valve
24. Compressor
25. Compressor pressure regulating valve
26. Accumulator
27. Heat exchanger

Figure 2-17 Heat and Defrost Cycle R404A

SECTION 3

OPERATION

3.1 PRE-TRIP INSPECTION

a. Before Starting Engine

1. Drain water and sediment from fuel tank sump. Then fill tank with diesel fuel.
2. Check radiator coolant level. (Add pre-mixed 50/50 permanent antifreeze-water as required.) USE MONOPROPYLENE GLYCOL ONLY.
3. Check evaporator and condenser coil for cleanliness.
4. Check engine lubrication and fuel filter, oil lines, and connections for leaks. (Tighten connections and/or replace gaskets.)
5. Check compressor and receiver service valve position (backseat position).
6. Check unit compartment and remove any foreign material.
7. Check engine oil level.
8. Check V-belts for proper tension, fraying or cracks. Adjust belt or replace.
9. Check battery terminals and electrical connections for cleanliness and tightness. Clean and coat with a mineral type grease (such as Vaseline).
10. Check engine air cleaner for cleanliness and condition of air cleaner hose.
11. Check defrost drain pan hoses. (Should be clear of debris.)
12. Check defrost air switch tubes and connections for breaks or air leaks.

b. After starting Refrigeration Unit

1. Check water temperature. (Should be 65 to 82°C = 150 to 180°F.)
2. Check engine speed.
3. Listen for abnormal noises. (Refer to section 5.3.7) If present, control compressor pressures with a manometer.
4. Check compressor oil level (Refer to section 4.10).
5. Observe any signs of lube or fuel oil leaks.
6. Check radiator hoses for leaks.
7. Check refrigerant level.
8. Feel filter-drier. Excessive temperature drop across drier indicates restriction.
9. Start microprocessor Pre-trip Inspection.

3.2 STARTING AND STOPPING INSTRUCTIONS – ENGINE DRIVE

WARNING

Under no circumstances should ether or any other starting aids be used to start engine.

NOTE

Whenever starting the engine, in order to reduce starter cranking and engine loads, the microprocessor always starts and operates in high speed, unloaded cool for the first 15 seconds. After first 15 seconds the microprocessor will allow the unit to operate normally, providing the coolant temperature is above 26°C (79°F). In order to prolong engine life, the microprocessor will prevent operation in high speed until coolant temperature reaches this temperature.

3.2.1 Automatic start

a. Starting Instructions

1. Place the *Run-Stop Switch* in the RUN position on the Control Box.
2. Place the *On-Off Switch* (Cab Command) to ON position and press the *Road Key*. The microprocessor will perform a self-test (all display messages will appear in display window). Then setpoint and box temperature will be displayed.
3. The microprocessor will energize glow cycle (length of time depends on engine temperature) and start the engine.
4. To change the setpoint press the *Up Or Down Arrow Key* and then the *Enter Key*.
5. Pressing the *Auto S/S-Continuous Key* changes the operation of the unit between automatic start/stop (unit will automatically start and stop in response to changing box temperature) or automatic start continuous run (unit will operate continuously after star-ting).

b. Stopping instructions

Place the *On-Off Switch* (Cab Command) to OFF position or place *Run-Stop Switch* in the STOP position to stop unit.

3.2.2 Manual Starting - OPTION

a. Starting Instructions (Manual Starting)

1. To start the unit manually, place *Run-Stop Switch* to RUN position and the *On-Off Switch* (Cab Command) to ON position.
2. Press the *Auto S/S-Continuous Key* (if necessary) to erase AUTOSTART/STOP Symbol from the display.
3. Press the *Function Change Key* until AUTO OP or MAN OP appears on the display.

   a. **If AUTO OP appears :**

   (1.) Press the *Enter Key.*

   (2.) Press the *Up Or Down Arrow Key* to make MAN OP appear on the display.

   (3.) Press the *Enter Key*. The unit is in MANUAL START mode.

   b. **If MAN OP appears :**

   (4.) Use the *Manual Glow/Crank Switch* to start the unit refer to Table 3-1.

NOTE
Once the unit is programmed for Man OP, the *Auto S/S - Continuous Key* can be used to toggle between Auto Start/Stop and Manual Start Continuous Run.

Table 3-1 Manual Glow Time

Ambient Temperature	Glow Time in seconds	
	TV	DI
Less than 0°C (32°F)	15	55
1°C to 10°C (33°F to 50°F)	10	40
11°C to 25°C (51°F to 77°F)	5	25
Greater than 26°C (78°F)	0	10

b. Stopping Instructions

Place the *On-Off Switch* (Cab Command) to OFF position or place *Run-Stop Switch* in the STOP position to stop unit.

3.3 STARTING AND STOPPING INSTRUCTIONS - STANDBY MOTOR DRIVE

WARNING

Check for correct power connection (220V or 380V) with connectors located in Main Control Relay Box.

1. Plug in the power plug.
2. Place the *On-Off Switch* (Cab Command) to ON position and press the *Standby Key*. The microprocessor will perform a self-test (all display messages will appear in display window). Then setpoint and box temperature will be displayed.

   "NO POWER" will be displayed if unit is switch to standby and power plug not plugged in.
3. Check for proper motor rotation. Condenser air must be drawn into unit (see indicatingflag on front grille). To reserve rotation, stop unit, disconnect power cord and change polarity of plug.

3.4 CONTROL CIRCUIT OPERATION

3.4.1 Introduction

NOTE
To make it easier to locate the schematic components referred to in the written text, the schematic in this manual has map coordinates added to the margins. These locations have also been added to the legend.

The controller boards shown on the electrical schematic that interface with unit components are the analog interface or processor board on the right and the relay module on the left.

Connections to these boards are made through 3 multiple-pin plug connectors HC, HC2, & MP. The address system (example HCD2-MPW2) indicates a wire between plug HC, pin D2 and microprocessor MP & pin W2.

The processor board connections are mainly inputs and outputs for control switches, temperature sensors, safety, and auto start functions that control the operation of the unit. The processor board also controls the operation of the relay board through plug connections.

The relay module, which contains plug-in interchangeable relays provides the microprocessor with a means for switching the unit components to achieve a desired operating mode.

3.4.2 Temperature Control Logic

There are basically 3 modes of operation : Cool, Heat or Defrost. Controller will automatically selects the necessary mode to maintain box temperature at setpoint.

There are two control ranges :

- Frozen : setpoint < -12°C (54°F)
- Perishable : setpoint > -12°C (54°F)

In the frozen range there are two control logic depending if heat is allowed or not (refer to micro configuration section 4.22.2, CNF-4).

There are also two operating modes :

- Continuous
- Start / Stop

a. Temperature Control / Continuous Mode

Diesel mode : since engine has two operating speeds, there are four possible states :

- High speed cool
- Low speed cool
- Low speed heat
- High speed heat

Standby mode : there are two possible states :

- Cool
- Heat

See Figure 3-1.

b. Temperature control / Start Stop

When start/stop mode is activated there is an additional “off” state which correspond to unit shut off when box temperature is closed to setpoint.

See Figure 3-2.

c. Micro operation

Cool mode : default mode for the micro.

Heat mode : micro will energize HR1 relay (which controls 3 way valve HGS) via X1 output.

Speed : (engine mode only) : when high speed is needed, micro will energize SR relay (which controls speed solenoid SCS) via N3 output.

Defrost : (see section 2.8.10) : when a defrost is initiated and if micro detects voltage on K2 output (defrost thermostat closed), DR relay is energized via W2 ouput, HR1 via X1 output and SR (if needed) via N3 output. Energizing DR will stop evaporator electrical fans (EFMR). Unit will remain in defrost until defrost thermostat (DTT) opens. If the thermostat fails to open in 45 minutes, microprocessor will terminate defrost and shift between normal operation and defrost at 1h30 hour interval. If the problem corrects itself, unit will automatically resume its normal functions. There is a one minute delay before fans are started after defrost termination.

Table 3-2 Relay Operation – Microprocessor Controller											
Mode	**DER**	**GPR**	**RR**	**RCR**	**SSR**	**SR**	**EFMR 1, 2, 3**	**EHR**	**DR**	**FHR**	**DPR**
Off	O	O	O	O	O	O	O	O	O	O	O
Glow	O	I	I	I	O	O	O	O	O	I or O	O
Start	O	I	I	I	I	I	O	O	O	I or O	O
High Speed Cooling	O	O	I	I	O	I	I	O	O	I or O	O
Low Speed Cooling	O	O	I	I	O	O	I	O	O	I or O	O
Off cycle	O	O	O	I	O	O	O	O	O	O	O
Low Speed Heating	O	O	I	I	O	O	I	O	O	I or O	O
High Speed Heating	O	O	I	I	O	I	I	I or O	O	I or O	O
Defrost	O	O	I	I	O	I	O	I or O	I	I or O	I
STANDBY MOTOR OPERATION											
Cooling	I	O	I	I	O	O	I	O	O	O	O
Cooling Unloaded	I	O	I	I	O	O	I	O	O	O	O
Off cycle	I	O	O	I	O	O	O	O	O	O	O
Heating	I	O	I	I	O	O	I	I	O	O	O
Heating Unloaded	I	O	I	I	O	O	I	O	O	O	O
Defrost	I	O	I	I	O	O	O	O	I	O	I

I = Output is ON

O = Output is OFF

[1] Sequence shown is thermostat control selection. This may be overridden by suction pressure.

3.4.3 Supra 950 specific logic

Supra 950 units are equipped with a 05G compressor with one unloader for capacity control. The capacity controlled cylinders are easily identified by the solenoid which extends from the side of the cylinder head. When the solenoid is energized 2 cylinders are unloaded (operating with no pressure differencial) and absorbed power decreases. A de-energized solenoid reloads the cylinders.

There are two modes of operation for the unloader: temperature control and suction pressure control.

a. Temperature control

Operation is similar to the standard micro units, exept that additional states are present based on the number of loaded cylinders.

See Figure 3-3 and Figure 3-4.

Unloader : micro will unload two cylinders by energizing unloader relay UFR (which controls the unloader solenoid) via X2 output.

Defrost specific logic (CNF6 ON and CNF8 OFF) : defrost damper (if provided) is closed at defrost start and is kept closed for 90s with heat on 60s after defrost has terminated.

b. Suction pressure operation

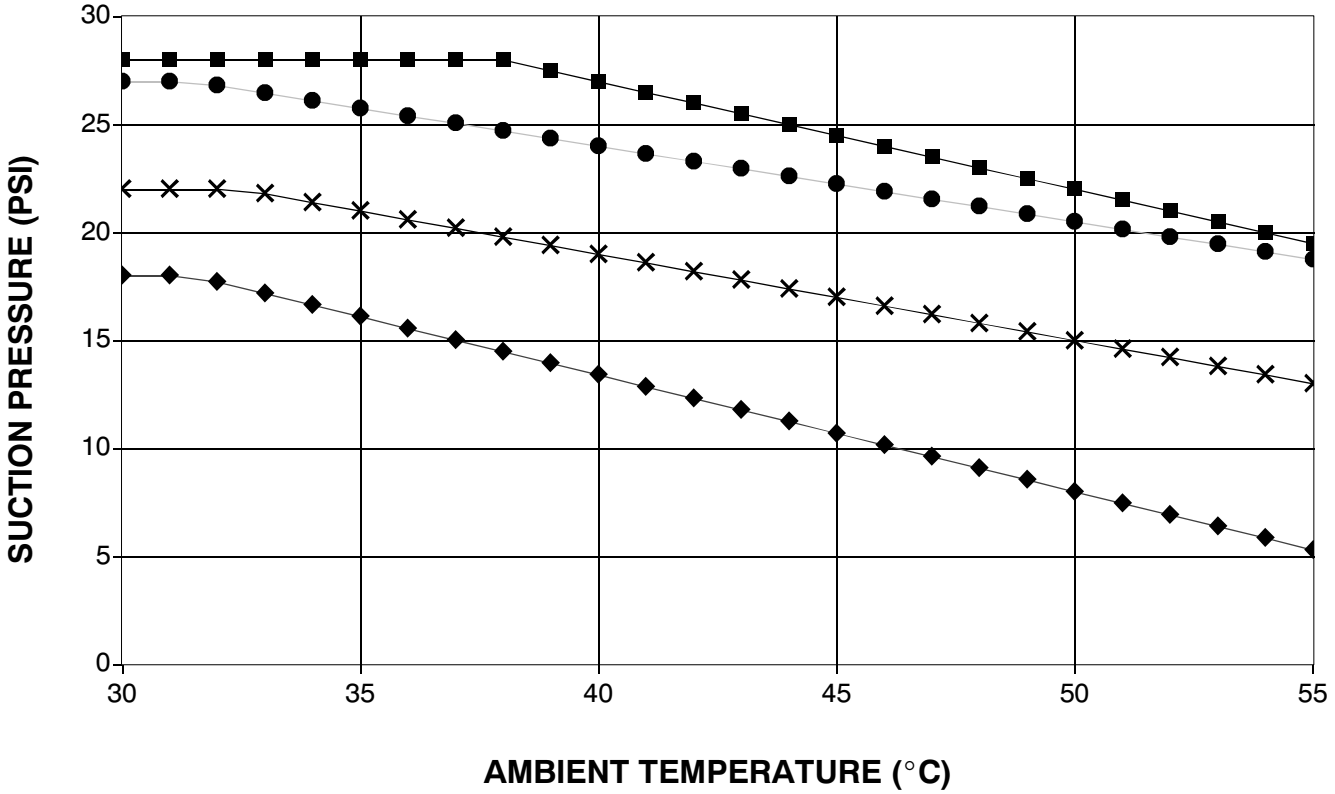
The microprocessor will monitor suction pressure of the refrigeration system and ambient temperature and control the unloader to maintain a maximum operating pressure based on these two values (via a pressure tranducer).

For each operating mode (high speed engine, low speed engine, standby) a specific varipower equation exists.

For a given ambient temperature, if the suction pressure is below the equation value the compressor will run in 6 cylinders if not it will run in 4 cylinders.

Unloader is energized during engine or standby motor start.

TRUCK VARIPOWER EQUATION



3.4.4 Relay operation

- Engine mode

Automatic start :

Run relay is energized via W1 output.

Diesel/Electric relay is energized via N2 output :

- Run/stop solenoid is activated in RUN position. Fuel pump is energized.

- Voltage supply to standby motor contactor and subsequent motor start is prevented.

Glow plugs and buzzer are energized via GPR relay (T3 output).

Then starter solenoid is energized via SSR relay and T2 output. Engine will crank for 10 seconds or until engine operation is sensed by the alternator signal (L3).

GPR is de-energized after the auxiliary input is sensed on. If engine does not start a 15 seconds null period will elapse before next start attempt. Run relay (RR) is kept energized.

Manual start :

Using the crank/glow switch (MGC), glow plugs (+ buzzer) are first energized via the GPR relay then the starter is crank via the SSR relay.

- Standby mode

Automatic start :

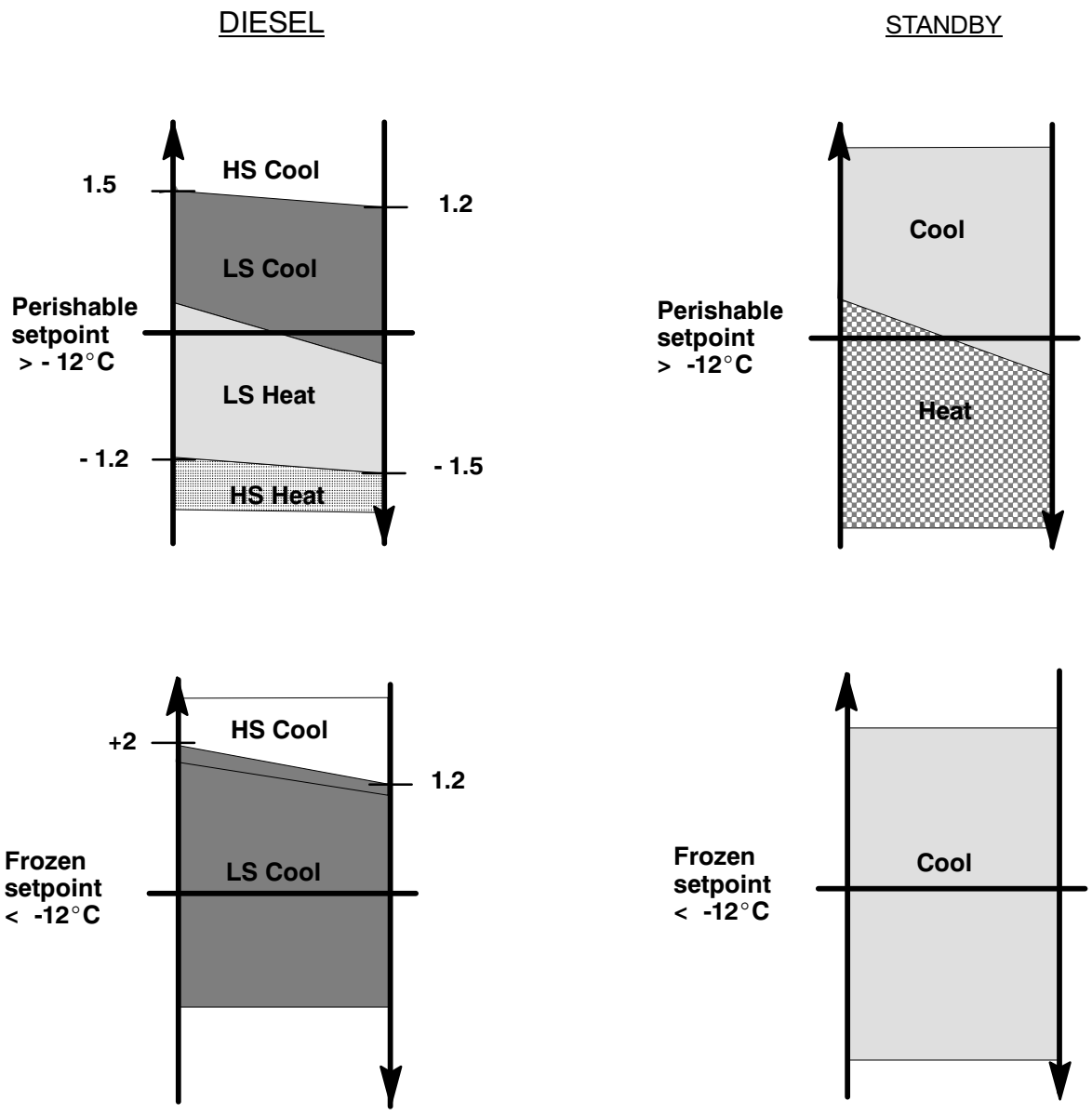
DER relay is energized via N2 output.

- Prevents activation of engine run solenoid and fuel pump.

- Standby motor contactor is energized.

RR is energized. Electrical power is supplied to the standby motor for starting.

CONTINUOUS MODE



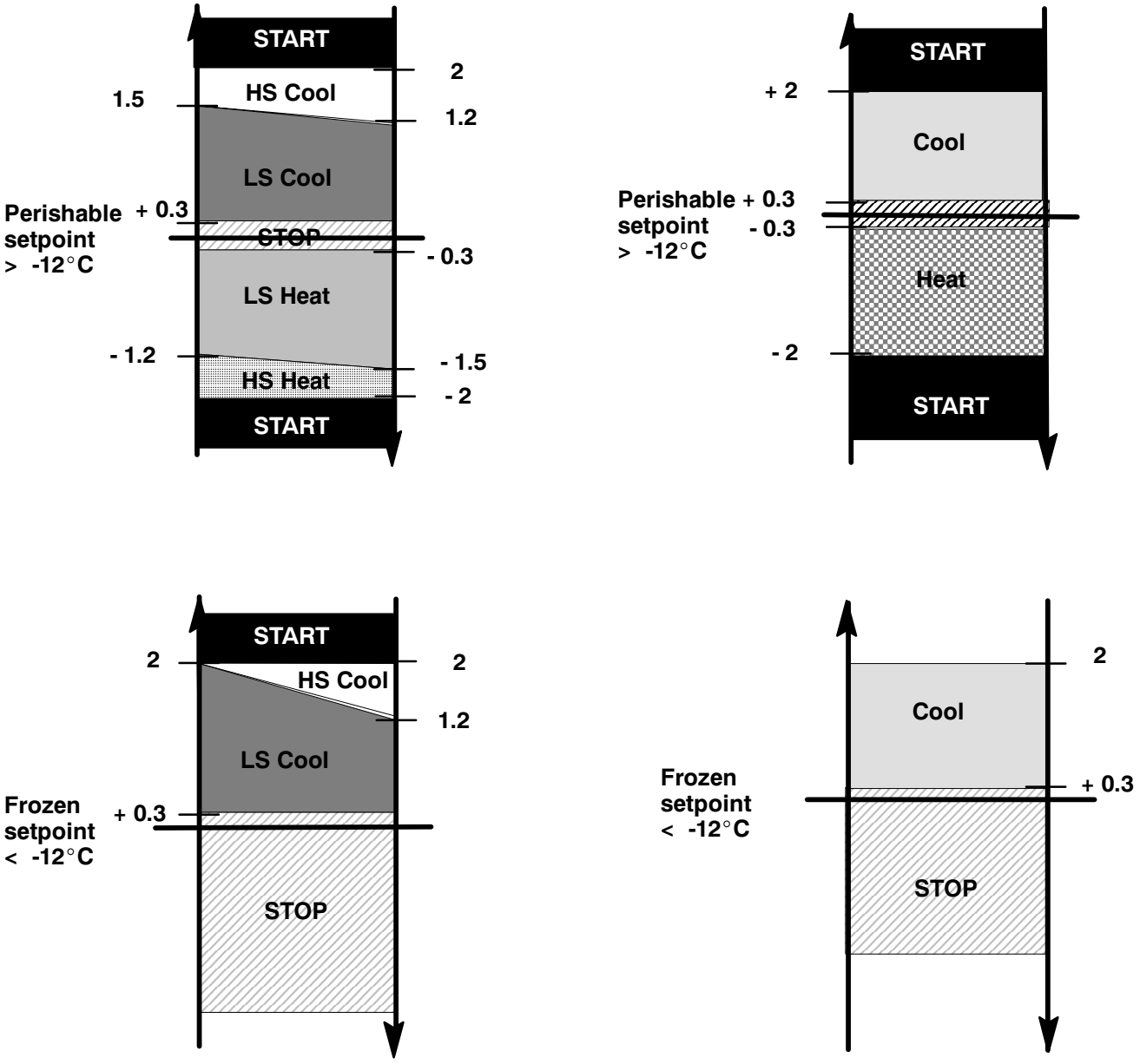
SUPRA 450/550/750/850

Figure 3-1 Temperature control sequence – Continuous mode

START / STOP MODE

DIESEL

STANDBY

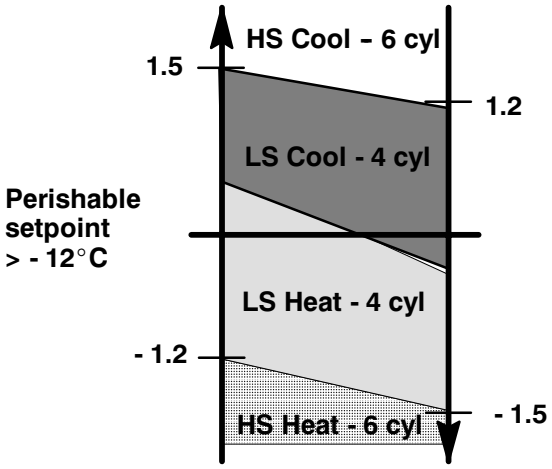


SUPRA 450/550/750/850

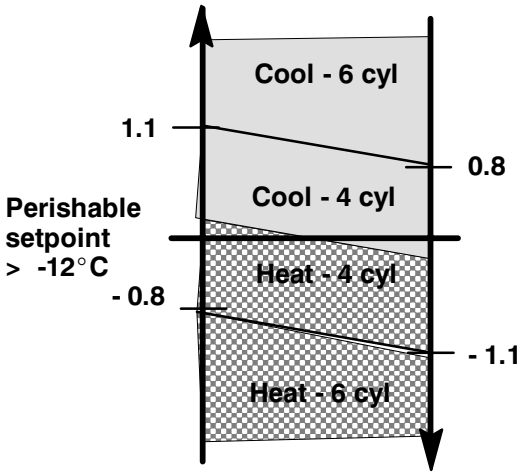
Figure 3-2 Temperature control sequence – Start / Stop mode

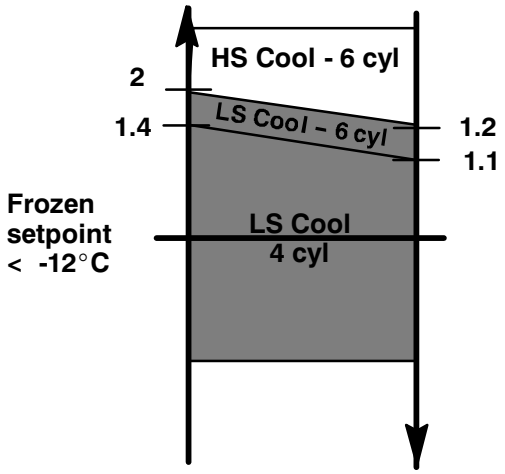
CONTINUOUS MODE

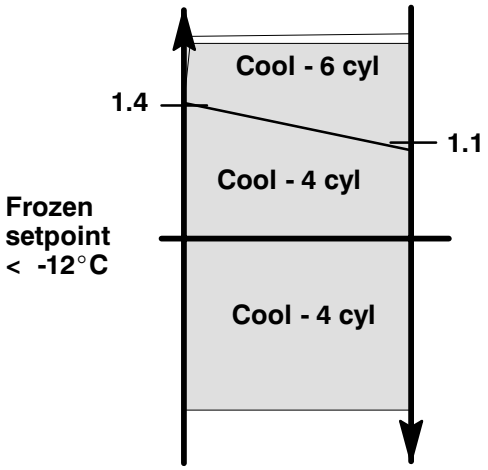
DIESEL



STANDBY



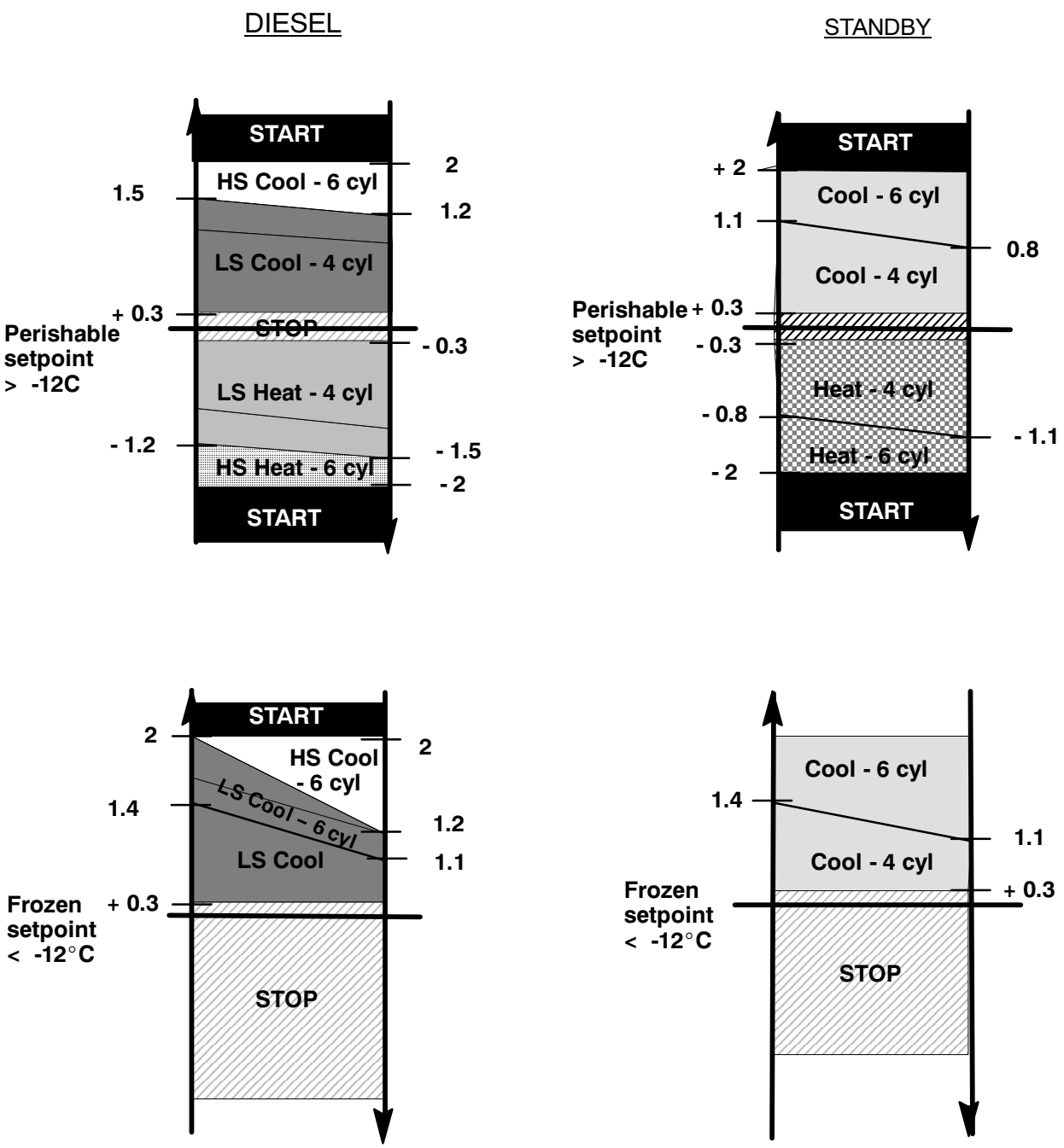




SUPRA 950

Figure 3-3 Temperature control sequence – Continous mode – Only 950

START / STOP MODE



SUPRA 950

Figure 3-4 Temperature control sequence – Start / Stop mode – Only 950

SECTION 4

SERVICE

WARNING

Beware of unannounced starting of engine or standby motor caused by the unit thermostat or the start/stop cycle.

Personal Protective Equipment : before doing anything on this product, as explained in this manual.Always use safety precautions before doing any maintenance on the unit

safety glasses  **, gloves**  **,**

safety shoes  **, safety clothes** 

WARNING

Before servicing unit, make sure the Run-Stop switch is in the STOP position. Also disconnect the negative battery cable.

NOTE
To avoid damage to the earth's ozone layer, use a refrigerant recovery system whenever removing refrigerant.

4.1 MAINTENANCE SCHEDULE

Supra 450 – 550	REQUIRED SERVICE										
Without bypass oil filter	A	A	A	AB	A	A	AB	AC	A	AB	AD
Hours	250	750	1250	1750	2250	2750	3250	3750	4250	4750	5250
With by pass oil filter (option)	A	A	AB	A	ABC	A	AB	AD	AB	AC	AB
Hours	250	850	1450	2050	2650	3250	3850	4450	5050	5650	6250

Supra 750 / 850	REQUIRED SERVICE										
Without bypass oil filter	A	AB	A	ABC	A	ABD	A	ABC	A	AB	AD
Hours	250	1000	1750	2500	3250	4000	4750	5500	6250	7000	7750
With by pass oil filter (option)	A	AB	ABC	AB	ABD	ABC	AB	AB	ABCD	AB	AB
Hours	250	1250	2250	3250	4250	5250	6250	7250	8250	9250	10250

Supra 950	REQUIRED SERVICE										
With standard oil filter	A	AB	ABC	AB	ABD	ABC	AB	AB	ABCD	AB	AB
Hours	250	1250	2250	3250	4250	5250	6250	7250	8250	9250	10250

4.2 DESCRIPTION OF SERVICE REQUIREMENTS

SERVICE	
Service A	● Drain the engine oil, replace oil filter and by-pass filter (if so equipped). ● Check engine cooling system. ● Clean the cartridge of the dry air filter. ● Check air cleaner and change air cleaner oil. ● Check all bolts, screws and unit mouting bolts for tightness. Thighten as required (1st service only). ● Check all belts.
Service B	● Replace fuel filter. ● Check fuel pump filter. ● Replace the cartridge of the dry air filter. ● Check the battery terminals and fluid level. ● Check compressor oil level. ● Check alternator brushes. Check it for diesel hours **PLUS** standby hours. ● Check engine thermostat for proper operation. ● Check defrost : – Check timer setting and function. – Check refrigerant control valves for proper operation. – Fans stop. – Defrost ends automatically. – Water drains from evaporator. ● Check fan motor brushes. ● Check and adjust rocker arms. ● Replace belts as necessary.
Service C	● Clean radiator and condenser. ● Check refrigerant level. ● Check engine speed under load – Supra 450 – 550 – 850 : 2320 rpm / 1800 rpm – Supra 750 : 2200 rpm / 1800 rpm – Supra 950 : 2250 rpm / 1800 rpm ● Change the fan motor brushes. ● Check and rebuild the alternator. ● Clean and adjust fuel injectors (140 kg/cm^2)
Service D	● Check all belt tension pulleys. ● Change anti-freeze in diesel engine. ● Check bearings in clutch(es) and electric motors.

4.3 SERVICING ENGINE RELATED COMPONENTS

4.3.1 Cooling system

The condenser and radiator assembly is designed with the radiator located after the condenser coil. The condenser fans draw the air through the condenser and radiator coil.

1. Cleaning the cooling system

The condenser and radiator can be cleaned at the same time. The radiator must be cleaned internally as well as externally to maintain adequate cooling.

Remove all foreign material from the radiator/condenser coil by reversing the normal air flow. (Air is pulled in through the front and discharges over the standby motor.) Compressed air or water may be used as a cleaning agent.

WARNING

Do not use high pressure water spray to avoid damaging condenser fins.

2. Replace coolant

a. Drain coolant by removing lower radiator hose and radiator cap.

b. Install hose and fill system with clean, untreated water to which three to five percent of an akalined based radiator cleaner should be added (six ounces – dry 151 grams to one gallon = 3.78 liters) of water.

c. Run engine 6 to 12 hours and drain system while warm. Rinse system three times after it has cooled down. Refill system with water.

d. Run engine to operating temperature. Drain system again and fill with treated water/anti-freeze. (see Caution and refer to section 1.2) NEVER POUR COLD WATER INTO A HOT ENGINE, however hot water can always be added to a cold engine.

3. Checking radiator operation

a. Check visually the cooling system (specially hose between radiator and coolant bottle).

b. Verify coolant level inside the radiator and top up if necessary.

c. Power up the unit.

d. Run engine to operating temperature until coolant level in coolant bottle increases (flow from the radiator to the coolant bottle).

e. Stop the unit and verify that coolant decreases inside the coolant bottle (flow from the coolant bottle to the radiator).

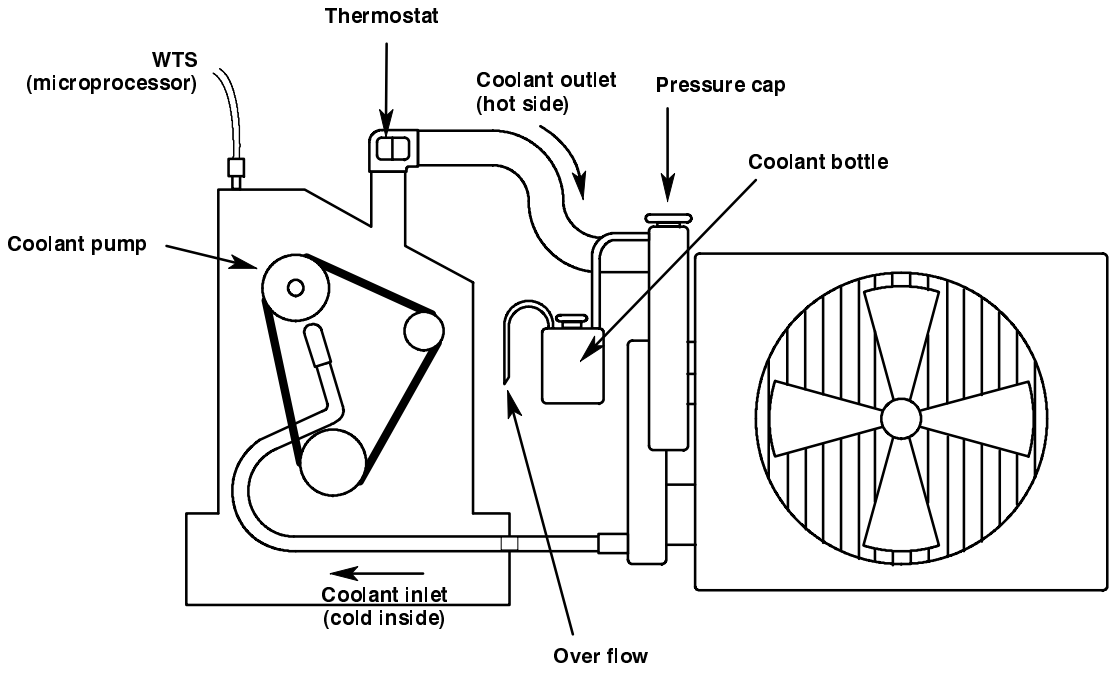


Figure 4-1 Cooling circuit

4.3.2 Changing Lube Oil and Lube Oil filters

CAUTION

Use only monopropylene glycol anti-freeze (with inhibitors) in system as glycol by itself will damage the cooling system.

Always add pre-mixed 50/50 anti-freeze and water to radiator/engine. Never exceed more than a 50% concentration of anti-freeze. Use a low silicate anti-freeze.

After warming up the engine, stop engine, remove drain plug from oil reservoir and drain engine lube oil.

CAUTION

When changing oil filters, the new filters should be primed with clean oil. if the filters are not primed, the engine may operate for a period with no oil supplied to the bearings.

Replace filter(s), lightly oil gasket on filter before installing and add lube oil. (Refer to section 2.2) Warm up engine and check for leaks.

4.3.3 Fuel filter and fuel circuit

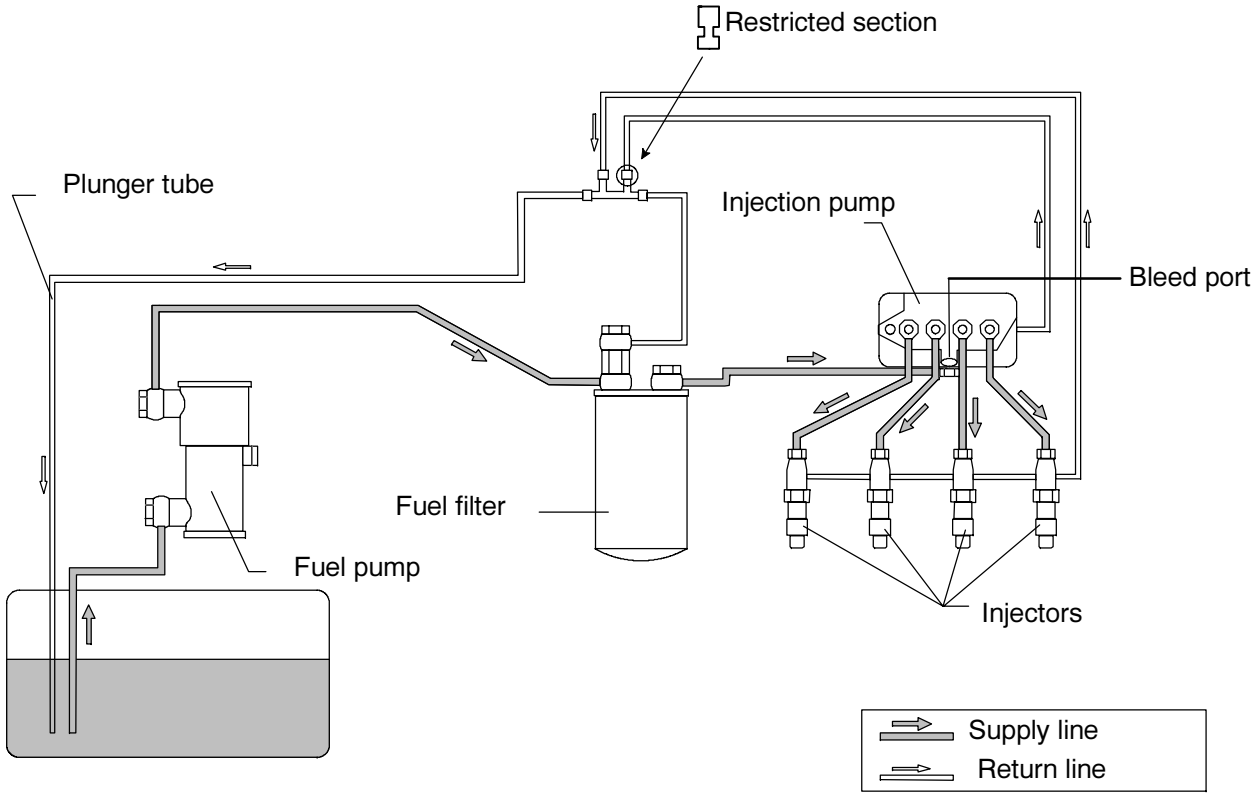


Figure 4-2 Fuel filter and fuel circuit

a. Checking fuel circuit

1. The engine must run with bleed port slightly unscrewed.This indicates that injection pump pressure is greater than 0.1 bars. (If not check for air leakages and clean fuel lines).
2. The electrical pump is designed to deliver 0.7 bar. The fuel circuit flow rate in the return line is about 5 liters per hour.

b. Changing fuel filter

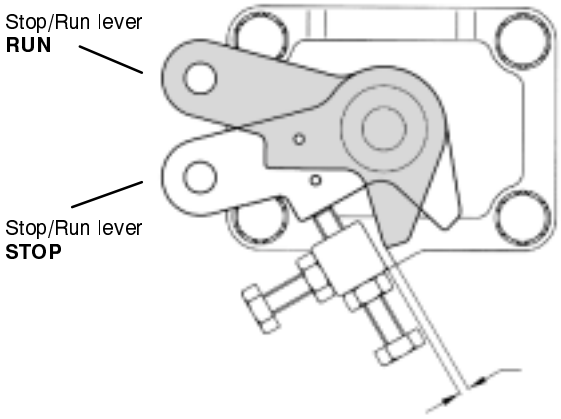
After changing fuel filter operate the electrical pump to bleed properly the fuel circuit before engine start.

CAUTION

When changing fuel filter, the new filter should be filled with clean fuel.

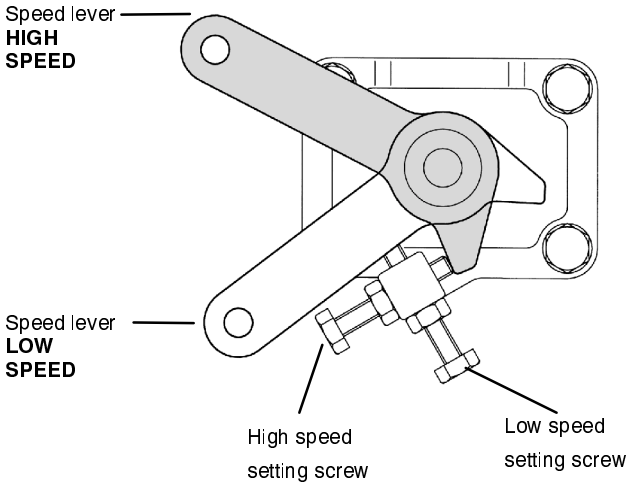
4.3.4 Replacing solenoids (Figure 4-3)

1. Remove spring from the run/stop (or speed) lever (item 4.).
2. Disconnect solenoid. Remove clip (item 3.) from linkage rod (item 5.).
3. Remove solenoid and install the new one (clip + spring).
4. Energize the solenoid and verify that :
   - for STOP SOLENOID : run/stop lever is at full position. Lever should not touch surface.
   - for RUN SOLENOID : speed lever touchs high speed adjusting screw (at rated operation speed).



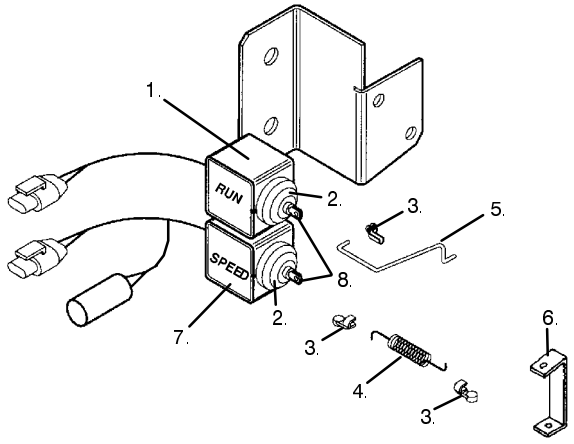
Keep 1 or 2 mm gap

5. De-energize the solenoid and verify that :
   - for STOP SOLENOID : engine shutdowns immediatly. Otherwise, adjust solenoid position.
   - for SPEED SOLENOID : Speed lever touchs low speed adjusting screw (at rated operating speed).



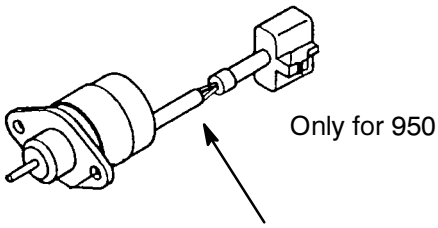
6. Verify that solenoid moves smoothly when energized or de-energized.

Only for 450, 550, 750 & 850



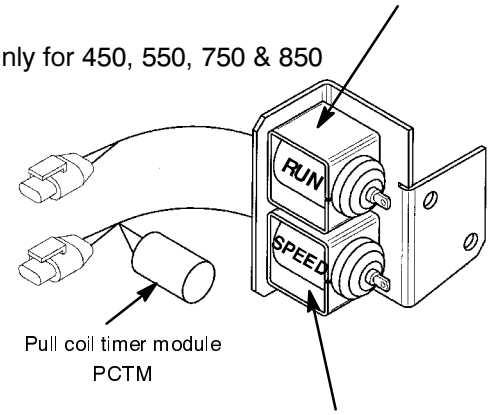
1.	Run solenoid	5.	Linkage rod (run)
2.	Boot	6.	Engine speed lever
3.	Clip	7.	Speed solenoid
4.	Spring (speed solenoid)	8.	Plunger

Figure 4-3 Speed and run control solenoids



During start sequence hold coil is energized. When starter is engaged pull coil is energized. After engine start (max 10s) - stater disengaged - pull coil is de-energized. Hold coil is kept energized.

Only for 450, 550, 750 & 850



When speed relay is energized, pull and hold coil are energized. After less than 1s the pull coil timer module de-energized the pull coil, hold coil maintained energized.

4.3.5 Engine air cleaner

a. Inspection

The oil type air cleaner, hose and connections should be inspected for leaks or fractures in the inlet and outlet hoses. A damaged air cleaner or hose can seriously affect the performance and life of the engine. If housing has been dented or damaged, check all connections immediately.

b. Service Procedure (dry type)

Stop engine, remove air filter. Install new air filter.

4.3.6 Servicing fuel pump

a. To check or to replace

1. Remove 3 screws from cover (item 1, Figure 4-4).
2. Remove cover, gasket and filter.
3. Wash filter in cleaning solvent and blow out with air pressure. Clean cover.

Protect carefully your eyes from solvent.

4. To install reverse above steps.

1. Fuel pump
2. Filter
3. Gasket
4. Cover

Figure 4-4 Electric fuel pump

b. Verify fuel pump capability

1. Remove fuel pump from the system. Connect the manometer to pump outlet. Energize fuel pump with a small quantity of fuel.
2. At zero flow, the fuel pump should provide about 0.7 bars of pressure at the pump outlet.
3. When running correctly the fuel pump generates noise according to pulsation of the inner piston.

   - pulsation frequency high : fuel circuit has low pressure drop - high flow.

   - pulsation frequency low (or null) : high pressure drop inside the circuit - low or zero flow. Check for restriction inside the circuit.

4.3.7 Servicing Glow plugs

- CT2.29TV / CT3.44TV & CT3.69TV engine have slow glow plugs :

25 seconds to reach 800°C under 12.5 V

In case of fast brun of glow plugs, verify that micro configuration is correct :

- TV for all engine types

When servicing, the glow plug is to be fitted carefully into the cylinder head to prevent damage to glow plug. Torque value for the glow plug is 0.8 to 1.5 mkg (6 to 11 ft-lb).

Checking for a Defective Glow Plug

One method is to place an ammeter (or clip-on ammeter) in series with each glow plug and energize the plugs. Each plug (if good) should show amperage draw.

A good plug draws 8 to 10 A.

4.3.8 Clutch control

a. Engagement speed

Clutch is designed to engage around 1200 rpm (engine speed). This engagement speed will increase with shoes wear. It is crucial to replace shoes before engagement speed reachs around 1600 rpm to avoid clutch burnout.

Control procedure

Remove clip and connecting rod from stop/run solenoid. Manually move run lever in full position. Start the unit in Engine mode and let it reach high speed.

Then decrease speed until clutch disengage. From this position slowly increase engine speed until clutch engages (compressor is driven by engine) and record the speed.

b. Shoes wear

1. Observe clutch housing to check for any discolouration of the metal surface, sigh that clutch has overhead. In that case, check shoes condition.
2. Remove clutch cover plate and using a mirror observe shoe condition and lining material thickness. If thickness is less than 1 mm, replace shoes.

4.3.9 Servicing alternator

Inspection

- verify hightness of connections expecially for the excitation wire. If disconnected unit shall display ALT AUX and battery will not reloaded during unit operation.

Brushes (every 5 000 hours)

- make sure battery terminals and alternator exciting cable are disconnected.
- remove the two screws holding the regulator.
- replace the brushes.
- reassembly the regulator.

Voltage control

- Power up the unit.
- Press UNIT DATA until voltage measurement output is displayed.

4.4 SERVICING AND ADJUSTING V-BELTS

WARNING

Beware of V-belts and belt driven components as the unit may start automatically.

4.4.1 Belt tension gauge

It is recommended using a belt tension gauge (tester) P/N 07-00203, shown in Figure 4-6 whenever V-belts are adjusted or replaced.

A belt tension gauge provides an accurate and easy method of adjusting belts to their proper tension. Properly adjusted belts give long lasting and efficient service. Too much tension shortens belt and bearing life, and too little tension causes slippage and excessive belt wear. It is also important to keep belts and sheaves free of any foreign material which may cause the belts to slip.

The belt tension gauge can be used to adjust all belts. The readings which we specify for Carrier Transicold units are applicable only for our belts and application, as the tension is dependent on the size of the belt and distance between sheaves. When using this gauge, it should be placed as close as possible to the midpoint between two sheaves (see Figure 4-5).

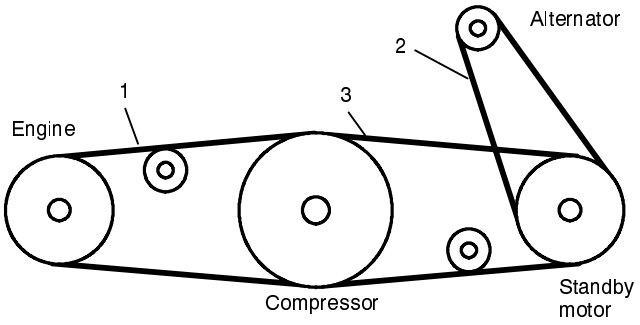
The V-belts must be kept in good condition with the proper tension to provide adequate air movement across the coils.

When installing a new V-belt the tension should be somewhat higher than specified (see Table 4-1) and readjusted after allowing the unit to run for some time.

Table 4-1 Belt tension (see Figure 4-6)

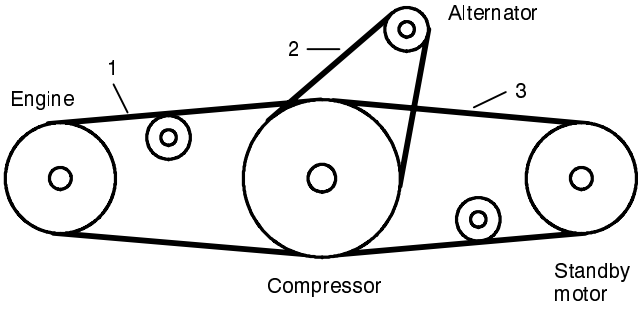
Belts	Tension
CT3-44TV engine (D722) Water pump	30 to 40
CT2-29TV engine (Z482) Water pump	30
Engine to compressor	30 to 50
Alternator	30 to 50
Standby motor to compressor	30 to 50

4.4.2 V-belt

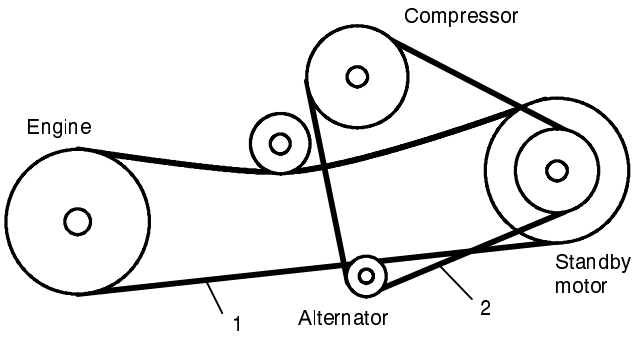


Supra 850 - 950

1. Engine to compressor v-belt
2. Alternator v-belt
3. Standby motor to compressor v-belt



Supra 550 - 750



Supra 450

1. Engine to standby poly- v-belt
2. Standby motor to alternator and compressor poly-v-belt

Figure 4-5 V-belt arrangement

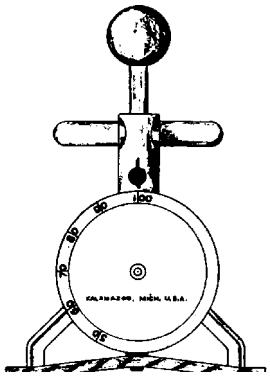


Figure 4-6 Belt Tension Gauge (part no. 07-00203)

4.4.3 Poly-V belt

Supra 450 unit is equipped with poly-v belt. Poly-v belt allows higher power transmission compared to the conventional v-belt but alignment tolerance are tighter.

a. Tension procedure

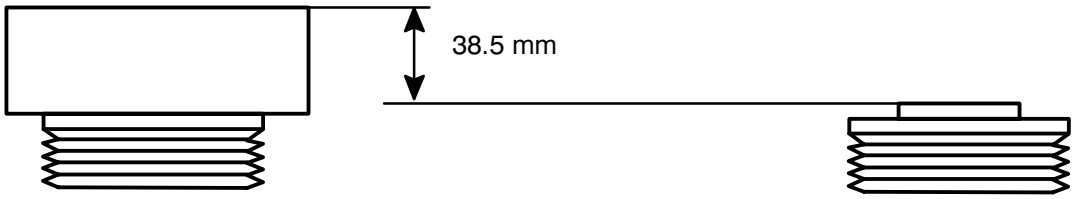
Engine-standby belt : tension is realized with the manual idler. Belt is tensioned on its back side (flat pulley).

Compressor/Alternator/Standby belt : tension is achieved by moving towards the alternator with the adjusting screw.

b. Alignment procedure

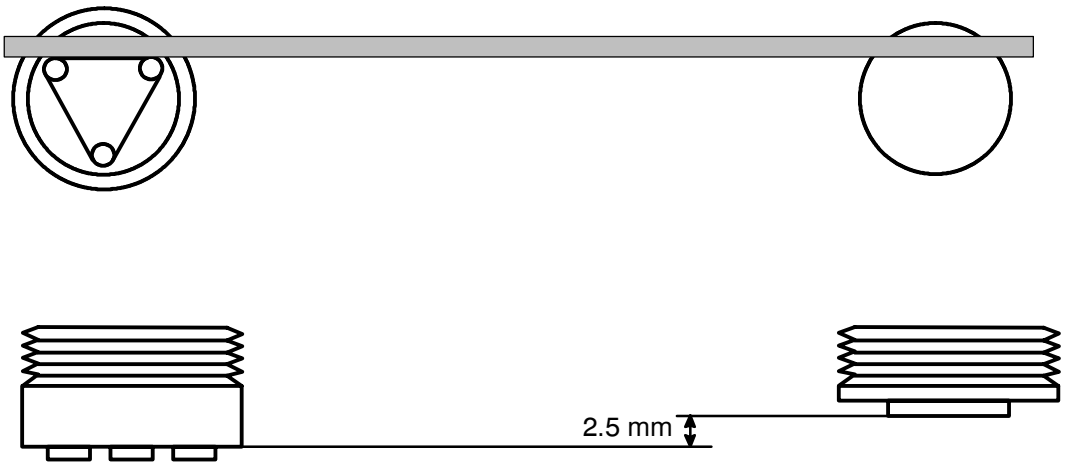
Belt alignment is done by moving pulley on each side of the standby motor.

Place a ruler on the standby pulley side, then measures the distance between the ruler and the end of the clutch. Distance should be as follows :



COMPRESSOR - STANDBY BELT

Do the same procedure using compressor clutch flat surface.



4.4.4 Alternator V-belt

a. Make sure negative battery terminal is disconnected.

b. Tension is done by rotation of alternator around its pivot.

4.4.5 Water pump belt tensioner

Water pump belt is driven by the diesel engine crankshaft pulley. The automatic belt tensioner ensures the correct tension.

To change the water pump belt, proceed as follows:

a. To compress the tensioner spring, place a threaded bolt or rod into hole and turn clockwise. This will draw the spring up and slacken V-belt for easy removal.

b. After replacing V-belt, remove the bolt to release the spring to return the idler to it's correct tension.

4.4.6 Standby motor - Compressor V-belt Diesel engine - Compressor V-belt

a. Tension is realized by moving idler pulley :

UPWARDS (Engine / Compressor)

DOWNWARDS (Standby / Compressor)

Depending on unit an adjusting screw easiest the displacement of the pulley along the idler.

4.5 PUMPING THE UNIT DOWN OR REMOVING THE REFRIGERANT CHARGE

NOTE
To avoid damage to the earth's ozone layer, use a refrigerant recovery system whenever removing refrigerant.

a. Pumping the Unit Down

To service the filter-drier, expansion valve, quench valve, CPR valve or evaporator coil, pump most of refrigerant into condenser coil and receiver as follows :

1. Backseat suction and discharge service valve (turn counterclockwise) to close off gauge connection and attach manifold gauges to valves.
2. Open valves two turns (clockwise). Purge gauge line.
3. Close the receiver outlet (king) valve by turning clockwise. Start unit and run in high speed cooling. Place Run-stop switch in the STOP position when unit reaches 0.1 kg/cm^2 (1 psig).
4. Frontseat (close) suction service valve and the refrigerant will be trapped between the compressor suction service valve and the manual shutoff (King) valve.
5. Before opening up any part of the system, a slight positive pressure should be indicated on the pressure gauge.
6. When opening up the refrigerant system, certain parts may frost. Allow the part to warm to ambient temperature before dismantling. This avoids internal condensation which puts moisture in the system.
7. Open (backseat) King valve and midseat suction service valve.
8. Leak check connections with a leak detector.
9. Start the unit in cooling and check for noncondensibles.
10. Check the refrigerant charge. (Refer to section 4.8.2)

NOTE
Store the refrigerant charge in an evacuated container if the system must be opened between the compressor discharge valve and receiver. Whenever the system is opened, it must be evacuated and dehydrated. (Refer to section 4.7)

b. Removing the Refrigerant charge

Connect a refrigerant recovery system to the unit to remove refrigerant charge. Refer to instruction provided by the manufacture of the refrigerant recovery system.

4.6 REFRIGERANT LEAK CHECKING

If system was opened and repairs completed, leak check the unit.

a. The recommended procedure for finding leaks in a system is with a halide torch or electronic leak detector. Testing joints with soapsuds is satisfactory only for locating large leaks.

b. If system is without refrigerant, charge system with refrigerant to build up pressure between 2.1 to 3.5 kg/cm^2 (30 to 50 psig). Remove refrigerant cylinder and leak check all connections.

NOTE
It must be emphasized that only the correct refrigerant cylinder be connected to pressurize the system. Any other gas or vapor will contaminate the system which will require additional purging and evacuation of the high side (discharge) of the system.

c. Remove refrigerant using a refrigerant recovery system and repair any leaks. Evacuate and dehydrate the unit. (Refer to section 4.7) Charge unit with refri-gerant. (Refer to section 4.8)

4.7 EVACUATION AND DEHYDRATION

4.7.1 General

Moisture is the deadly enemy of refrigerant systems. The presence of moisture in a refrigeration system can have many undesirable effects. The most common are copper plating, acid sludge formation, "freezing-up" of metering devices by free water, and formation of acids, resulting in metal corrosion.

4.7.2 Preparation

a. Evacuate and dehydrate only after pressure leak test. (Refer to section 4.6)

b. Essential tools to properly evacuate and dehydrate any system include a good vacuum pump (5 cfm = 8m^{3}H volume displacement, P/N 07-00176-01) and a good vacuum indicator such as a thermocouple vacuum gauge (vacuum indicator).

NOTE
It is not recommended using a compound gauge because of its inherent inaccuracy.

c. Keep the ambient temperature above 15.6°C (60°F) to speed evaporation of moisture. If ambient temperature is lower than 15.6°C (60°F), ice might form before moisture removal is complete. Heat lamps or alternate sources of heat may be used to raise system temperature.

4.7.3 Procedure for Evacuation and Dehydrating system

a. Remove refrigerant using a refrigerant recovery system.

b. The recommended method to evacuate and dehydrate the system is to connect three evacuation hoses (Do not use standard service hoses, as they are not suited for evacuation purposes.) as shown in Figure 4-7 to the vacuum pump and refrigeration unit. Also, as shown, connect a evacuation manifold, with evacuation hoses only, to the vacuum pump, electronic vacuum gauge, and refrigerant recovery system.

c. With the unit service valves closed (back seated) and the vacuum pump and electronic vacuum gauge valves open, start the pump and draw a deep vacuum. Shut off the pump and check to see if the vacuum holds. This operation is to test the evacuation setup for leaks, repair if necessary.

d. Midseat the refrigerant system service valves.

e. Then open the vacuum pump and electronic vacuum gauge valves, if they are not already open. Start the vacuum pump. Evacuate unit until the electronic vacuum gauge indicates 2000 microns. Close the electronic vacuum gauge and vacuum pump valves. Shut off the vacuum pump. Wait a few minutes to be sure the vacuum holds.

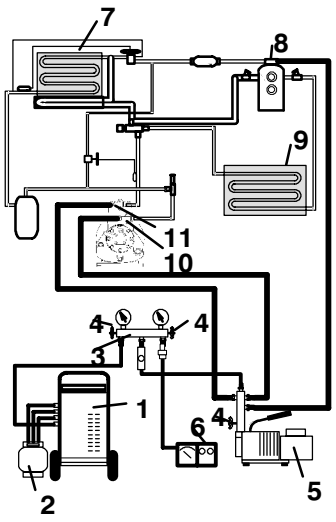
f. Break the vacuum with clean dry refrigerant. Use refrigerant that the unit calls for. Raise system pressure to approximately 2 psig.

g. Remove refrigerant using a refrigerant recovery system.

h. Repeat steps **e.** through **g.** one time.

i. Evacuate unit to 500 microns. Close off vacuum pump valve and stop pump. Wait five minutes to see if vacuum holds. This checks for residual moisture and/or leaks.

j. With a vacuum still in the unit, the refrigerant charge may be drawn into the system from a refrigerant container on weight scales. The correct amount of refrigerant may be added by observing the scales. (Refer to section 4.8)



1. Refrigerant Recovery Unit
2. Refrigerant Cylinder
3. Evacuation Manifold
4. Valve
5. Vacuum Pump
6. Electronic Vacuum Gauge
7. Evaporator Coil
8. Receiver Outlet (King) valve
9. Condenser Coil
10. Suction Service Valve
11. Discharge Service Valve

Figure 4-7 Vacuum pump connection

4.8 CHARGING THE REFRIGERANT SYSTEM

4.8.1 Installing a complete charge

a. Dehydrate unit and leave in deep vacuum. (Refer to section 4.7)

b. Place refrigerant cylinder on scale and connect charging line from cylinder to receiver outlet (king) valve. Purge charging line at outlet valve.

c. Note weight of refrigerant cylinder.

d. Open liquid valve on refrigerant cylinder. Open king valve half way and allow the liquid refrigerant to flow into the unit until the correct weight of refrigerant has been added as indicated by scales. Correct charge will be found in Table 2-1.

NOTE
It is possible that all liquid may not be pulled into the receiver, as outlined in step d. In this case, vapor charge remaining refrigerant through the suction service valve.

e. When refrigerant cylinder weight (scale) indicates that the correct charge has been added, close liquid line valve on cylinder and backseat the king valve.

4.8.2 Checking the refrigerant charge

Start unit in cooling mode. Run approximately ten minutes. Partially block off air flow to condenser coil so discharge pressure rises to 14.8 kg/cm^2 (210 psig).

The unit is correctly charged when the lower receiver sight glass is full and no refrigerant is in the upper receiver sight glass.

4.9 REPLACING THE COMPRESSOR

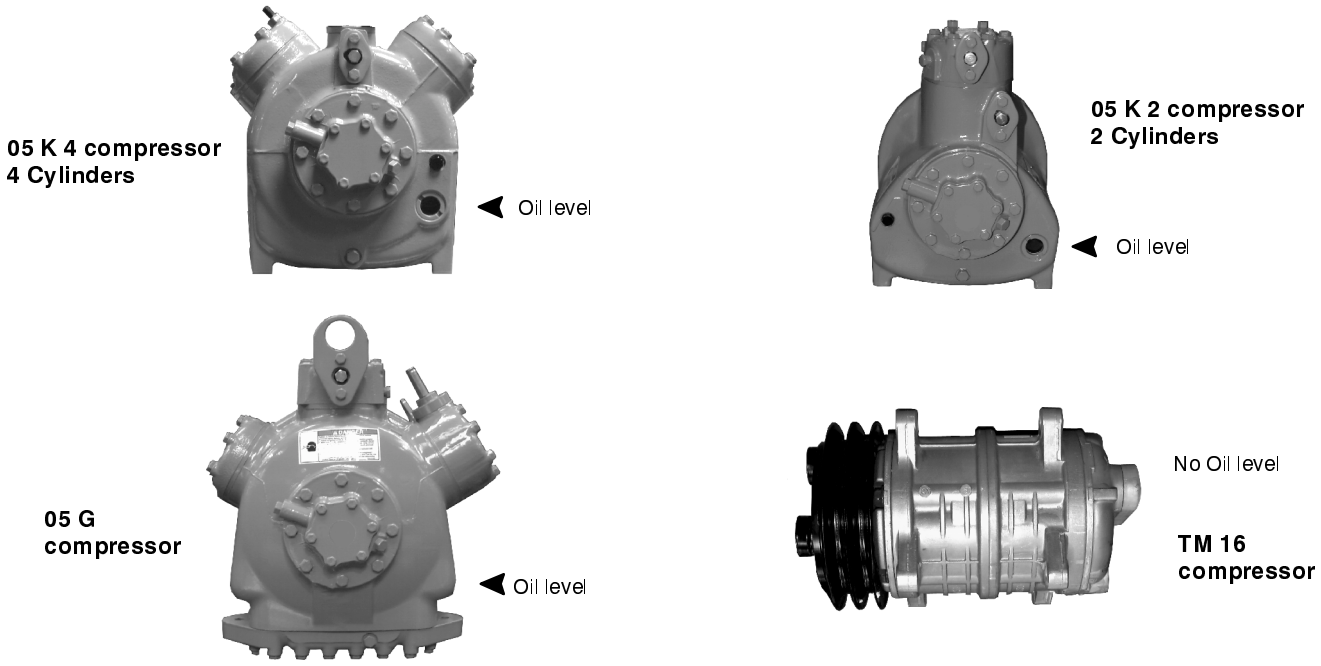


Figure 4-8 Compressors

a. Removing

If compressor is inoperative and unit still has refrigerant pressure, frontseat suction and discharge service valves to trap most of the refrigerant in the unit.

If compressor runs, pump down the unit. (Refer to section 4.5.a.)

1. Slowly release compressor pressure to a recovery system.
2. Remove bolts from suction and discharge service valve flanges.
3. Disconnect wiring to compressor discharge temperature sensor (CDT), suction pressure transducer (SPT), the wiring to the high pressure switch (HP) and low pressure (BP) as necessary.
4. Release idler pulleys and remove belts. Then remove the compressor from chassis.
5. Remove the pulley from the compressor.
6. Drain oil from defective compressor before shipping.

b. Installing

1. To install the compressor, reverse the procedure outlined when removing the compressor.

NOTE
The service replacement compressor is sold without shutoff valves (but with valve pads). Customer should retain the original capacity control valves for use on replacement compressor. Check oil level in service replacement compressor. (Refer to sections 2.3, and 4.10)

2. Attach two lines (with hand valves near vacuum pump) to the suction and discharge service valves. Dehydrate and evacuate compressor to 500 microns (29.90" Hg vacuum = 75.9 cm Hg vacuum). Turn off valves on both lines to pump.
3. Fully backseat (open) both suction and discharge service valves.
4. Remove vacuum pump lines and install manifold gauges.
5. Check refrigerant level (Refer to section 4.8.2).

NOTE
It is important to check the compressor oil level of the new compressor and fill if necessary.

6. Check compressor oil level. (Refer to section 4.10) Add oil if necessary.

7. Check refrigerant cycles.

4.10 CHECKING 05K / 05G COMPRESSOR OIL LEVEL

a. To check oil level in 05K compressor

1. Operate the unit in high speed cooling for at least 20 minutes.

2. Check the oil sight glass on the compressor to ensure that no foaming of the oil is present after 20 minutes of operation. If the oil is foaming excessively after 20 minutes of operation, check the refrigerant system for flood-back of liquid refrigerant. Correct this situation before performing step 3.

3. Check the level of the oil in the front sight glass with the compressor operating. The correct level should be between bottom and 1/4 of the sight glass. If the level is above 1/4, oil must be removed from the compressor. To remove oil from the compressor, follow step d. If the level is below sight glass, add oil to the compressor following step b.

b. Adding oil with compressor in system

Two methods for adding oil are the oil pump method and closed system method.

1. Oil Pump Method

This oil pump adapts to a one U.S. gallon (3.785 liters) metal refrigeration oil container and pumps 2-1/2 ounces (0.0725 liters) per stroke when connected to the suction service valve port. Also there is no need to remove pump from can after each use.

When the compressor is in operation, the pump check valve prevents the loss of refrigerant, while allowing servicemen to develop sufficient pressure to overcome the operating suction pressure to add oil as necessary.

Backseat suction service valve and connect oil charging hose to port. Crack the service valve and purge the oil hose at oil pump. Add oil as necessary.

2. Closed System Method

In an emergency where an oil pump is not available, oil may be drawn into the compressor through the suction service valve.

CAUTION

Extreme care must be taken to ensure the manifold common connection remains immersed in oil at all times. Otherwise air and moisture will be drawn into the compressor.

Connect the suction connection of the gauge manifold to the compressor suction service valve port, and immerse the common connection of the gauge manifold in an open container of refrigeration oil. Crack the suction service valve and gauge valve to vent a small amount of refrigerant through the common connection and the oil to purge the lines of air. Close the gauge manifold valve.

With the unit running, frontseat the suction service valve and pull a vacuum in the compressor crankcase. SLOWLY crack the suction gauge manifold valve and oil will flow through the suction service valve into the compressor. Add oil as necessary.

c. Adding oil to service replacement compressor

Service replacement compressors may or may not be shipped with oil.

If compressor is without oil :

Add correct oil charge (Refer to section 2.3) by removing the oil fill plug (See Figure 4-8)

d. To remove oil from the compressor

1. Close suction service valve (frontseat) and pump unit down to 0.1 to 0.3 kg/cm^2 (2 to 4 psig). Frontseat discharge service valve and slowly bleed remaining refrigerant.

2. Remove the oil drain plug from compressor and drain the proper amount of oil from the compressor. Replace the plug securely back into the compressor.

3. Open service valves and run unit to check oil level, repeat as required to ensure proper oil level.

4.11 TM 16 COMPRESSOR

TM-16 compressor has no oil pan (an oil separator is installed to allow continuous oil return to compressor). Therefore it is impossible to check the amount of oil inside it without removing compressor.

The best indicator for oil is the compressor discharge temperature (measured at compressor outlet line).

Under the condition 0°C (box) / 30°C (ambient) discharge should not exceed 125°C.

WARNING

To avoid any oil loss during maintenance, add 50 cc of POE oil in the refrigeration system if any evacuation is performed (since refrigerant traps a certain quantity of oil).

4.12 COMPRESSOR UNLOADER VALVE – FOR SUPRA 950 ONLY

The compressor unloader (located on the compressor cylinder head) is controlled by relay UFR and the temperature controller.

a. Checkout procedure

1. Connect manifold gauges to the compressor suction and discharge service valves and start unit in cooling with the setpoint temperature at least 5°F (2.8°C) above set point and the compressor will be fully loaded (unless suction pressure is higher than varipower equation and forced compressor to be in 4 cylinders). Note suction pressure.
2. Increase setpoint slowly to until unloader valve is energized (followed by continuity light or ohmmeter). Verify that suction pressure rise of approximately 3 psig (0.2 bars).

NOTE
If either unloader coil energizes and the suction pressure does not change, the unloader assembly must be checked.

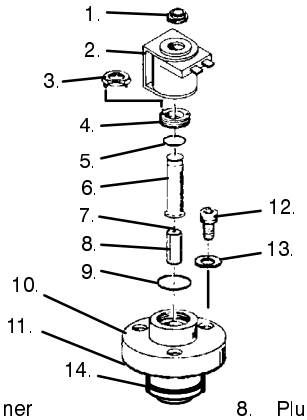
b. Solenoid coil replacement

NOTE
The coil may be removed without pumping the unit down.

1. Disconnect leads. Remove retainer. Lift off coil. (see Figure 4-9)
2. Verify coil type, voltage and frequency of old and new coil. This information appears on the coil housing.
3. Place new coil over enclosing tube, retainer and connect wiring.

c. Replacing solenoid valve internal parts (see Figure 4-9)

1. Pump down the unit. Frontseat both service valves to isolate the compressor.
2. Remove coil retainer, and coil.
3. Remove enclosing tube collar (item 4, Figure 4-9) using installation/removal tool supplied with repair kit (item 3).
4. Check plunger for restriction due to: (a) Corroded or worn parts; (b) Foreign material lodged in valve; (c) Bent or dented enclosing tube.
5. Install new parts. Do not overtighten enclosing tube assembly. Torque to a value of 100 inch pounds (1.15 mkg).
6. Remove supplied installation/removal tool. Install coil, voltage plate, and retainer.
7. Evacuate and dehydrate the compressor. (Refer to section 4.7)
8. Start unit and check unloader operation (Refer to section 4.12.a.).



1.	Retainer	8.	Plunger assembly
2.	Coil assembly	9.	Gasket
3.	Installation/removal tool	10.	Valve body
4.	Enclosing tube Collar	11.	Gasket
5.	"O"ring	12.	Bolt
6.	Enclosing tube	13.	Gasket, bolt
7.	Plunger spring	14.	Piston ring

Figure 4-9 Unloader solenoid valve

4.13 CHECKING AND REPLACING FILTER-DRIER

2 methods

To Check Filter-Drier

- Check for a restricted or plugged filter-drier by feeling the liquid line inlet and outlet connections of the drier cartridge. If the outlet side feels cooler than the inlet side, then the filter-drier should be changed.
- Inspect liquid sightglass humidity indicator.

To Replace Filter-Drier

a. Pump down the unit per section 4.5. Remove bracket, then replace drier.

b. Check refrigerant level. (Refer to section 4.8.2)

4.14 CHECKING AND REPLACING LOW AND HIGH PRESSURE CUTOUT SWITCH

4.14.1 Replacing pressure switch

a. Pump down the unit (Refer to section 4.5). Frontseat both suction and discharge service valves to isolate compressor (HP) or discharge and receiver valve (BP).

b. *Slowly* release compressor pressure through the service valve gauge ports.

c. Disconnect wiring from defective switch. The high pressure switch is located near the top of the compressor. Low pressure switch on compressor or suction line.

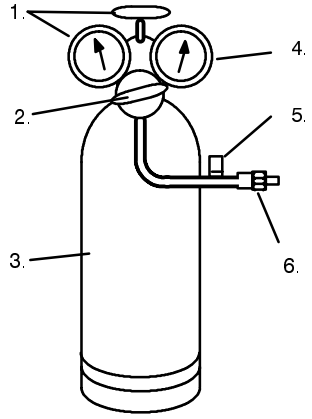
d. Install new cutout switch after verifying switch settings. (Refer to section 4.14.2)

e. Evacuate and dehydrate the compressor. (Refer to section 4.7)

4.14.2 Checking high pressure switch

WARNING

Do not use a nitrogen cylinder without a pressure regulator. Cylinder pressure is approximately 165 kg/cm2 (2350 psi). Do not use oxygen in or near a refrigerant system as an explosion may occur (see Figure 4-10).



1. Cylindervalve and gauge
2. Pressure regulator
3. Nitrogen cylinder
4. Pressure gauge (0 to 400 psig = 0 to 28 kg/cm^2)
5. Bleed-Off valve
6. 1/4 inch connection

Figure 4-10 Typical setup for testing high pressure switch

a. Remove switch as outlined in section 4.14.1.

b. Connect ohmmeter or continuity light across switch terminals. Ohmmeter will indicate resistance and continuity light will be lighted if switch closed after relieving pressure.

c. Connect switch to a cylinder of dry nitrogen (see Figure 4-10).

d. Set nitrogen pressure regulator higher than cutout point on switch being tested. Pressure switch cutout and cut-in points are shown in section 2.3.

e. Close valve on cylinder and open bleed-off valve.

f. Open cylinder valve. Slowly close bleed-off valve and increase pressure until the switch opens. If light is used, light will go out and if an ohmmeter is used, the meter will indicate open. Open pressure on gauge. Slowly open bleed-off valve (to decrease pressure) until switch closes (light will light or ohmmeter will move).

4.14.3 Checking low pressure switch

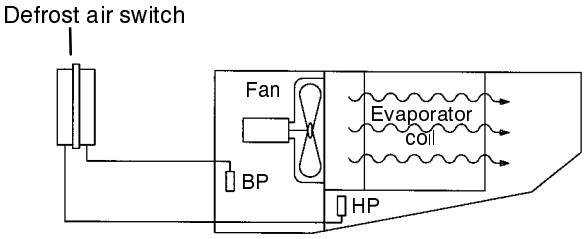
a. Start the unit after having installed a manometer on compressor.

b. Close receiver valve to pump down suction line.

c. Using an ohmmeter or continuity light, verify that switch opens or closes according to specification.

4.15 DEFROST AIR SWITCH

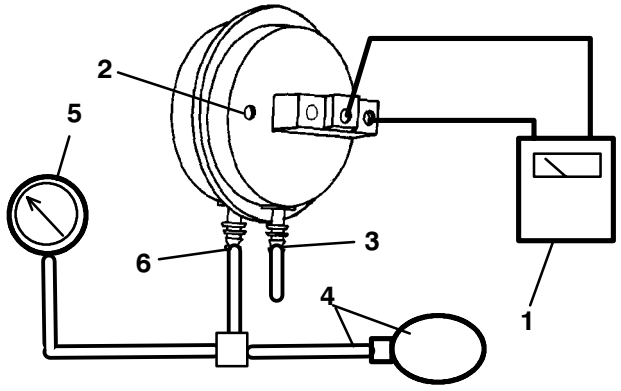
4.15.1 Air switch operation



When evaporator is clean, ΔP = HP – BP is low and below air switch setting.

When icing starts to build up, pressure drop accross the coil increase and related HP increases. At the same time BP remains constant. When ΔP reachs air switch setting a defrost is initiated.

4.15.2 Calibration checking



1. Ohmmeter or continuity device
2. Adjustment screw (0.050 socket head size)
3. Low side connection
4. Pressure line or aspirator bulb
5. Magnehelic gauge
6. High side connection

Figure 4-11 Defrost air switch test setup

a. Make sure magnehelic gauge is in proper calibration.

NOTE
The magnehelic gauge may be used in any position, but must be re-zeroed if position of gauge is changed from vertical to horizontal or vice versa. USE ONLY IN POSITION FOR WHICH IT IS CALIBRATED.

b. With air switch in vertical position, connect high pressure side of magnehelic gauge to high side connection of air switch (see Figure 4-11).

c. Install tee in pressure line to high side connection. Tee should be approximately half-way between gauge and air switch or an improper reading may result.

d. Attach an ohmmeter to the air switch electrical contacts to check switch action.

NOTE
Use a hand aspirator (P/N 07-00177-01), since blowing into tube by mouth may cause an incorrect reading.

e. With the gauge reading at zero, apply air pressure very slowly to the air switch. An ohmmeter will indicate continuity when switch actuates.

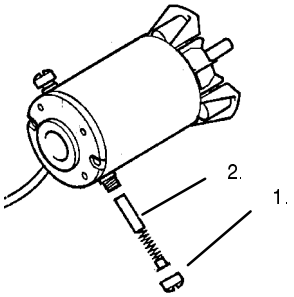
f. Refer to section 2.3 for switch settings. If switch fails to actuate at correct gauge reading, adjust switch by turning adjusting screw clockwise to increase setting or counterclockwise to decrease setting.

g. Repeat checkout procedure until switch actuates at correct gauge reading.

h. After switch is adjusted, place a small amount of paint or glycerol on the adjusting screw so that vibration will not change switch setting.

4.16 CHECKING AND REPLACING EVAPORATOR FAN MOTOR BRUSHES AND COMMUTATOR

The fan motor commutator and brushes should be checked periodically for cleanliness and wear to maintain proper operation of the the fan motors.



1. Brush cap
2. Brush

Figure 4-12 Fan motor brushes

To check brushes proceed as follows :

a. With unit off and battery disconnected, remove brush cap (see Figure 4-12, item 1; 2 per motor).

b. Remove brushes (item 2; 2 per motor) and check the length of the brush. If the length is less than 1/4 inch the brushes should be replaced (after checking commutator).

Protect carefully your eyes from carbon dust.

c. Blow out the brush holder with low pressure air to remove any carbon dust in the holder. This dust could prevent a good contact between the brushes and commutator.

d. Remove the back cover of the motor and inspect the commutator. If the commutator is heavily grooved, polish it using fine sandpaper; do not use emery cloth. Wipe out any accumulation of greasy material using a clean rag dampened with solvent. Reassemble the motor; install new brushes and replace cap.

4.17 COILS CLEANING

4.17.1 Evaporator coil

The use of recycled cardboard cartons is increasing across the country. The recycled cardboard cartons create much more fiber dust during transport than "new" cartons. The fiber dust and particles are drawn into the evaporator where they lodge between the evaporator fins. If the coil is not cleaned on a regular basis, sometimes as often as after each trip, the accumulation can be great enough to restrict air flow, cause coil icing, repetitive defrosts and loss of unit capacity. Due to the "washing" action of normal defrost the fiber dust and particles may not be visible on the face of the coil but may accumulate deep within.

It is recommended to clean the evaporator coil on a regular basis, not only to remove cardboard dust, but to remove any grease or oil film which sometimes coats the fins and prevents water from draining into the drain pan.

Cardboard fiber particles after being wetted and dried several times can be very hard to remove. Therefore, several washings may be necessary.

a. Remove rubber check valves (Kazoo) from drain lines.

b. Spray coil with a mild detergent solution such as Oakite 164 or any good commercial grade automatic dish washer detergent such as Electrosol or Cascade and let the solution stand for a few minutes and reverse flush (opposite normal air flow) with clean water at mild pressure. A garden hose with spray nozzle is usually sufficient. Make sure drain lines are clean.

c. Run unit until defrost mode can be initiated to check for proper draining from drain pan.

4.17.2 Condenser coil

Remove all foreign material from the condenser coil by reversing the normal air flow. (Air is pulled in through the front and discharges over the engine.) Compressed air or water may be used as a cleaning agent. It may be necessary to use warm water mixed with any good commercial dishwasher detergent. Rinse coil with fresh water if a detergent is used.

WARNING

Use only ethylene glycol anti-freeze (with inhibitors) in system as glycol by itself will damage the cooling system.

Always add pre-mixed 50/50 anti-freeze and water to radiator/engine. Never exceed more than a 50% concentration of anti-freeze. Use a low silicate anti-freeze.

4.18 HOT GAS (THREE-WAY) VALVE

4.18.1 First type (Supra 450/550/750/850)

ONLY COIL IS REPLACABLE.

It is not necessary to pump the unit down to replace the coil.

a. Remove screw to remove coil, disconnect from harness.

b. Place new coil over enclosing tube and then install voltage plate and snap cap.

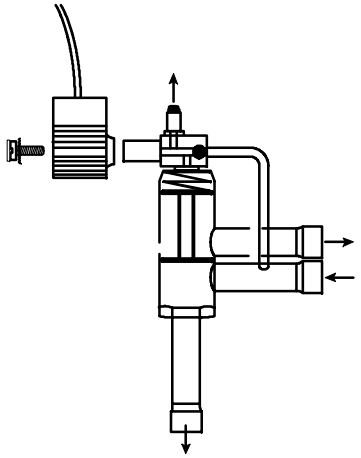
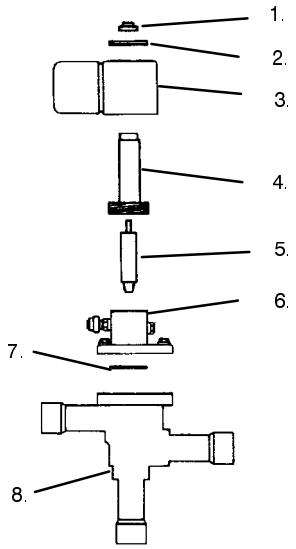


Figure 4-13 Hot gas (three-way) valve

4.18.2 Second type (950)



1. Snape cap
2. Voltage Plate
3. Coil assembly
4. Enclosing tube
5. Plunger assembly
6. Body head
7. Gasket
8. Valve body assembly

Figure 4-14 Hot gas (three-way) valve for Supra 950 only

a. Replacing solenoid coil

It is not necessary to pump the unit down to replace the coil.

1. Remove coil snap cap, voltage plate and coil assembly. Disconnect leads and remove coil junction box if necessary.
2. Verify coil type, voltage and frequency. This information appears on the coil voltage plate and the coil housing.
3. Place new coil over enclosing tube then install voltage plate and snap cap.

WARNING

Do not damage or over tighten the enclosing tube assembly. Also make sure all parts are placed on the enclosing tube in proper sequence to avoid premature coil burnout.

b. Replacing solenoid valve internal parts

If the hot gas valve is to be replaced or the internal parts serviced, the refrigerant charge must be removed.

a. Remove and store the refrigerant charge in an evacuated container (refer to section 4.5).

b. Remove coil snap cap, voltage cover and coil assembly. Remove the valve body head.

c. Check for foreign material in valve body.

d. Check for damaged plunger and O-ring. If O-ring is to be replaced, always put refrigerant oil on O-rings before installing.

e. Tighten enclosing tube assembly. If the valve has not been removed from the unit, leak check the valve.

f. Install coil assembly, voltage cover and cap.

g. Evacuate and dehydrate the unit.

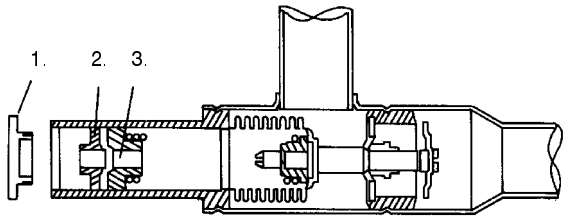
h. Install a complete refrigerant charge.

i. Start unit and check operation.

4.19 ADJUSTING THE COMPRESSOR PRESSURE REGULATING VALVE (CPR)

The CPR valve is factory pre-set and should not need adjustment. If it is necessary to adjust the valve for any reason, proceed with the following outline.

When adjusting the CPR valve, the unit must be running in the high speed heat or defrost. This will ensure a suction pressure above the proper CPR setting.



1. Cap
2. Jam nut
3. Setting screw

Figure 4-15 Compressor pressure regulating valve

To adjust the CPR valve, proceed as follows :

a. Install a manifold gauge set.

b. Remove cap (item 1) from CPR valve.

c. With an 8 mm Allen wrench, loosen the jam nut (Figure 4-15, item 2).

d. Using the 8 mm Allen wrench, adjust the setting screw. To raise the suction pressure turn the setting screw (item 3) clockwise; to lower the suction pressure, turn the setting screw counterclockwise.

e. When the setting has been adjusted, tighten the jam nut securely against the setting screw (item 3). This will prevent any movement of the setting screw due to vibrations in the unit. Replace the cap.

4.20 THERMOSTATIC EXPANSION VALVE

The thermal expansion valve is an automatic device which maintains constant superheat of the refrigerant gas leaving the evaporator regardless of suction pressure. The valve functions are: (a) automatic response of refrigerant flow to match the evaporator load and (b) prevention of liquid refrigerant entering the compressor. Unless the valve is defective, it seldom requires any maintenance.

a. Replacing expansion valve

1. Pump down the unit by closing the King valve. (Refer to section 4.5.a.)
2. Remove insulation from expansion valve bulb and then remove bulb from suction line.
3. Loosen inlet and outlet and equalizer nuts and remove expansion valve.
4. Check for foreign material in valve body and / or calibrated orifice.
5. Install the new expansion valve and equalization line via ORFS connection. Make sure that o-ring are correctly in place to avoid leaks.
6. The thermal bulb must be installed as shown on Figure 4-17. Interface area must be clean to ensure positive bulb contact. Strap thermal bulb with clamps to suction line and insulate.
7. Protect capillary loop from vibrate using heat shrink tube.
8. Evacuate by placing vacuum pump on suction service valve.
9. Open King valve and then check refrigerant level. (Refer to section 4.8.2)
10. Check superheat.

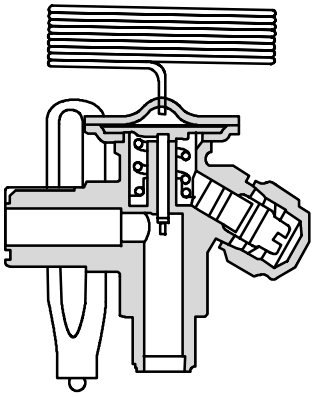


Figure 4-16 Thermostatic expansion valve

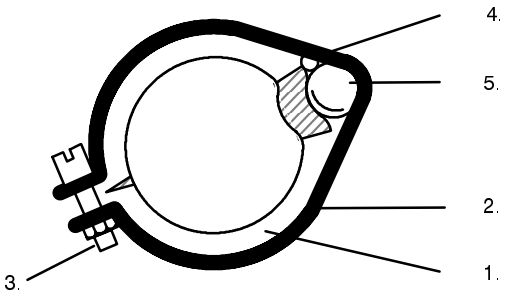
b. Checking superheat

NOTE
It is not recommended adjusting expansion valves unless absolutely necessary.

Due to the time involved in adjusting the superheat, replace the valve rather than adjusting it.

c. To measure superheat

1. Remove Prestite from expansion valve bulb and suction line.
2. Loosen one TXV bulb clamp and make sure area under clamp (above TXV bulb) is clean.
3. Place thermocouple above (parallel) TXV bulb and then secure loosened clamp making sure both bulbs are firmly secured to suction line.



1. Suction line (end view)
2. TXV bulb clamp
3. Nut and bolt (clamp)
4. Thermocouple
5. TXV bulb

Figure 4-17 Thermostatic expansion valve bulb and thermocouple

NOTE

When conducting this test the suction pressure must be 0.4 kg/cm^2 (6 psig) below expansion valve maximum operating pressure (MOP). For example: R-22 units use an expansion valve with a 55 MOP. The recommended test pressure should be below 3.44 kg/cm^2(49 psig).

4. Connect an accurate gauge to the 1/4" port on the suction service valve.
5. Run unit until stabilized. Set controller 5.5°C (10°F) below box temperature.
6. From the temperature/pressure chart, determine the saturation temperature corresponding to the evaporator outlet pressure.
7. Note the temperature of the suction gas at the expansion valve bulb.

Subtract the saturation temperature determined in Step 6. from the average temperature measured in Step 7. The difference is the superheat of the suction gas.

4.21 SERVICING QUENCH VALVE

The Quench valve is an automatic device which limits compressor discharge temperature.

To check the Quench valve operation we recommend the following procedure :

a. Power up the unit in STANDBY mode.

b. Heat gently the bulb with a heat gun until a temperature drop is detected on the injection outlet line.

4.22 MICROPROCESSOR

4.22.1 Service guidelines

NOTE

The erasable, programmable, read only memory (EPROM) chip (component U3 on the microprocessor logic board) has a window on it which is covered with a label listing the revision level of the software. The window is used to erase the chip's memory with the use of ultraviolet light. the label prevents light from entering the chip and erasing the memory. Under NO circumstances should this label be removed.

WARNING

Under no circumstances should a technician electrically probe the processor at any point, other than the connector terminals where the harness attaches. Microprocessor components operate at different voltage levels and at extremely low current levels. Improper use of voltmeters, jumper wires, continuity testers, etc. could permanently damage the processor.

As mentioned above, some microprocessor inputs operate at voltage levels other than the conventional 12 vdc. Connector points and the associated approximate voltage levels are listed below for reference only. Under no circumstances should 12 vdc be applied at these connection points.

Grounded wrist cuffs are available at most radio, computer and electronic supply stores. It is recommended that these be worn whenever handling a microprocessor.

Table 4-2 Connection Point Voltage

Connection point	Approximate voltage
CDT, RAS, SAS, WTS	2.5 vdc (variable)
MPF1	5.0 vdc

WARNING

Most electronic components are susceptible to damage caused by electrical static discharge (ESD). In certain cases, the human body can have enough static electricity to cause resultant damage to the components by touch. This is especially true of the integrated circuits found on the truck/trailer microprocessor.

Although there is less danger of electrical static discharge ESD damage in the outdoor environment, where the processor is likely to be handled, proper board handling techniques should always be stressed. Boards should always be handled by their edges, in much the same way one would handle a photograph. This not only precludes the possibility of ESD damage, but also lowers the possibility of physical damage to the electronic components. Although the microprocessor boards are fairly rugged when assembled, they are

more fragile when separated and should always be handled carefully.

During emergency situations, the test board may be used to keep a unit running and prevent a critical load from spoiling. Since the microprocessor is totally disconnected from the unit, it cannot monitor the engine's safety switches for oil pressure and coolant temperature. *Since the engine is running unprotected when the test board is used,* it is imperative that should a problem develop with the microprocessor, it be replaced immediately. *The test board is intended to be a trouble-shooting tool only.*

When using the test board to troubleshoot, the unit should be started in low speed, unloaded cool in the same way as the processor would start the unit. *Good judgment should also be used when cycling any unit with the test board. Rapid cycling should be avoided.*

When welding is required on the unit frame, or on the front area of the trailer, ALL wiring to the microprocessor MUST be disconnected. When welding is performed on other areas of the trailer, the welder ground connection MUST be in close proximity to the area being welded. It is also a good practice to remove both battery cables before welding on either the unit frame or the truck to prevent possible damage to other components such as the alternator and voltage regulator.

4.22.2 Microprocessor configuration

When replacing a microprocessor it is important to check that the configurations are compatible for the unit into which it will be installed. (This same board fits both trailer and truck model units.) All configuration fields should be viewed before starting the unit.

To reach the configuration fields :

1. Turn the Run/Stop switch to the Stop position.
2. With the unit off, locate the serial port plug located below the control panel. Remove the protective plug to gain access to the wire terminals. Place an insulated jumper wire between wires SPA and SPB at the serial port plug.

WARNING

Do not allow jumper wire to touch any ground.

3. Turn the Run/Stop switch to the Run position. The FAULT light will come on, and the micro display will read "CNF1 TV" or "CNF1 DI". Remove the jumper wire from the serial port and reinstall the protective plug. The configuration screen will now remain available for 5 minutes. Scroll through the configuration list using the FUNCTION key and compare the settings with those shown on the table in the next column. If any of the configurations need to be changed continue with step (4) below.
4. To change the configuration selection :

a. Bring the configuration to be changed onto the display. Press the ENTER key to allow change access to the displayed configuration.

b. Press either the UP or DOWN keys to display available selections for that configuration. Leave the correct selection on the screen. The selection display will flash warning the operator that the displayed value has not been entered. Press the ENTER key to enter the new selection into memory. (The display will revert to the original selection if no further action is taken for the next 5 seconds.)

c. Continue to scroll through the configuration list by pressing the FUNCTION key. Change any other configurations as required.

d. When finished turn the Run/Stop switch to the Stop position, then back to the Run position to start the unit.

Hour Meter

The hour meter can be set to any value via the serial port, if the meter has less then 5 hours on it. This allows a replacement microprocessor to be set to the same hours as the microprocessor it is replacing.

The microprocessor has 2 programmable registers which are set via the serial port. These registers are compared to one of the hour meters (diesel, standby, or switch on). If the hour meter is greater than the register then the proper alarm is set.

Table 4-3 Microprocessor Configuration			
Configuration			Description
CNF1	TV	All	TV Engine Glow Time
	DI		DI Engine Glow Time
CNF2	OFF	450 / 850	CDT not used
	ON	950 550 / 750	CDT used
CNF3	OFF	All	86° Setpoint
	ON		90° Setpoint
CNF4	OFF	All	Heat lockout on -12°C (+10°F)
	ON		Heat lockout off (Truck units)
CNF5	OFF	550 / 750 / 850	MOP Control Disabled (unloader)
	ON	950	MOP Control Enabled (unloader)
CNF6	OFF		Trailer unit
	ON	All	Truck unit
CNF7	OFF	All	High speed start (Truck unit)
	ON		Low speed start (Trailer unit)
CNF8	OFF		Belt driven fans
	ON	All	Electric fan motors
CNF9	OFF	All	Out-of-range alarm
	ON		Out-of-range alarm and unit shut down
CNF10	OFF	All	Auto-restart disactivated
	ON		Auto-restart enabled
CNF11	OFF	All	Functions normal
	ON		Functions locked
CNF12	OFF	All	MOP disabled
	ON		MOP HP62 enabled
CNF13	OFF	All	Cool/Heat/Defrost
	ON		Heat Only (Solara)
CNF14	OFF	All	Not active
	ON		Reversible Multitemp active
CNF15	OFF	All	Not Active
	ON		UltraFresh 2 active
CNF16	OFF		Alt aux alarm only
	ON	All	Alt aux alarm shut unit down
CNF17	OFF	All	Not active
	ON		UltraFresh 1 active
CNF18	OFF		Low refrigerant test inactive
	ON	All	Low refrigerant test active
CNF19	OFF	All	Not active
	ON		Sirocco option active
CNF20	OFF		Unit selection unlocked
	ON	All	Unit selection locked
CNF21	OFF	All	Not active
	ON		Frozen priority logic active
CNF22 to CNF32 Future expansion			

4.22.3 Controller sensor checkout

An accurate ohmmeter must be used to check resistance values shown in Table 4-4.

Due to variations and inaccuracies in ohmmeters, thermometers or other test equipment, a reading within 2% of the chart value would indicate a good sensor. If a sensor is bad, the resistance reading will usually be much higher or lower than the resistance values given in Table 4-4.

At least one lead from the sensor (RAS, terminals D1 and E1 or SAS, terminals D2 and E2) must be disconnected from the unit electrical system before any reading is taken.

Not doing so will result in a false reading. Two preferred methods of determining the actual test temperature at the sensor, is an ice bath at 0°C (32°F) or a calibrated temperature tester.

Table 4-4 Sensor Resistance (ATS,CDT, RAS, SAS & WTS)			
Temperature		RAS, SAS & WTS Resistance In Ohms	CDT Resistance In Ohms
°C	°F		
-28.9	-20	165,300	1,653,000
-23.3	-10	117,800	1,178,000
-17.8	0	85,500	855,000
-12.2	10	62,400	624,000
- 6.7	20	46,300	463,000
- 1.1	30	34,500	345,000
0	32	32,700	327,000
4.4	40	26,200	262,000
10.0	50	19,900	199,000
15.6	60	15,300	153,000
21.1	70	11,900	119,000
25	77	10,000	100,000
26.7	80	9,300	93,000
32.2	90	7,300	73,000
37.8	100	5,800	58,000
43.3	110	4,700	47,000
48.9	120	3,800	38,000
90	194	915	9,150
100	212	680	6,800
130	266	301	3,010
150	302	186	1,860
163	325	-	1,358
177	350	-	1,202

4.22.4 Suction pressure transducer

Before installing a new suction pressure transducer it must be calibrated.

The calibration will not be performed if the run relay is energized. This prevents the operator from calibrating the unit with the sensor in the system. The reading of the sensor must be at atmospheric pressure (0 psig or 14.7 psi). If the sensor reading is greater than 20 psig (34.7 psi) or less than -6.7 psig (8 psi) it can not be calibrated. Once the micro is calibrated, the display will readout the actual value.

a. Turn power off and remove starter solenoid wire, then let unit fail to start. This will de-energize run relay.

b. Connect wiring to new suction pressure transducer. Before installing suction pressure transducer into unit, display the suction pressure via the unit status display. While the suction pressure is being displayed press *Enter Key* for 3 seconds, the display should read "0". If display reads "0" install suction pressure transducer into unit.

Table 4-5 R-404A Temperature-Pressure chart

Temperature		Pressure				Temperature		Pressure		
°C	°F	Psig	Kg/cm2	Bar		°C	°F	Psig	Kg/cm2	Bar
-40	-40	4.5	0.32	0.31		0	32	72.5	5.10	5.00
-37	-35	7.1	0.50	0.49		1	34	75.6	5.32	5.21
-34	-30	9.9	0.70	0.68		2	36	78.8	5.54	5.43
-32	-25	12.9	0.91	0.89		3	38	82.1	5.77	5.66
-29	-20	16.3	1.15	1.12		4	40	85.5	6.01	5.90
-28	-18	17.7	1.24	1.22		6	42	89.0	6.26	6.14
-27	-16	19.2	1.35	1.32		7	44	92.5	6.50	6.38
-26	-14	20.7	1.46	1.43		8	46	96.2	6.76	6.63
-24	-12	22.3	1.57	1.54		9	48	99.9	7.02	6.89
-23	-10	23.9	1.68	1.65		10	50	103.7	7.29	7.15
-22	-8	25.6	1.80	1.77		13	55	115.4	8.11	7.96
-21	-6	27.3	1.92	1.88		16	60	126.1	8.87	8.69
-20	-4	29.1	2.05	2.01		18	65	137.4	9.66	9.47
-19	-2	30.9	2.17	2.13		21	70	149.4	10.50	10.30
-18	0	32.8	2.31	2.26		24	75	162.1	11.40	11.18
-17	2	34.8	2.45	2.40		27	80	175.5	12.34	12.10
-16	4	36.8	2.59	2.54		29	85	189.6	13.33	13.07
-14	6	38.9	2.73	2.68		32	90	204.5	14.38	14.10
-13	8	41.1	2.89	2.83		35	95	220.2	15.48	15.18
-12	10	43.3	3.04	2.99		38	100	236.8	16.65	16.33
-11	12	45.6	3.21	3.14		41	105	254.2	17.87	17.53
-10	14	48.0	3.37	3.31		43	110	272.4	19.15	18.78
-9	16	50.4	3.54	3.47		46	115	291.6	20.50	20.11
-8	18	52.9	3.72	3.65		49	120	311.8	21.92	21.50
-7	20	55.5	3.90	3.83		52	125	332.9	23.41	22.95
-6	22	58.1	4.08	4.01		54	130	355.0	24.96	24.48
-4	24	60.9	4.28	4.20		57	135	378.1	26.58	26.07
-3	26	63.7	4.48	4.39		60	140	402.3	28.28	27.74
-2	28	66.5	4.68	4.59		63	145	427.6	30.06	29.48
-1	30	69.5	4.89	4.79		66	150	454.0	31.92	31.30

SECTION 5

TROUBLESHOOTING

CAUTION

Under no circumstances should anyone attempt to service the microprocessor ! Should a problem develop with the microprocessor, contact your nearest Carrier Transicold dealer for replacement.

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
5.1 DIESEL ENGINE		
5.1.1 Engine will not start		
Starter motor will not crank or low cranking speed	Battery insufficiently charged	Check
	Battery terminal post dirty or defective	Check
	Bad electrical connections at starter	Check
	Starter motor malfunctions	5.1.3
	Starter motor solenoid defective	Engine Manual
	Open starting circuit	5.1.4
	Incorrect grade of lubricating oil	2.2
Starter motor cranks but engine fails to start	No fuel in tank	Check
	Air in fuel system	Check
	Water in fuel system	Drain Sump
	Plugged fuel filters	Replace
	Plugged fuel lines to injector (s)	Check
	Fuel control operation erratic	Engine
	Glow plug(s) defective	4.3.7
	Run solenoid defective	4.3.4
	Fuel pump (FP) malfunction	4.3.6
Starter cranks, engages but dies after a few seconds	Engine lube oil too heavy	2.2
	Voltage drop in starter cable(s)	Check
5.1.2 Engine starts then stops		
Engine stops after several rotations	Fuel supply restricted	Check
	No fuel in tank	Check
	Leak in fuel system	Check
	Faulty fuel control operation	Engine
	Fuel filter restricted	Replace
	Injector nozzle(s) defective	Engine Manual
	Injection pump defective	Engine Manual
	Air cleaner or hose restricted	4.3.5
	Safety device open	2.7
	Open wiring circuit to run solenoid	Check
	Fuel pump (FP) malfunction	4.3.6

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
5.1.3 Starter motor malfunction		
Starter motor will not crank or turns slowly	Battery insufficiently charged	Check
	Battery cable connections loose or oxidized	Check
	Battery cables defective	Replace
	Starter brushes shorted out	Engine Manual
	Starter brushes hang up or have no contact	Engine Manual
	Starter solenoid damaged	Engine Manual
	Run-Stop or Start-Run-Stop switch defective	Replace
	Engine lube oil too heavy	2.2
Starter motor turns but pinion does not engage	Pinion or ring gear obstructed or worn	Clean both, remove burrs, or replace; apply grease
Starter motor does not disengage after switch was depressed	Run-Stop or Start-Run-Stop switch defective	Replace
	Starter motor solenoid defective	Engine Manual
Pinion does not disengage after engine is running	Defective starter	Engine Manual
5.1.4 Malfunction in the engine starting circuit		
No power to starter motor solenoid (SS)	Battery defective	Check
	Loose electrical connections	Tighten
Run solenoid does not energize or does not remain energized	Battery defective	Check
	Loose electrical connections	Tighten
	Oil pressure safety switch (OP) defective	Replace
	Run relay (RR) defective	Replace
	Water temperature safety switch open	2.2
	Water temperature sensor (WTS) defective	Replace
	Run solenoid defective	4.3.4
	Run-Stop or Start-Run-Stop switch defective	Replace
5.2 ALTERNATOR (AUTOMOTIVE TYPE)		
Alternator fails to charge	Limited charging system operating time	Check
	Battery condition	Check
	Alternator belt loose/broken	4.4
	Loose, dirty, corroded terminals, or broken leads	Check/Repair
	Excessively worn, open or defective brushes	Check
	Open blocking diode	Check
	Regulator faulty	Check
	Open isolation diode	Check
	Open rotor (field coil)	Replace
Low or unsteady charging rate	Alternator belt loose	4.4
	Loose, dirty, corroded terminals, or broken leads	Check/Repair
	Excessively worn, sticky or intermittent brushes	Check
	Faulty regulator	Check
	Grounded or shorted turns in rotor	Check
	Open, grounded or shorted turns in stator	Replace

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
Excessive charging rate (as evidenced by battery requiring too frequent refilling) or charge indicator shows constant “charge with engine idling”	Regulator leads loose, dirty, corroded terminals, or wires broken	Clean/Repair
	Defective regulator	Check
Noisy alternator	Defective or badly worn V-belt	4.4
	Worn bearing(s)	Replace
	Misaligned belt or pulley	4.4
	Loose pulley	Tighten
5.3 REFRIGERATION		
5.3.1 Unit will not cool		
Diesel engine	Malfunction(s)	5.1
Compressor malfunction	Compressor drive defective	4.9
	Compressor defective	4.9
Refrigeration system	Defrost cycle did not terminate	5.3.5
	Abnormal pressure	5.3.6
	Hot Gas (three-way) valve malfunction	5.3.11
5.3.2 Unit runs but has insufficient cooling		
Compressor	Compressor valves defective	4.9
	Unloader malfunction	4.12
Refrigeration system	Abnormal pressure	5.3.6
	Expansion valve malfunction	5.3.10
	No or restricted evaporator airflow	5.3.9
	Unloader malfunction	4.12
Engine does not develop full rpm	Speed control linkage	4.3.4
	Engine malfunction	5.1
5.3.3 Unit operates long or continuously in cooling		
Container	Hot Load	Allow time to pull down
	Defective box insulation or air leak	Correct
Refrigeration system	Abnormal pressure	5.3.6
	Temperature controller malfunction	5.3.8
Compressor	Defective	4.9
5.3.4 Unit will not heat or has insufficient heating		
Refrigeration	Abnormal pressure	5.3.6
	Temperature controller malfunction	5.3.8
	Hot Gas (three-way) valve malfunction	5.3.11
Compressor	Compressor drive defective	4.9
	Compressor defective	4.9
Engine does not develop full rpm	Speed control linkage	4.3.4
	Engine malfunction	5.1

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
5.3.5 Defrost cycle malfunction		
Will not initiate defrost automatically	Defrost air switch (DA) out of calibration	4.15.2
	Defrost thermostats (DTT) open or defective	Replace
	Defrost air switch (DA) defective	4.15
	Loose terminal connections	Tighten
	Air sensing tubes defective or disconnected	Check
	Defrost air switch defective	4.15/Replace
Will not initiate defrost manually	Microprocessor defective	Replace
	Loose terminal connections	Tighten
	Defrost thermostats (DTT) open or defective	Replace
	Glow/Defrost switch defective	Replace
Initiates but does not defrost	Hot Gas (three-way) valve malfunction	5.3.11
	Defrost relay (DR) defective	Replace
	Evaporator Clutch defective	Replace
Frequent defrost	Defrost air switch (DA) out of adjustment	4.15
	Wet load	Normal
Does not terminate or cycles on defrost	Defrost thermostats (DTT) shorted closed	Replace
	Defrost air switch defective	4.15Replace
	Glow/Defrost switch defective	Replace
	Defrost air switch (DA) out of adjustment	4.15
5.3.6 Abnormal pressure **5.3.6.1 Cooling**		
High discharge pressure	Quench valve malfunction	Replace
	Condenser coil dirty	4.17.2
	Condenser fan defective	Check
	V-belt broken or loose	4.4
	Discharge check valve restricted	Replace
	Noncondensibles or refrigerant overcharge	Replace
Low discharge pressure	Compressor valves(s) worn or broken	4.9
	Hot Gas (three-way) valve malfunction	5.3.11
High suction pressure	Compressor valves(s) worn or broken	4.9
	Compressor gasket(s) defective	4.9
	Hot Gas (three-way) valve malfunction	4.18

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
Low suction pressure	Suction service valve partially closed	Open
	King valve partially closed	Open
	Filter-drier partially plugged	4.13
	Low refrigerant charge	4.8
	Expansion valve malfunction	5.3.10
	No evaporator air flow or restricted air flow	5.3.9
	Excessive frost on coil	Check
Suction and discharge pressures tend to equalize when unit is operating	Compressor valves defective	4.9
	Hot Gas (three-way) valve malfunction	4.18
5.3.6.2 Heating		
High discharge pressure	Overcharged system	4.8.2
	Condenser fan defective	Check
	V-belts broken or loose	4.4
	Noncondensibles in system	Check
Low discharge pressure	Compressor valve(s) worn or broken	4.9
	Hot Gas (three-way) valve malfunction	4.18
	Low refrigerant charge	4.8
Low suction pressure	Refrigerant shortage	4.8
	Compressor pressure regulating valve malfunction	4.19
	Suction service valve partially closed	Open
5.3.7 Abnormal noise		
Compressor	Loose mounting bolts	Tighten
	Worn bearings	4.9
	Worn or broken valves	4.9
	Liquid slugging	5.3.10
	Insufficient oil	4.10
Condenser or evaporator fan	Loose or striking shroud	Check
	Bearings defective	Check
	Bent shaft	Check
V-belts	Cracked or worn	4.4
5.3.8 Control system malfunction		
Will not control	Sensor defective	4.22.3
	Relay(s) defective	Check
	Microprocessor controller malfunction	4.22
	Solid State controller malfunction	Replace

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
5.3.9 No evaporator air flow restricted air flow		
Evaporator coil blocked	Frost on coil	Check
	Dirty coil	4.17.1
	Fan motor(s) malfunction	4.16
No or partial evaporator air flow	V-belt broken or loose	4.4
	Clutch defective	Replace
	Evaporator fan loose or defective	Check
	Evaporator fan rotating backwards	4.4
	Evaporator air flow blocked in trailer (box)	Check
	Fan motor(s) malfunction	4.16
5.3.10 Expansion valve malfunction		
Low suction pressure with high superheat	Low refrigerant charge	4.6 / 4.8
	External equalizer line plugged	Clean
	Ice formation at valve seat	4.7
	Wax, oil or dirt plugging valve or orifice	4.20
	Broken capillary	4.20
	Power assembly failure or partial	Replace
	Loss of element/bulb charge	Replace
	Superheat setting too high	4.20
Low superheat and liquid slugging in compressor	Superheat setting too low	4.20
	External equalizer line plugged	Open
	Ice holding valve open	4.7
	Foreign material in valve	Clean
	Pin and seat of expansion valve eroded or held open by foreign material	4.20
Fluctuating suction pressure	Improper bulb location or installation	4.20
	Low superheat setting	4.20
High superheat	Broken capillary	4.20
5.3.11 Hot gas (three-way) valve malfunction		
Valve does not function properly	No power to valve	Check
	Improper wiring or loose connections	Check
	Coil defective	4.18
	Valve improperly assembled	4.18
	Coil or coil sleeve improperly assembled	4.18
	Temperature controller malfunction	Replace
	Movement of plunger restricted due to:	
	a. Corroded or worn parts	4.18
	b. Foreign material lodged in valve	
	c. Bent or dented enclosing tube	
Valve shifts but refrigerant continues to flow	Foreign material lodged under seat	4.18
	Defective seat	4.18

INDICATION / TROUBLE	POSSIBLE CAUSES	REFERENCE SECTION
5.4 STANDBY MOTOR MALFUNCTION		
Standby motor fails to start	Motor contactor (MC) defective	Replace
	Motor Overload (OL) open	Replace motor
	Improper power supply	2.5
	Oil pressure switch (OPS) open	Check
	Selector switch (SSW) defective	Replace
Standby motor starts, then stops	Motor Overload (OL) open	2.5
	High amperage draw	Check

SECTION 6

EXTRACT FROM MATERIAL SAFETY DATA BULLETIN

6.1 POE OIL

1. PRODUCT AND COMPANY IDENTIFICATION

CARRIER TRANSICOLD INDUSTRIES
810 route de Paris
76520 FRANQUEVILLE ST PIERRE
FRANCE

4. FIRST AID MEASURES

EYE CONTACT :
flush thoroughly with water. If irritation occurs, call a physician.

SKIN CONTACT :
wash contact areas with soap and water. High pressure accidental injection through the skin requires immediate medical attention for possible incision, irrigation and/or debridement.

INHALATION :
not expected to be a problem.

INGESTION :
not expected to be a problem. However, if greater than 1/2 liter (pint) ingested, seek medical attention.

5. FIRE-FIGHTING MEASURES

EXTINGUISHING MEDIA :
carbon dioxide, foam, dry chemical and water fog

SPECIAL FIRE FIGHTING PROCEDURES :
water or foam may cause frothing. Use water to keep fire exposed containers cool. Water spray may be used to flush spills away from exposure. Prevent runoff from fire control or dilution from entering streams, sewers, or drinking water supply.

SPECIAL PROTECTIVE EQUIPMENT :
for fires in enclosed areas, fire fighters must use self-contained breathing apparatus.

UNUSUAL FIRE AND EXPLOSION HAZARDS :
none. Flash point C (F) : 232 (450) (ASTM D-92). Flammable limits - LEL : NA, UEL: NA.

NFPA HAZARD ID :
health : 0,
flammability : 1,
reactivity : 0

HAZARDOUS DECOMPOSITION PRODUCTS :
carbon monoxide

6. ACCIDENTAL RELEASE MEASURES

PROCEDURES IF MATERIAL IS RELEASED OR SPILLED :

small spills can be absorbed with fire retardant treated sawdust, diatomaceous earth, etc. Contain and remove larger spills for salvage or disposal according to applicable regulation.

ENVIRONMENTAL PRECAUTIONS :

prevent spills from entering storm sewers or drains and contact with soil.

PERSONAL PRECAUTIONS :

see section 8.

7. HANDLING AND STORAGE

STORAGE :

do not store in open or unlabelled containers. Store away from strong oxidizing agents or combustible material.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

VENTILATION :

no special requirements under ordinary conditions of use and with adequate ventilation.

RESPIRATORY PROTECTION :

no special requirements under ordinary conditions of use and with adequate ventilation.

EYE PROTECTION :

normal industrial eye protection practices should be employed.

SKIN PROTECTION :

no special equipment required. However, good personal hygiene practices should always be followed.

10. STABILITY AND REACTIVITY

HAZARDOUS DECOMPOSITION PRODUCTS :

carbon monoxide (in case of fire)

13. DISPOSAL CONSIDERATIONS

WASTE DISPOSAL :

EVEN THOUGH THIS PRODUCT IS READILY BIODEGRADABLE, IT MUST NOT BE INDISCRIMINATELY DISCARDED INTO THE ENVIRONMENT.

This product is suitable for burning in an enclosed, controlled burner for fuel value and for recycling at an approved facility. In addition, it can be disposed of at an approved waste disposal facility. Land farming and processing through sewage treatment facilities may be available disposal options but necessary approvals must first be obtained from appropriate regulatory authorities. Specific characteristics of the waste at the time of disposal may affect the availability of the above options.

The complete data sheets are available in English and French from Carrier Transicold Industries on request.

6.2 FORANE R404A

1. PRODUCT AND COMPANY IDENTIFICATION

CARRIER TRANSICOLD INDUSTRIES
810 route de Paris
76520 FRANQUEVILLE ST PIERRE
FRANCE

Product name : Forane (R) 404A
Product synonym(s)

Chemical family : hydrofluorocarbons

Chemical formula : CF3CH2F/CF3CH2F/CF3CH3

Chemical name : 1,1,1,2-tetrafluoroethane (HFC-134a)/Pentafluoroethane (HFC-125)/ 1,1,1-trifluoroethane (HFC-143a).

2. COMPOSITION / INFORMATION ON INGREDIENTS

BLEND OF FORANE 125, 143a, 134a

This product is not hazardous to health as define by the European Union dangerous substances and preparations directives.

3. HAZARDS IDENTIFICATION

EMERGENCY OVERVIEW

Colorless liquified gas with faint ether odor.

WARNING

LIQUID AND GAS UNDER PRESSURE, OVERHEATING AND OVERPRESSURIZING MAY CAUSE GAS RELEASE OF VIOLENT CYLINDER BURSTING. MAY DECOMPOSE ON CONTACT WITH FLAMES OR EXTREMELY HOT METAL SURFACES TO PRODUCE TOXIC AND CORROSIVE PRODUCTS. VAPOR REDUCES OXYGEN AVAILABLE FOR BREATHING AND IS HEAVIER THAN AIR. HARMFUL IF INHALED AND MAY CAUSE HEART IRREGULARITIES, UNCONSCIOUSNESS OR DEATH. LIQUID CONTACT WITH EYES OR SKIN MAY CAUSE FROSTBITE.

POTENTIAL HEALTH, EFFECTS

Skin contact and inhalation are expected to be the primary routes of occupational exposure to this material. As with most liquified gases, contact with the rapidly volatilizing liquid can cause frostbite to any tissue. High vapor concentrations are irritating to the eyes and respiratory tract and may result in central nervous system (CNS) effects such as headache, dizziness, drowsiness and, in severe exposure, loss of consciousness and death. The dense vapor of this material may reduce the available oxygen for breathing. Prolonged exposure to an oxygen-deficient atmosphere may be fatal. Inhalation may cause an increase in the sensitivity of the heart to adrenaline, which could result in irregular or rapid heartbeats. Medical conditions aggravated by exposure to this material include heart disease or compromised heart function.

4. FIRST AID MEASURES

EYE CONTACT

immediatly flush with plenty of water. Get medical attention if irritation persists.

SKIN CONTACT

flush exposed skin with lukewarm water (not hot), or use other means to warm skin slowly. Get medical attention if frostbitten by liquid or if irritation occures.

INGESTION

not applicable. Product is a gas at ambient temperatures.

INHALATION

remove to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention. **DO NOT GIVE ADRENALINE, EPINEPHRIN OR SIMILAR DRUGS FOLLOWING EXPOSURE TO THIS PRODUCT.**

5. FIRE FIGHTING MEASURES

EXTINGUISHING MEDIA

use extinguishing media appropriate to surrounding fire conditions.

FIRE FIGHTING INSTRUCTIONS

stop the flow of gas if possible. Use water spray on person making shut-off and on containers and cylinders. Fire fighters and others who may be exposed to products of combustion should wear full fire fighting turn out gear (full Bunker Gear) and self-contained breathing apparatus. Fire fighting equipment should be thoroughly decontaminated after use.

FIRE AND EXPLOSION HAZARDS

some mixtures of HCFCs and / or HFCs, and air or oxygen may be combustible if pressurized and exposed to extreme heat or flame.

6. ACCIDENTAL RELEASE MEASURES

IN CASE OF SPILL OR LEAK

use Halogen leak detector or other suitable means to locate leaks or check atmosphere. Keep upwind. Evacuate enclosed spaces and disperse gas with floor-level forced-air ventilation. Exhaust vapors outdoors. Do not smoke or operate internal combustion engines. Remove flames and heating elements.

7. HANDLING AND STORAGE

HANDLING

avoid breathing gas. Avoid contact with eyes, skin and clothing. Keep container closed. Use only with adequate ventilation. Do not enter confined spaces unless adequately ventilated.

STORAGE

do not apply direct flame to cylinder. Do not store cylinder in direct sun or expose it to heat above 48°C (120°F). Do not drop or refill this cylinder. Keep away from heat, sparks and flames.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

EYE / FACE PROTECTION

where there is potential for eye contact, wear chemical gloggles and have eye flushing equipment available.

SKIN PROTECTION

wear appropriate chemical resistant protective clothing and chemical resistant gloves to prevent skin contact. Consult glove manufacturer to determine appropriate type glove material for given application. Rinse contaminated skin promptly. Wash contaminated clothing and clean protective equipment before reuse. Wash skin thoroughly after handling.

RESPIRATORY PROTECTION

avoid breathing gas. When airborne exposure limits are exceeded, use respiratory protection equipment appropriate to the material and / or its components (full facepiece recommended). For emergency and other conditions where exposure limit may be significantly exceeded, use an approved full face positive-pressure, self-contained breathing apparatus or positive-pressure airline with auxiliary self-contained air supply.

10. STABILITY AND REACTIVITY

INCOMPATIBILITY

avoid contact with strong alkali or alkaline earth metals, finely powdered metals such as aluminium, magnesium or zinc and strong oxidizers, since they may react or accelerate decomposition.

HAZARDOUS DECOMPOSITION PRODUCTS

thermal decomposition products include hydrogen fluoride, hydrogen chloride, carbon monoxide, carbon dioxide and chlorine.

13. DISPOSAL CONSIDERATIONS

WASTE DISPOSAL

recover, reclaim or recycle when practical. Dispose of in accordance with federal, state and local regulations.

Note : chemical additions to, processing of, or otherwise altering this material may take this waste management information incomplete, inaccurate, or otherwise inappropriate. Furthermore, state and local waste disposal requirements may be more restrictive or otherwise different from federal laws and regulations.

The complete data sheets are available in English and French from Carrier Transicold Industries on request.

SECTION 7

ELECTRICAL SCHEMATIC WIRING DIAGRAM

This section contains Electrical Schematic Wiring Diagram covering the Models listed in Table 2-1 The following general safety notices supplement the specific warnings and cautions appearing elsewhere in this manual. They are recommended precautions that must be understood and applied during operation and maintenance of the equipment covered herein.

Model	Drawing #
Supra 450/550/750/850 & 950	62-60471

WARNING

Beware of unannounced starting of the fans and V-belts caused by the thermostat and the start/stop cycling of the unit.

WARNING

Under no circumstances should ether or any other starting aids be used to start engine.

CAUTION

Under no circumstances should anyone attempt to repair the Logic or Display Boards! Should a problem develop with these components, contact your nearest Carrier Transicold dealer for replacement.

CAUTION

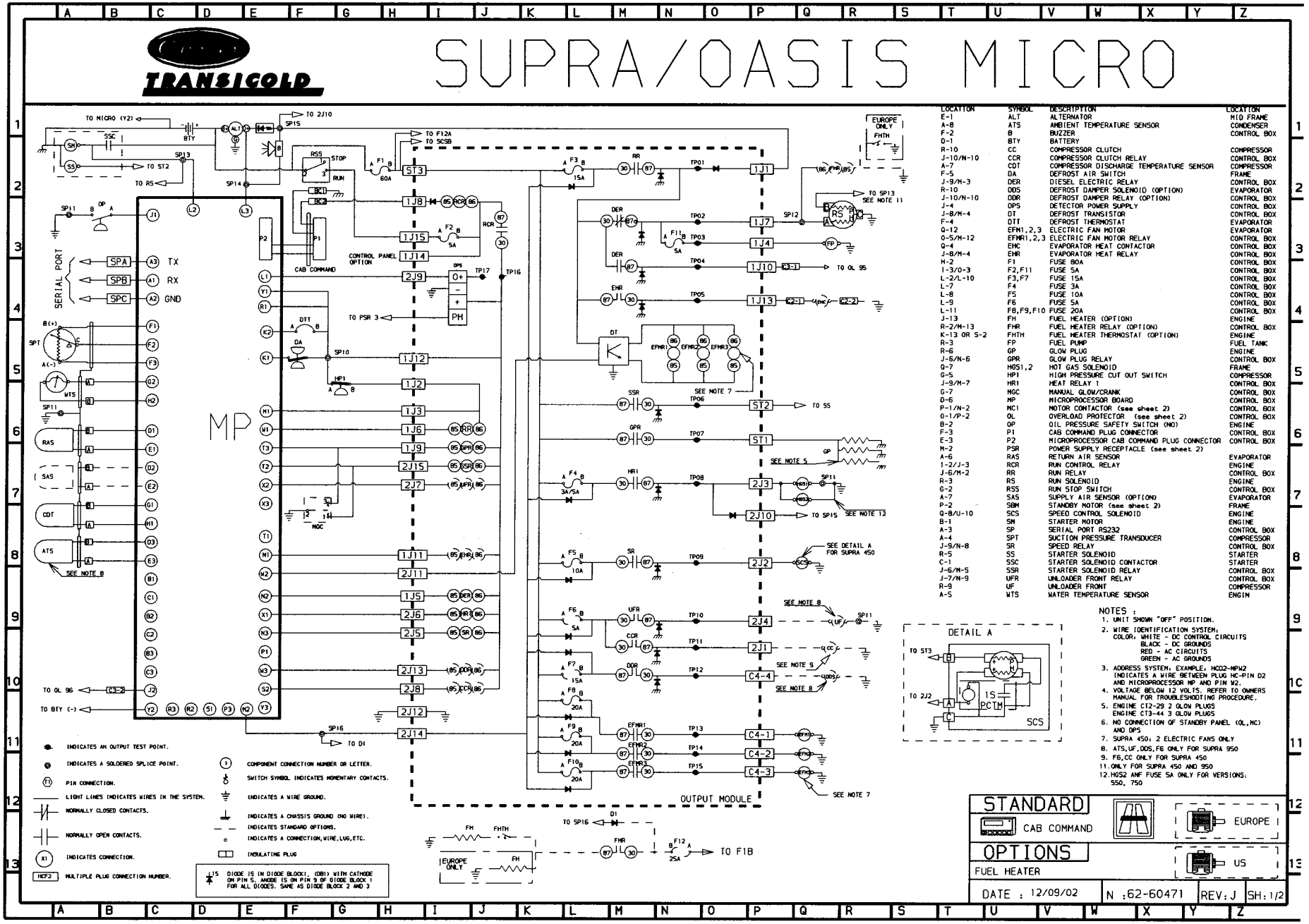
Observe proper polarity when installing battery, negative battery terminal must be grounded. Reverse polarity will destroy the rectifier diodes in alternator. As a precautionary measure, disconnect positive battery terminal when charging battery in unit. Connecting charger in reverse will destroy the rectifier diodes in alternator.

CAUTION

Under no circumstances should a technician electrically probe the processor at any point, other than the connector terminals where the harness attaches. Microprocessor components operate at different voltage levels and at extremely low current levels. Improper use of voltmeters, jumper wires, continuity testers, etc. could permanently damage the processor.

CAUTION

Most electronic components are susceptible to damage caused by electrical static discharge (ESD). In certain cases, the human body can have enough static electricity to cause resultant damage to the components by touch. This is especially true of the integrated circuits found on the truck/trailer microprocessor.



LOCATION	SYMBOL	DESCRIPTION	LOCATION
E-1	ALT	ALTERNATOR	MID FRAME
A-8	ATS	AMBIENT TEMPERATURE SENSOR	CONDENSER
F-2	B	BUZZER	CONTROL BOX
O-1	BTY	BATTERY	
R-10	CC	COMPRESSOR CLUTCH	COMPRESSOR
J-10/N-10	CCR	COMPRESSOR CLUTCH RELAY	CONTROL BOX
A-7	CDT	COMPRESSOR DISCHARGE TEMPERATURE SENSOR	COMPRESSOR
F-5	DA	DEFROST AIR SWITCH	FRAME
J-9/M-3	DER	DIESEL ELECTRIC RELAY	CONTROL BOX
R-10	DDS	DEFROST DAMPER SOLENOID (OPTION)	EVAPORATOR
J-10/N-10	DDR	DEFROST DAMPER RELAY (OPTION)	CONTROL BOX
J-4	DPS	DETECTOR POWER SUPPLY	CONTROL BOX
J-8/M-4	DT	DEFROST TRANSISTOR	CONTROL BOX
F-4	DTT	DEFROST THERMOSTAT	EVAPORATOR
Q-12	EFM1,2,3	ELECTRIC FAN MOTOR	EVAPORATOR
O-5/M-12	EFMR1,2,3	ELECTRIC FAN MOTOR RELAY	CONTROL BOX
Q-4	EHC	EVAPORATOR HEAT CONTACTOR	CONTROL BOX
J-8/M-4	EHR	EVAPORATOR HEAT RELAY	CONTROL BOX
M-2	F1	FUSE 80A	CONTROL BOX
1-3/O-3	F2,F11	FUSE 5A	CONTROL BOX
L-2/L-10	F3,F7	FUSE 15A	CONTROL BOX
L-7	F4	FUSE 3A	CONTROL BOX
L-8	F5	FUSE 10A	CONTROL BOX
L-9	F6	FUSE 5A	CONTROL BOX
L-11	F8,F9,F10	FUSE 20A	CONTROL BOX
J-13	FH	FUEL HEATER (OPTION)	ENGINE
R-2/M-13	FHR	FUEL HEATER RELAY (OPTION)	CONTROL BOX
K-13 OR S-2	FHTH	FUEL HEATER THERMOSTAT (OPTION)	ENGINE
R-3	FP	FUEL PUMP	FUEL TANK
R-6	GP	GLOW PLUG	ENGINE
J-6/N-6	GPR	GLOW PLUG RELAY	CONTROL BOX
Q-7	HGS1,2	HOT GAS SOLENOID	FRAME
G-5	HPI	HIGH PRESSURE CUT OUT SWITCH	COMPRESSOR
J-9/M-7	HR1	HEAT RELAY 1	CONTROL BOX
G-7	MGC	MANUAL GLOW/CRANK	CONTROL BOX
D-6	MP	MICROPROCESSOR BOARD	CONTROL BOX
P-1/N-2	MC1	MOTOR CONTACTOR (see sheet 2)	CONTROL BOX
O-1/P-2	OL	OVERLOAD PROTECTOR (see sheet 2)	CONTROL BOX
B-2	OP	OIL PRESSURE SAFETY SWITCH (NO)	ENGINE
F-3	P1	CAB COMMAND PLUG CONNECTOR	CONTROL BOX
E-3	P2	MICROPROCESSOR CAB COMMAND PLUG CONNECTOR	CONTROL BOX
M-2	PSR	POWER SUPPLY RECEPTACLE (see sheet 2)	
A-6	RAS	RETURN AIR SENSOR	EVAPORATOR
1-2/J-3	RCR	RUN CONTROL RELAY	ENGINE
J-6/M-2	RR	RUN RELAY	CONTROL BOX
R-3	RS	RUN SOLENOID	ENGINE
G-2	RSS	RUN STOP SWITCH	CONTROL BOX
A-7	SAS	SUPPLY AIR SENSOR (OPTION)	EVAPORATOR
P-2	SBM	STANDBY MOTOR (see sheet 2)	FRAME
Q-8/U-10	SCS	SPEED CONTROL SOLENOID	ENGINE
B-1	SM	STARTER MOTOR	ENGINE
A-3	SP	SERIAL PORT RS232	CONTROL BOX
A-4	SPT	SUCTION PRESSURE TRANSDUCER	COMPRESSOR
J-9/N-8	SR	SPEED RELAY	CONTROL BOX
R-5	SS	STARTER SOLENOID	STARTER
C-1	SSC	STARTER SOLENOID CONTACTOR	STARTER
J-6/M-5	SSR	STARTER SOLENOID RELAY	CONTROL BOX
J-7/N-9	UFR	UNLOADER FRONT RELAY	CONTROL BOX
R-9	UF	UNLOADER FRONT	COMPRESSOR
A-5	WTS	WATER TEMPERATURE SENSOR	ENGIN

NOTES :
1. UNIT SHOWN "OFF" POSITION.
2. WIRE IDENTIFICATION SYSTEM:
   COLOR: WHITE - DC CONTROL CIRCUITS
   BLACK - DC GROUNDS
   RED - AC CIRCUITS
   GREEN - AC GROUNDS
3. ADDRESS SYSTEM: EXAMPLE: HCD2-MPW2 INDICATES A WIRE BETWEEN PLUG HC-PIN D2 AND MICROPROCESSOR MP AND PIN W2.
4. VOLTAGE BELOW 12 VOLTS. REFER TO OWNERS MANUAL FOR TROUBLESHOOTING PROCEDURE.
5. ENGINE CT2-29 2 GLOW PLUGS
   ENGINE CT3-44 3 GLOW PLUGS
6. NO CONNECTION OF STANDBY PANEL (OL,MC) AND DPS
7. SUPRA 450: 2 ELECTRIC FANS ONLY
8. ATS,UF,DDS,F6 ONLY FOR SUPRA 950
9. F6,CC ONLY FOR SUPRA 450
11. ONLY FOR SUPRA 450 AND 950
12. HGS2 AND FUSE 5A ONLY FOR VERSIONS: 550, 750

Figure 7-1 - Electrical schematic diagram - MICROPROCESSOR CONTROLLER

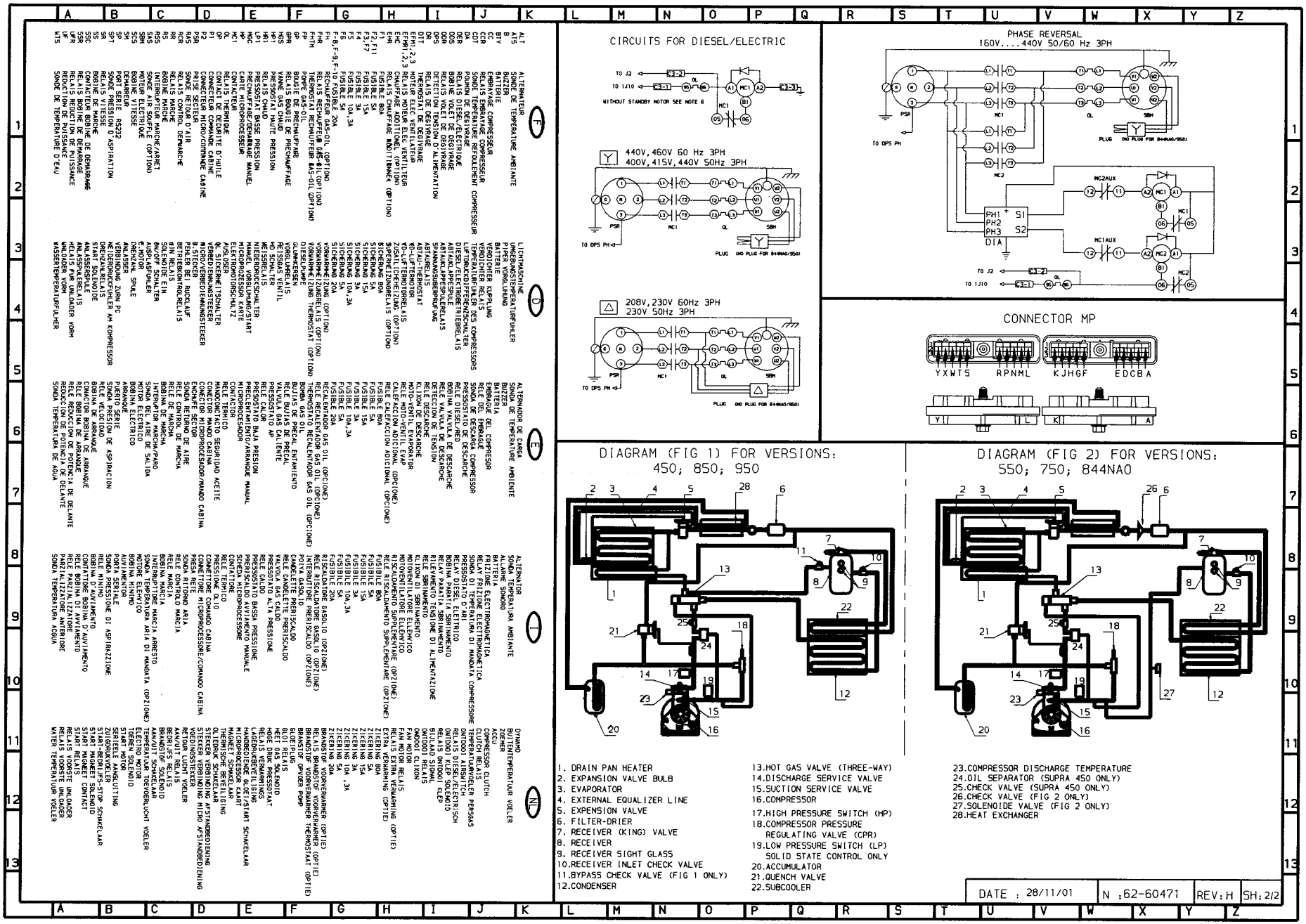


Figure 7-1 - Electrical schematic diagram - MICROPROCESSOR CONTROLLER