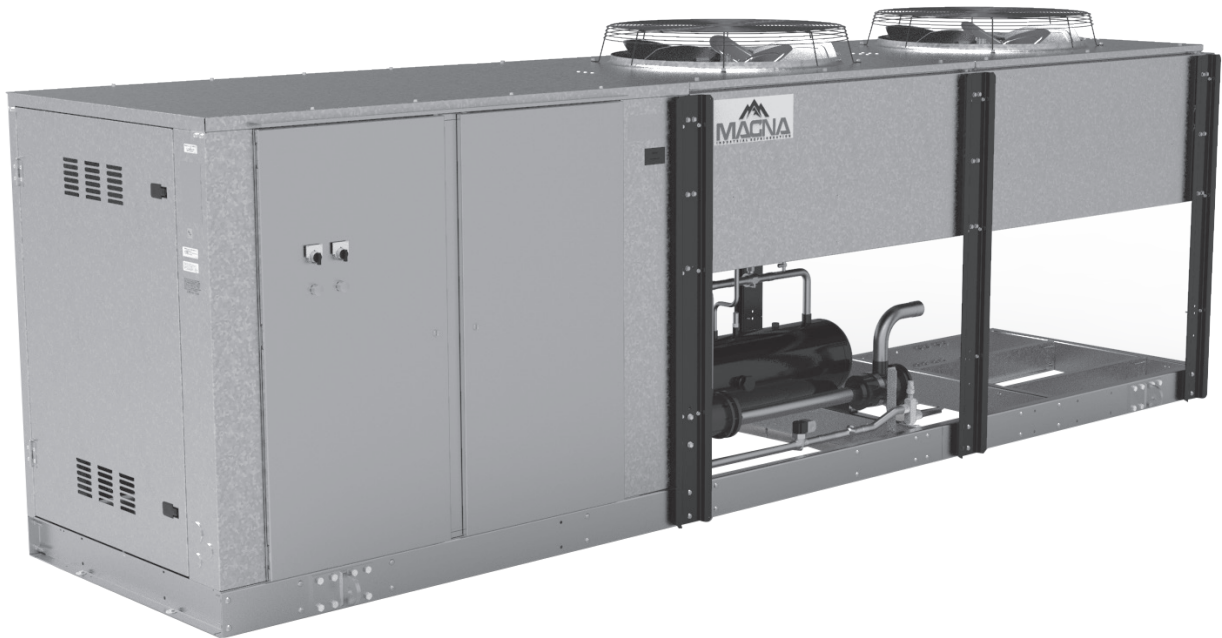


## Condensing Units



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## General Safety Information

1. Installation and maintenance to be performed only by qualified personnel who are familiar with this type of equipment.
2. Some units are pressurized with dry air or inert gas. All units must be evacuated before charging the system with refrigerant.
3. Make sure that all field wiring conforms to the requirements of the equipment and all applicable national and local codes.
4. Avoid contact with sharp edges and coil surfaces. They are a potential injury hazard.
5. Make sure all power sources are disconnected before any service work is done on units.

**WARNING:** Refrigerant can be harmful if it is inhaled. Refrigerant must be used and recovered responsibly. Failure to follow this warning may result in personal injury or death.

## Inspection

Responsibility should be assigned to a dependable individual at the job site to receive material. Each shipment should be carefully checked against the bill of lading. The shipping receipt should not be signed until all items listed on the bill of lading have been accounted. Check carefully for concealed damage. Any shortage or damages should be reported to the delivering carrier. Damaged material becomes the delivering carrier's responsibility, and should not be returned to the manufacturer unless prior approval is given to do so. When uncrating, care should be taken to prevent damage. Heavy equipment should be left on its shipping base until it has been moved to the final location. Check the serial tag information with invoice. Report any discrepancies to your Heatcraft Refrigeration Products Sales Representative.

## Warranty Statement

Seller warrants to its direct purchasers that products, including Service Parts, manufactured by SELLER shall be of a merchantable quality, free of defects in material or workmanship, under normal use and service for a period of two (2) years from date of original installation, or thirty (30) months from date of shipment by SELLER, whichever first occurs. Any product covered by this order found to Seller's satisfaction to be defective upon examination at Seller's factory will at SELLER's option, be repaired or replaced and returned to Buyer via lowest common carrier, or SELLER may at its option grant Buyer a credit for the purchase price of the defective article. Upon return of a defective product to SELLER's plant, freight prepaid, by Buyer, correction of such defect by repair or replacement, and return freight via lowest common carrier, shall constitute full performance by SELLER of its obligations hereunder.

SELLER shall have no liability for expenses incurred for repairs made by Buyer except by prior, written authorization. Every claim on account of breach of warranty shall be made to SELLER in writing within the warranty period specified above – otherwise such claim shall be deemed waived. Seller shall have no warranty obligation whatsoever if its products have been subjected to alteration, misuse, negligence, free chemicals in system, corrosive atmosphere, accident, or if operation is contrary to SELLER's or manufacturer's recommendations, or if the serial number has been altered, defaced, or removed.

## DOE Walk-In Cooler Freezer AWEF Set Points

Based on information currently available, following set points must be adhered to for DOE AWEF test conditions:

### Condensing Unit Head pressure

LT - 100 psi

MT - 150 psi

### Evaporator Superheat

6.5°F

### Defrost Termination

LOP - 55°F                      MP - 55°F

CM - 85°F                      LUC - 55°F

LVCM - 80°F

### Unloader Pressure Control

MT - Below 23°F SST    LT - Below -22°F SST

Disclaimer: This communication is provided for informational purposes only and is based on information that is subject to change and interpretation. Heatcraft recommends customers review the applicable laws and regulations to ensure compliance with regulations. For DOE regulations, see US DOE Energy Efficiency and Renewable Energy website for Walk-In Coolers and Freezers at <https://www.regulations.doe.gov/ccms>

## MOTOR COMPRESSORS:

Motor compressors furnished by SELLER are subject to the standard warranty terms set forth above. Motor compressor replacements or exchanges shall be made through the nearest authorized wholesaler of the motor compressor manufacturer. The replacement motor compressor shall be identical to the model of the motor compressor being replaced. Additional charges which may be incurred throughout the substitution of other than identical replacements are not covered by this warranty. An optional, non assignable, four (4) year extended compressor warranty may be purchased within the boundaries of the United States of America, its territories and possessions, and Canada. With this extended compressor warranty, replacements are administered by an authorized compressor distributor only. Replacements within the first year of the warranty area available through the distributor; the second through fifth years, the purchaser must submit a proof-of-purchase of a compressor and supply it to Heatcraft Refrigeration Products Warranty Claims for reimbursement.

Seller makes no express warranties except as noted above. All implied warranties are limited to the duration of the Express Warranty. Liability for incidental and consequential damages is excluded.

The forgoing is in lieu of all other warranties, express or implied, notwithstanding the provisions of the uniform commercial code, the Magnuson-Moss Warranty - Federal Trade Commission Improvement Act, or any other statutory or common law, federal or state.

SELLER makes no warranty, express or implied, of fitness for any particular purpose, or of any nature whatsoever, with respect to products manufactured or sold by seller hereunder, except as specifically set forth above and on the face hereof. It is expressly understood and agreed that SELLER shall not be liable to buyer, or any customer of buyer, for direct or indirect, special, incidental, consequential or penal damages, or for any expenses incurred by reason of the use or misuse by buyer or third parties of said products. To the extent said products may be considered "consumer products," As defined in Sec. 101 of the Magnuson-Moss Warranty - Federal Trade Commission Improvement Act, SELLER makes no warranty of any kind, express or implied, to "consumers," except as specifically set forth above and on the face hereof.

The following conditions should be adhered to when installing this unit to maintain the manufacturers warranty:

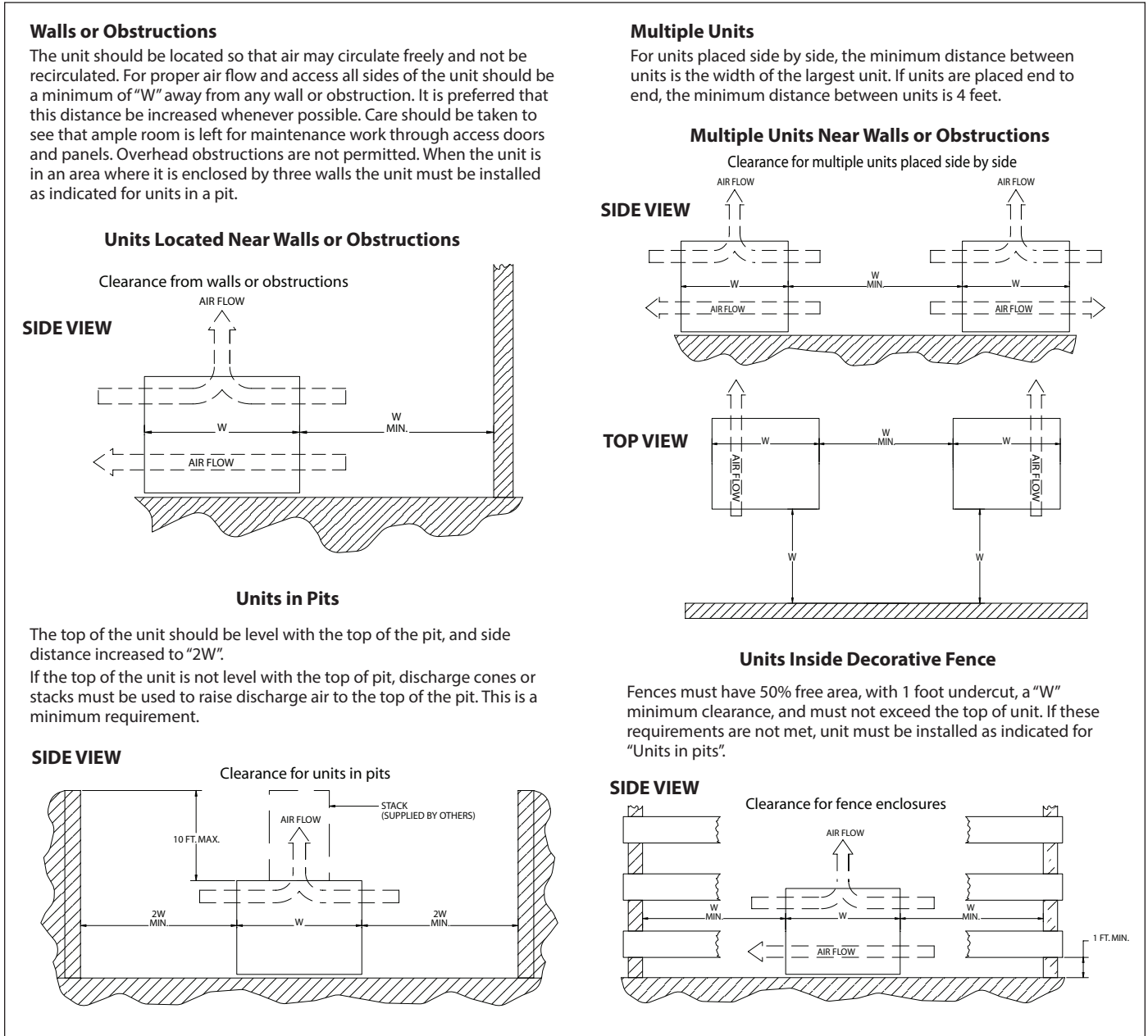
- a) System piping must be in accordance with good refrigeration practices.
- b) **Inert gas must be charged into the piping during brazing.**
- c) The power supply to the unit must meet the following conditions:
  - A. Three phase voltages must be +/- 10% of nameplate ratings. Single phase must be within +10% or -5% of nameplate ratings.
  - B. Phase imbalance cannot exceed 2%.
- d) All control and safety switch circuits must be properly connected according to the wiring diagram.
- e) The factory installed wiring and piping must not be changed without written factory approval.
- f) All equipment is installed in accordance with Heatcraft Refrigeration Products specified minimum clearances.

## Space and Location Requirements for Air Cooled Condensing Units and Remote Condensers

The most important consideration which must be taken into account when deciding upon the location of air-cooled equipment is the provision for a supply of ambient air to the condenser, and removal of heated air from the condensing unit or remote condenser area. Where this essential requirement is not adhered to, it will result in higher head pressures, which cause poor operation and potential failure of equipment. Units must not be located in the vicinity of steam, hot air or fume exhausts. Corrosive atmospheres require custom designed condensers.

Another consideration which must be taken is that the unit should be mounted away from noise sensitive spaces and must have adequate support to avoid vibration and noise transmission into the building. Units should be mounted over corridors, utility areas, rest rooms and other auxiliary areas where high levels of sound are not an important factor. Sound and structural consultants should be retained for recommendations.

**Figure 1. Space and Location Requirements for Condensing Units**



\* "W" = Total width of the condensing unit

## Condensing Unit Rigging and Mounting

Rigging brackets are provided on all units. Unit weights are listed on the rigging label attached to the unit. All lifting equipment must be capable of lifting the weight of the unit. Caution should be exercised when moving these units. To prevent damage to the unit housing during rigging, cables or chains used must be held apart by spacer bars. The mounting platform or base should be level and located so as to permit free access of supply air.

### Ground Mounting

Before tightening mounting bolts, recheck level of unit.

### Roof Mounting

Roof mounted units should be installed level on steel channels or an I-beam frame capable of supporting the weight of the unit. Vibration absorbing pads or springs should be installed between the condensing unit legs or frame and the roof mounting assembly.

### Spring Mounted Compressor

Compressors are secured rigidly to make sure there is no transit damage. Before operating the unit, it is necessary to follow these steps:

- Remove the upper nuts and washers.
- Discard the shipping spacers.
- Install the neoprene spacers. (Spacers located in the electrical panel or tied to compressor.)
- Replace the upper mounting nuts and washers.
- Allow 1/16 inch space between the mounting nut/washer and rubber spacer. Mounting spring must not be fully compressed when mounting nut is properly installed. See Figures 2 and 3.

### Rigid Mounted Compressor

Some products use rigid mounted compressors. Check the compressor mounting bolts to insure they have not vibrated loose during shipment. See Figure 4.

Figure 2. Spring Mount

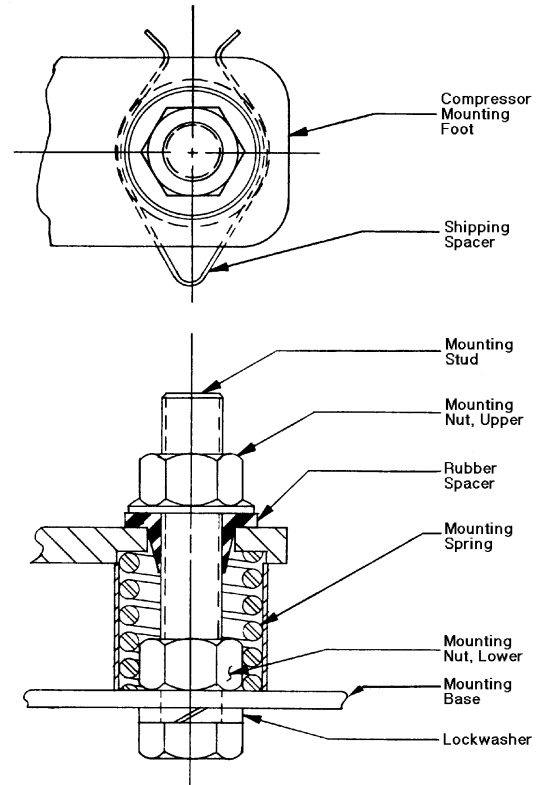
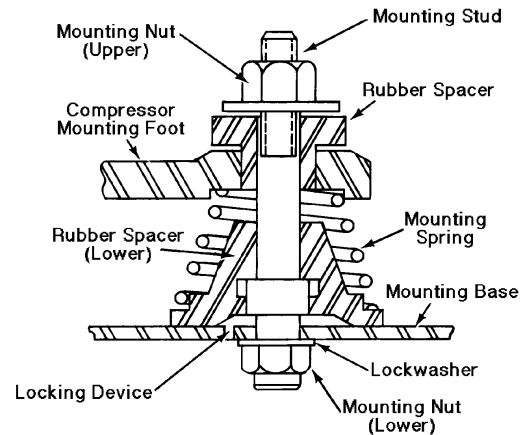


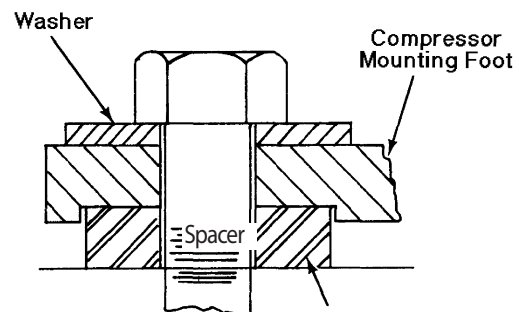
Figure 3. Spring Mount



Mount is shown in properly adjusted position.

Figure 4.

### Solid Mount for Mobile or Deep Sump Application



## Head Pressure Control

Several types of head pressure control systems are available on condensing units:

- A. Dual Valve System. (See section on operation and adjustment.)
- B. Ambient Fan Cycle Control. (See section on operation and adjustment.)
- C. Variable Speed Fans

### A. Dual Valve System

The system employs an A8 (open on rise of inlet pressure) valve and an A9 (open based on outlet pressure differential) valve. The high-pressure discharge gas is introduced above the liquid in the receiver tank. The receiver discharge is regulated by the A9 valve.

The discharge pressure of the A8 valve must be adjusted to regulate the unit for proper operating conditions. Adjust the ORI valve shown on the following diagram to maintain a discharge pressure of 150 PSIG on medium temperature systems and 100 PSIG on low temperature systems, see figure 6

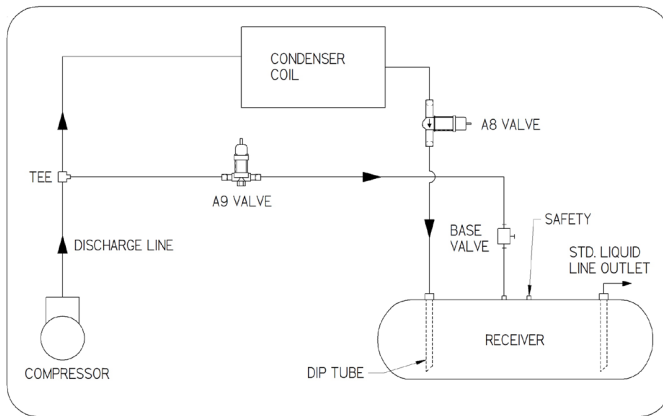
### Operation and Adjustment

Condensing units with dual valves require sufficient charge to partially flood the condenser during low ambient conditions.

Valve adjustment should be made with gauges connected to the discharge port of the compressor. Adjustments should be made during mild or low ambient conditions. Turning the valve stem "clockwise" on the ORI valve will increase the discharge pressure, while turning the valve stem "counterclockwise" will decrease the discharge pressure.

If adjustments are made during warm ambient conditions, it may not be possible to adjust the regulator valve as low as desired. Readjustment may be necessary once cooler conditions prevail.

**Figure 6. Dual Valve Piping Arrangement**



### A8 Valve – Adjustment notes:

For A8 Head Pressure regulator: Between 0 and 6.2 Bar (90 psig), one complete turn of the Adjusting Screw will change the set point 1.4 Bar (20 psi). Between 6.2 Bar (90 psig) and 400 psig, one complete turn of the Adjusting Screw will change the set point 4.8 Bar (70 psi). The field adjustments must be made to maintain 150 PSIG head pressure for Medium temp. units.

### A9 Valve – Adjustment notes:

For A9 Pressure regulator: To adjust the valve, one turn equals approximately 1.7 bar (25 psi).

## B. Fan Cycle Control

This is an automatic winter control method which will maintain a condensing pressure within reasonable limits by cycling fan motors in response to outside air temperature or Compressor discharge pressure.

Table 1 lists the factory default settings for 15°F T.D. These settings are approximate as they do not consider variations in load

**Table 1. Johnson Controller – Factory Setting for Standard DVCU units**

Mode	Description	Ambient Fan Cycling Thermostat settings °F *		Pressure Fan Cycling control settings PSIG ^	
		2 Fan units	3 & 4 Fan units	2 Fan units	3 & 4 Fan units
		Output for Fan Cycle -1	Output for Fan Cycle -2	Output for Fan Cycle -1	Output for Fan Cycle -2
SENS	Sensor Control	Sn - 2	Sn - 2	Sn - 3	Sn - 3
ON	Relay ON Value	60	50	185	215
OFF	Relay OFF Value	55	45	150	180
ONd	ON Time Delay	0	0	0	0
OFFd	OFF Time Delay	0	0	0	0
ONT	Minimum Relay ON Time	300	300	300	300
OFFT	Minimum Relay OFF Time	300	300	300	300
SNF	Sensor Failure Mode	OFF	OFF	OFF	OFF

### NOTE:

Cycle pairs of fans on double wide-parallel pipe units

\* Default factory settings on controller to maintain 70° F Condensing temperature w.r.t 15 Design T.D. The field adjustments must be made on ambient fan cycling control settings with respect to their application range.

^ Default factory settings on controller to maintain 150 PSIG Condensing Pressure w.r.t 20 Design T.D (Applies to R404A,R507A,R407A,R407C, R448A & R449A). For Low pressure systems, the adjustments should be set to maintain 100 PSIG. The field adjustments must be made on Pressure fan cycling control settings with respect to their application range.

## C: Variable Speed Fans – Floating condensing Pressure

The variable speed fan control is preset to maintain a temperature differential (TD) of approximately 15°F above the ambient temperature.

The Ambient conditions may impact the actual TD, and higher ambient conditions may result in a higher TD.

The system will reduce the fan speed during lower ambient temperatures to maintain proper compressor operation. If any sensor faults occur, the fans will run at full speed.

### NOTE:

The field adjustments must be made to the refrigerant setting to ensure proper control of the condensing fans.

### CAUTION:

Fans closest to the headers should not be cycled on standard temperature or pressure controls. Dramatic temperature and pressure changes at the headers as a result of fan action can result in possible tube failure. Fan motors are designed for continuous duty operation.

Fan cycling controls should be adjusted to maintain a minimum of (5) minutes on and (5) minutes off. Short cycling of fans may result in a premature failure of motor and/or fan blade.

Compressors operating below +10°F SST must have air flowing over the compressor at all times when the compressor is running.

### CAUTION:

Under no circumstance should all condenser motors be allowed to cycle off on one control. At least one motor shall be wired to operate at all times. Under most circumstances, the condenser motor nearest the inlet header should remain on whenever the compressor is operating.

## Phase Loss Monitor

When phase sequence is correct and full line voltage is present on all three phases, the relay is energized as the normal condition indicator light glows. If compressor fails to operate and the normal condition indicator light on the phase monitor does not glow, then the supplied electrical current is not in phase with the monitor. This problem is easily corrected by the following steps:

1. Turn power off at disconnect switch.
2. Swap any two of the three power input wires.
3. Turn power on. Indicator light should glow and compressor should start.
4. Observe motors for correct rotation.

## Polyol Ester Lubricants

### Hygroscopicity

Since moisture levels greater than 100 ppm will result in system corrosion and ultimate failure, it is imperative that compressors, components, containers and the entire system be kept sealed as much as possible. Lubricants will be packaged in specially designed, sealed containers. After opening, all the lubricant in a container should be used at once since it will readily absorb moisture if left exposed to the ambient. Any unused lubricant should be properly disposed of. Similarly, work on systems and compressors must be carried out with the open time as short as possible. Leaving the system or compressor open during breaks or overnight **MUST BE AVOIDED!**

### Color

As received, the POE lubricant will be clear or straw colored. After use, it may acquire a darker color. This does not indicate a problem as the darker color merely reflects the activity of the lubricant's protective additive.

### Oil Level

During Copeland's testing of Polyol ester oil, it was found that this lubricant exhibits a greater tendency to introduce oil into the cylinder during flooded start conditions. If allowed to continue, this condition will cause mechanical failure of the compressor.

A crankcase heater is required with condensing units and it must be turned on several hours before start-up.

Oil level must not exceed 1/4 sight glass.

### Polyol Ester Lubricants

The preferred POE 32 is due to unique additives included in this lubricant. POE's **must** be used if HFC refrigerants are used in the system. They are also acceptable for use with any of the traditional refrigerants or interim blends and are compatible with mineral oils.

#### NOTE:

For Frascold V & Z series compressors, POE68 is recommended.

## Recommended Refrigerant Piping Practices

The system as supplied by **Heatcraft Refrigeration Products**, was thoroughly cleaned and dehydrated at the factory. Foreign matter may enter the system by way of the evaporator to condensing unit piping. Therefore, care must be used during installation of the piping to prevent entrance of foreign matter.

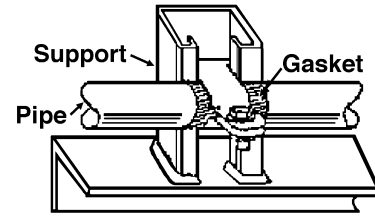
Install all refrigeration system components in accordance with applicable local and national codes and in conformance with good practice required for the proper operation of the system.

The refrigerant pipe size should be selected from the Line Sizing Tables. The interconnecting pipe size is not necessarily the same size as the stub-out on the condensing unit or the evaporator.

The following procedures should be followed:

- Do not leave dehydrated compressors or filter-driers on condensing units open to the atmosphere any longer than is absolutely necessary.
- Use only refrigeration grade copper tubing, properly sealed against contamination.
- Suction lines should slope  $1/4"$  per 10 feet towards the compressor.
- Suitable P-type oil traps should be located at the base of each suction riser to enhance oil return to the compressor.
- For desired method of superheat measurement, a pressure tap should be installed in each evaporator suction line in the proximity of the expansion valve bulb.
- When brazing refrigerant lines, an inert gas should be passed through the line at low pressure to prevent scaling and oxidation inside the tubing. Dry nitrogen is preferred.**
- Use only a suitable silver solder alloy on suction and liquid lines.
- Limit the soldering paste or flux to the minimum required to prevent contamination of the solder joint internally. Flux only the male portion of the connection, never the female. After brazing, remove excess flux.
- See line sizing tables for discharge and liquid drain line sizes for remote condenser connections.
- If isolation valves are installed at the evaporator, full port ball valves should be used.

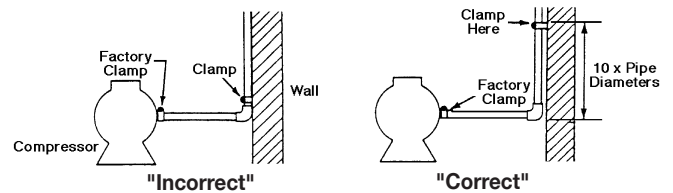
Figure 7. Example of Pipe Support



## Refrigerant Pipe Support

- Normally, any straight run of tubing must be supported in at least two locations near each end of the run. Long runs require additional supports. The refrigerant lines should be supported and fastened properly. As a guide,  $3/8$  to  $7/8$  should be supported every 5 feet;  $1-1/8$  and  $1-3/8$  every 7 feet; and  $1-5/8$  and  $2-1/8$  every 9 to 10 feet. See Figure 9
- When changing directions in a run of tubing, no corner should be left unsupported. Supports should be placed a maximum of 2 feet in each direction from the corner. See Figure 10
- Piping attached to a vibrating object (such as a compressor or compressor base) must be supported in such a manner that will not restrict the movement of the vibrating object. Rigid mounting will fatigue the copper tubing.
- Do not use short radius ells. Short radius elbows have points of excessive stress concentration and are subject to breakage at these points.
- Thoroughly inspect all piping after the equipment is in operation and add supports wherever line vibration is significantly greater than most of the other piping. Extra supports are relatively inexpensive as compared to refrigerant loss.

Figure 8. Condensing Unit / Compressor to Wall Support



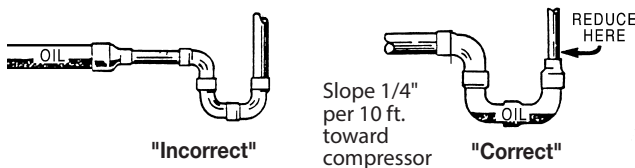
## Suction Lines

Horizontal suction lines should slope away from the evaporator toward the compressor at the rate of  $1/4$  inch per 10 feet for good oil return. When multiple evaporators are connected in series using a common suction line, the branch suction lines must enter the top of the common suction line.

For dual or multiple evaporator systems, the branch lines to each evaporator should be sized for the evaporator capacity. The main common line should be sized for the total system capacity.

Suction lines that are outside of refrigerated space must be insulated.

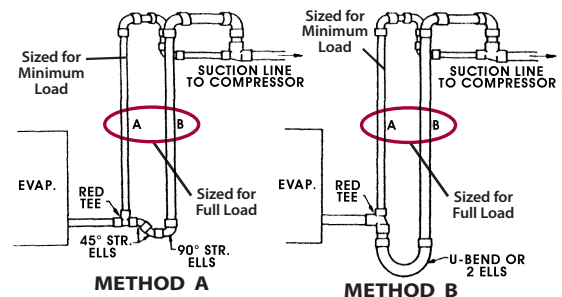
Figure 9. Suction P-Traps



## Suction Line Risers

Prefabricated wrought copper traps are available, or a trap can be made by using two street ells and one regular ell. The suction trap must be the same size as the suction line. For long vertical risers, additional traps may be necessary. Generally, one trap is recommended for each length of pipe (approximately 20 feet) to insure proper oil movement. See Figure 9 and Figure 10 for methods of constructing proper suction line P-traps.

Figure 10. Double Suction Riser Construction



**NOTE:** A suction line trap must be installed at the point where piping changes the direction of refrigerant flow from any horizontal run to an upward vertical run.

## Liquid Lines

Liquid lines should be sized for a minimum pressure drop to prevent "flashing". Flashing in the liquid lines would create additional pressure drop and poor expansion valve operation. If a system requires long liquid lines from the receiver to the evaporator or if the liquid has to rise vertically upward any distance, the losses should be calculated to determine whether or not a heat exchanger is required. The use of a suction to liquid heat exchanger may be used to subcool the liquid to prevent flashing. This method of subcooling will normally provide no more than 20°F subcooling on high pressure systems. The amount of subcooling will depend on the design and size of the heat exchanger and on the operating suction and discharge pressures. An additional benefit from the use of the suction to liquid type heat exchanger is that it can help raise the superheat in the suction line to prevent liquid return to the compressor via the suction line. Generally, heat exchangers are not recommended on R-22 low temperature

## Refrigerant Piping

Install all refrigerant components in accordance with applicable local and national codes and in accordance with good practice for proper system operation. The thermostatic expansion valve must be the externally equalized type. It can be mounted inside the unit end compartment. Mount the expansion valve bulb on a horizontal run of suction line as close as possible to the suction header. Use the clamps provided with the valve to fasten the bulb securely so there is a tight line-to-line contact between the bulb and the suction line. Suction and hot gas connections are made on the outside of the unit.

Suction lines should be sloped towards the compressor at the rate of one (1) inch per ten (10) feet for good oil return. Vertical risers of more than four (4) feet should be trapped at the bottom with a P-trap. If a P-trap is used, the expansion valve bulb should be installed between the unit and the trap.

## Unit Cooler Piping

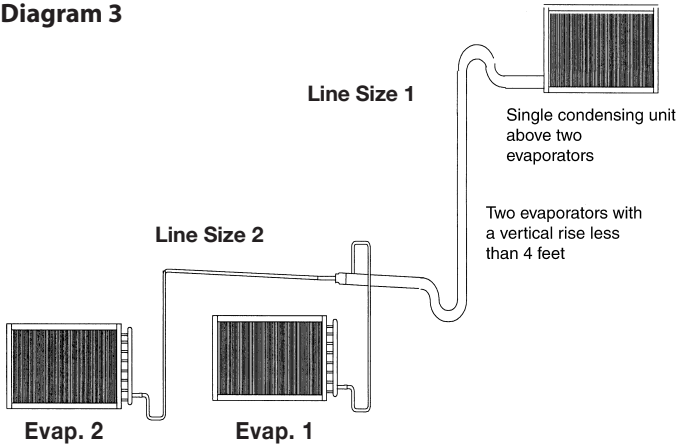
### Pipe size example:

- Given: **-10°F Freezer** with one system having (2) evaporators
- One condensing unit rated at 24,000 BTUH's @ -20°F SST R404A refrigerant.
  - Two evaporators each rated at 12,000 BTUH's @ 10°F TD.
  - 100 feet of actual line run between condensing unit to first evaporator and 20 feet of actual line run between the first evaporator and the second evaporator (see figure below).

### How to figure line sizes:

- Determine equivalent line run = actual run + valves and fitting allowances.
- Use Line Sizing Tables to size lines.
- Note any special considerations.

### Diagram 3



### Fittings in this system:

- (6) 90° elbows in main line plus a 90° turn through a tee.
- (5) additional 90° elbows to first evaporator.
- (4) additional 90° elbows to second evaporator.

### Determine line size 1 (main line from condensing unit):

- Main line from the condensing unit to be sized for the total capacity (balance) of the whole system of 24,000 BTUH's.
- Refer to 24,000 @100 feet at -20°F SST R404A on the chart. You will find the suction line to be 1-3/8" and 1/2" liquid line.
- For every 1-3/8" 90° elbow you must add 4 equivalent feet of pipe and 2.5 equivalent feet of pipe for each 1-3/8" tee.
 

Therefore, total equivalent line run =	
Actual line run	100 feet
+ (6) 1-3/8" elbows @ 4'	24 feet
+ (1) 1-3/8" tee @ 2.5'	2.5 feet
<b>Total equivalent line run</b>	<b>126.5 feet</b>
- For 126.5 total equivalent feet, the suction line size should be 1-3/8" and the liquid line stays at 1/2" line.

**Note:** The gray shaded areas on Table 8. For 24,000 BTUH's, the maximum suction riser is 1-1/8" to insure proper oil return and pressure drop from the bottom p-trap to the top p-trap.

### Determine line size 2 (evaporators):

- Line sizing to each evaporator is based on 12,000 BTUH's and equivalent run from condensing unit. First evaporator has an 105 ft. run and the second evaporator has a 120 ft. run.
- Line sizing table indicates 1-1/8" suction for the first evaporator and indicates 1-1/8" suction for the second evaporator.
- Refer to Table 2. Each 1-1/8" 90° elbow adds 3 equivalent feet of pipe. Each 90° turn through a 1-1/8" tee adds 6 equivalent feet.
- |                                  |                 |
|----------------------------------|-----------------|
| Actual line run (evap 1)         | 105 feet        |
| + (5) 1-1/8" elbows @ 3'         | 15 feet         |
| + (1) 90° turn through tee @ 6'  | 6 feet          |
| <b>Total equivalent line run</b> | <b>126 feet</b> |

Actual line run (evap 2)	120 feet
+ (4) 1-1/8" elbows @ 3'	12 feet
<b>Total equivalent line run</b>	<b>132 feet</b>
- Table 8 indicates 1-1/8" suction line and 3/8" liquid line from main line to both evaporators.

**Table 2. Equivalent Feet of Pipe Due to Valve and Fitting Friction**

Copper Tube, O.D., Type "L"	1/2	5/8	7/8	1-1/8	1-3/8	1-5/8	2-1/8	2-5/8	3-1/8	3-5/8	4-1/8	5-1/8	6-1/8
Globe Valve (Open)	14	16	22	28	36	42	57	69	83	99	118	138	168
Angle Valve (Open)	7	9	12	15	18	21	28	34	42	49	57	70	83
90° Turn Through Tee	3	4	5	6	8	9	12	14	17	20	22	28	34
Tee (Straight Through) or Sweep Below	.75	1	1.5	2	2.5	3	3.5	4	5	6	7	9	11
90° Elbow or Reducing Tee (Straight Through)	1	2	2	3	4	4	5	7	8	10	12	14	16



**Table 3. Weight of Refrigerants in Copper Lines During Operation (Pounds per 100 lineal feet of type "L" tubing)**

Line Size O.D. (Inches)	Refrigerant	Liquid Line	Discharge Line	Suction Line at Suction Temperature				
				-40°F	-20°F	0°F	+20°F	+40°F
3/8	R-407	3.8	0.25	0.02	0.03	0.04	0.06	0.09
	R-448A/R-449A	3.6	0.24	0.02	0.03	0.04	0.06	0.09
	R-507, R-404A	3.4	0.31	0.03	0.04	0.06	0.09	0.13
1/2	R-407	7.2	0.46	0.03	0.05	0.08	0.11	0.17
	R-448A/R-449A	6.7	0.44	0.03	0.05	0.07	0.11	0.16
	R-507, R-404A	6.4	0.58	0.04	0.07	0.13	0.16	0.24
5/8	R-407	11.5	0.74	0.05	0.08	0.12	0.18	0.26
	R-448A/R-449A	10.8	0.71	0.05	0.08	0.12	0.18	0.26
	R-507, R-404A	10.3	0.93	0.07	0.11	0.17	0.25	0.35
7/8	R-407	23.8	1.53	0.05	0.08	0.12	0.18	0.26
	R-448A/R-449A	22.5	1.48	0.10	0.16	0.25	0.37	0.54
	R-507, R-404A	21.2	1.92	0.15	0.23	0.37	0.51	0.72
1-1/8	R-407	40.7	2.60	0.10	0.16	0.25	0.37	0.54
	R-448A/R-449A	38.4	2.53	0.17	0.27	0.42	0.63	0.92
	R-507, R-404A	36.1	3.27	0.26	0.39	0.63	0.86	1.24
1-3/8	R-407	61.8	3.96	0.17	0.27	0.43	0.63	0.93
	R-448A/R-449A	58.4	3.85	0.25	0.41	0.64	0.96	1.40
	R-507, R-404A	55.0	4.98	0.40	0.58	0.95	1.32	1.87
1-5/8	R-407	87.4	5.61	0.26	0.41	0.65	1.96	1.43
	R-448A/R-449A	82.7	5.45	0.36	0.58	0.90	1.36	1.98
	R-507, R-404A	78.0	7.07	0.56	0.82	1.35	1.86	2.64
2-1/8	R-407	152	9.76	0.36	0.57	0.91	1.38	2.01
	R-448A/R-449A	143.8	9.48	0.62	1.01	1.57	2.36	3.44
	R-507, R-404A	134	12.25	0.98	1.43	2.35	3.23	4.58
2-5/8	R-407	235	15.05	0.63	1.00	1.60	2.38	3.49
	R-448A/R-449A	222	14.62	0.96	1.56	2.42	3.65	5.30
	R-507, R-404A	209	18.92	1.51	2.21	3.62	5.00	7.07
3-1/8	R-407	345	21.48	0.98	1.55	2.46	3.67	5.39
	R-448A/R-449A	317	20.86	1.37	2.22	3.45	5.20	7.57
	R-507, R-404A	298	27.05	2.16	3.15	5.17	7.14	9.95
3-5/8	R-407	453	29.05	1.40	2.23	3.50	5.23	8.27
	R-448A/R-449A	428	28.22	1.86	3.01	4.67	7.04	10.24
	R-507, R-404A	403	36.50	2.92	4.25	6.97	19.65	13.67
4-1/8	R-407	589	37.60	2.45	3.92	6.17	17.80	9.23
	R-448A/R-449A	554	36.53	2.40	3.89	6.05	9.11	13.25
	R-507, R-404A	526	47.57	3.80	5.55	9.09	12.58	17.80

## Evacuation and Leak Detection

Due to the smaller molecule size of HFC's, they will tend to leak more readily than CFC's. Consequently, it is of the utmost importance that proper system

1. After completing all necessary piping connections and joints, ensure that all service valves are open
2. Pressurize the system to 150 psig with dry nitrogen (or dry CO<sub>2</sub>). Do not use compressed air or oxygen for pressure or leak testing.
3. After a period of 12 hours, verify that the system is still pressurized to 150 psig
4. Vent the nitrogen pressure from the system
5. Attach an appropriate vacuum pull and pull a vacuum of 1,500 microns
6. Break the vacuum using dry nitrogen (or dry CO<sub>2</sub>) until pressure rises above 0 psig
7. Pull a second vacuum on the system, this time achieving at least a 500 micron vacuum
8. Isolate the vacuum pump from the system and recheck the vacuum after one hour
9. If the vacuum has not increased more than 50 microns, break the vacuum with the system specified refrigerant and carry out the system charging procedure
10. Repeat this operation a second time.
11. Open the compressor service valves and evacuate the entire system to 500 microns absolute pressure. Raise the pressure to 2 psig with the refrigerant and remove the vacuum pump.

### NOTE:

Refrigerant used during evacuation cannot be vented. Reclaim all used refrigerant. EPA regulations are constantly being updated. Ensure your procedure follows correct regulations.

### WARNING:

HFC-134a has been shown to be combustible at pressure as low as 5.5 psig (at 350°F) when mixed with air at concentrations more than 60% air by volume. At lower temperature, higher pressures are required to support combustion. Therefore, air should never be mixed with HFC-134a for leak detection.

## Evacuation

### CAUTION:

Do not use the refrigeration compressor to evacuate the system. Do not start the compressor while it is in a vacuum.

A deep vacuum pump should be connected to both the low and high side of the system with large diameter, short length copper tubing or high vacuum hoses (1/4" ID minimum). A shut off valve between the vacuum pump and the system must be provided to allow the pressure to be checked during and after evacuation. Do not turn off the vacuum pump when connected to an evacuated system without first closing the shut off valve. A vacuum gauge capable of displaying pressure in microns must be connected to the system downstream of the vacuum pump shut off valve.

### NOTE:

Refrigerant used during evacuation cannot be vented. Reclaim all used refrigerant. EPA regulations are constantly being updated. Ensure your procedure follows correct regulations.

## Evacuation Procedure

- 1) Vent any pressure remaining from the leak test from the system
- 2) Attach the vacuum pump and verify no leaks in hoses or connections by conducting a vacuum decay test
- 3) Pull and pull a vacuum of 1,500 microns
- 4) Break the vacuum using dry nitrogen (or dry CO<sub>2</sub>) until pressure rises above 0 psig
- 5) Pull a second vacuum on the system, this time achieving at least a 500 micron vacuum
- 6) Isolate the vacuum pump from the system and recheck the vacuum after one hour
- 7) If the vacuum has not increased more than 50 microns, break the vacuum with the system specified refrigerant and carry out the system charging procedure

## Refrigerant Charging Instructions

1. A liquid line filter drier should be installed between the refrigerant supply container and the system access point. This extra drier will ensure that all refrigerant supplied to the system is clean and dry.
2. When initially charging a system that is in a vacuum, liquid refrigerant may be added directly into the receiver tank.
3. Refrigerant charge must be calculated per installation. Refrigerant charge includes receiver volume (15-20% for liquid seal), condenser volume, refrigerant line volumes, and any additional seasonal charge that may be required. The specific values for charge amounts can be found in the equipment technical bulletins (receiver volume), refrigerant flooding charge tables (tables 7 through 8 of this manual), and weight of refrigerant table (table 3 of this manual). Do not add more refrigerant than prescribed.

## Charging Procedure

### NOTE:

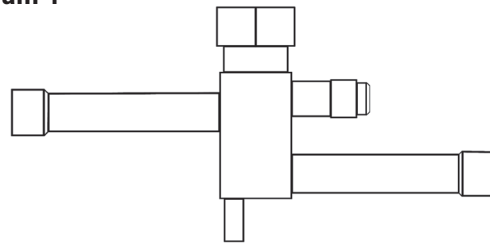
Head Pressure Systems- If you are charging the system by using a clear sight glass as an indication of proper charge the following must be considered. Check the condensing temperature. It must be above 105°F. If not, it will be necessary to reduce the amount of air going through the condenser from fans still running. Simply reduce the effective condenser face area to raise the discharge pressure above the equivalent 105°F condensing temperature and then proceed to charge to clear the sight glass. Adjust evaporator superheat at this time. Return to full condenser face area and allow the system to balance.

- 1) Connect charging hoses to the receiver and compressor suction line
- 2) Ensure compressor service valves are open, if equipped
- 3) Ensure service and isolation valves are open, where applicable
- 4) Weigh the refrigerant container before charging
  - 4a) An accurate record of the weight of refrigerant put into the system must be kept
- 5) Charge liquid refrigerant into the receiver
- 6) When refrigerant flow slows, and system pressure exceeds the cut in pressure of the low pressure switch, energize the compressor
- 7) Add refrigerant to the compressor suction line, as a vapor only, until bubbles are no longer present in the sight glass. Be careful not to exceed charge required.
  - 7a) A system operating above the design target room temperature, with operation at or near design temperature is required to complete charging procedure.
- 8) Allow the system to operate and reach the temperature setpoint
- 9) Verify that the sight glass remains free of bubbles when the room is at or near set point temperature.

### NOTE:

Refrigerant used during evacuation cannot be vented. Reclaim all used refrigerant. EPA regulations are constantly being updated. Ensure your procedure follows correct regulations. Refrigerant used during evacuation cannot be vented. Reclaim all used refrigerant. EPA regulations are constantly being updated. Ensure your procedure follows correct regulations.

## Diagram 4



## Corrective Maintenance Leaking

Within the last several years, manufacturers have developed fluorescent dye leak detection systems for use with refrigerants. These dyes mix with the lubricant and, when exposed to an ultraviolet light "fluoresce," indicates the location of leaks. For units with Copeland compressors it has been tested and approved with the Rigid "System Safe" dye and found it to be compatible with the compressor materials in systems.

## Refrigerant Flooding Charge

The following tables summarize the coil charges for vertical air-cooled condensing units. Units using fan cycling or variable speed fans for head pressure control do not require a winter charge.

Winter charge assumes a 90% flooded coil; Summer charge assumes a 10% flooded coil (For units without subcooling circuit).

Winter charge assumes a 90% flooded coil; Summer charge assumes a 25% flooded coil (For units with subcooling circuit).

These charges are approximate and should not be used as absolute rules for charging the system.

To determine total system charge, the liquid line and unit cooler must be taken into account.

**Table 4. (D)VCU 2020 Condensing Unit Charge**

R-404A (Lbs.)				
RTPF				
Group	Model	Winter Charge	Summer Charge	Additional Charge
Discus Medium Temp	*CV0150M^ACD	20.5	44.5	24.0
	*CV0200M^ACD	20.0	44.5	24.5
	*CV0250M^ACD	20.0	44.5	24.5
	*CV0260M^ACD	15.0	33.5	18.5
	*CV0300M^ACD	20.0	44.5	24.5
	*CV0350M^ACD	21.5	49.5	28.0
	*CV0400M^ACD	38.0	86.0	48.0
	*CV0151M^ACD	15.0	33.5	18.5
	*CV0201M^ACD	14.5	33.5	19.0
	*CV0251M^ACD	22.0	49.5	27.5
	*CV0301M^ACD	29.5	66.5	37.0
	*CV0351M^ACD	68.0	153.0	85.0
*CV0401M^ACD	67.0	152.5	85.5	
Discus Low Temp	*CV0120L^ACD	21.0	44.5	23.5
	*CV0150L^ACD	21.0	44.5	23.5
	*CV0220L^ACD	20.5	44.5	24.0
	*CV0270L^ACD	20.5	44.5	24.0
	*CV0300L^ACD	20.0	44.5	24.5
	*CV0150M^ABX	15.0	33.5	18.5
Bitzer Medium Temp	*CV0200M^ABX	15.0	33.5	18.5
	*CV0220M^ABX	20.0	44.5	24.5
	*CV0250M^ABX	20.0	44.5	24.5
	*CV0300M^ABX	39.0	86.0	47.0
	*CV0330M^ABX	38.5	86.0	47.5
	*CV0350M^ABX	52.0	115.0	63.0
	*CV0400M^ABX	68.5	153.0	84.5
	*CV0500M^ABX	68.0	152.5	84.5
	*CV0130L^ABX	15.5	33.5	18.0
	*CV0150L^ABX	15.5	33.5	18.0
Bitzer Low Temp	*CV0200L^ABX	21.0	44.5	23.5
	*CV0220L^ABX	15.5	33.5	18.0
	*CV0250L^ABX	21.0	44.5	23.5
	*CV0300L^ABX	20.5	44.5	24.0
	*CV0400L^ABX	54.5	115.0	60.5

R-404A (Lbs.)				
RTPF				
Group	Model	Winter Charge	Summer Charge	Additional Charge
Dual-Discus Medium Temp	*CD0300M^ACD	41.0	89.0	48.0
	*CD0400M^ACD	40.5	89.0	48.5
	*CD0500M^ACD	40.0	89.0	49.0
	*CD0520M^ACD	29.5	66.5	37.0
	*CD0600M^ACD	39.5	89.0	49.5
	*CD0700M^ACD	43.0	99.5	56.5
	*CD0800M^ACD	76.0	172.0	96.0
	Dual-Discus Low Temp	*CD0240L^ACD	42.0	89.5
*CD0300L^ACD		41.5	89.5	48.0
*CD0440L^ACD		41.0	89.5	48.5
*CD0540L^ACD		41.0	89.0	48.0
*CD0600L^ACD	40.0	89.5	49.5	
Dual-Bitzer Medium Temp	*CD0300M^ABX	32.5	67.0	34.5
	*CD0400M^ABX	32.0	67.0	35.0
	*CD0440M^ABX	43.5	89.5	46.0
	*CD0500M^ABX	43.0	89.5	46.5
	*CD0600M^ABX	83.5	173.0	89.5
	*CD0660M^ABX	83.5	173.0	89.5
	*CD0700M^ABX	112.0	231.0	119.0
	*CD0800M^ABX	147.0	306.5	159.5
*CD1100M^ABX	145.0	306.5	161.5	
Dual-Bitzer Low Temp	*CD0260L^ABX	31.5	67.0	35.5
	*CD0300L^ABX	31.0	67.0	36.0
	*CD0400L^ABX	41.5	89.5	48.0
	*CD0440L^ABX	31.0	67.0	36.0
	*CD0500L^ABX	41.5	89.0	47.5
	*CD0600L^ABX	41.0	89.0	48.0
	*CD0800L^ABX	109.0	230.5	121.5

**NOTES:**

F^ C = 208-230/3/60, D = 460/3/60, K = 230/3/60, E = 575/3/60

Charge amounts are esitamed operating values only and do not take into account actual system configurations.

Charge amounts should be adjusted to match actual system requirements.

For refrigerant charges with other refrigerants, use the correction factor table below.

Refrigerant	Charge Factor
R404A	1.00
R407A	1.04
R407C	1.05
R407F	1.07
R448A	1.05
R449A	1.05
R507A	1.00

## Field Wiring

### **WARNING:**

All wiring must be done in accordance with applicable codes and local ordinances.

The field wiring should enter the areas as provided on the unit. The wiring diagram for each unit is located on the inside of the electrical panel door. All field wiring should be done in a professional manner and in accordance with all governing codes. Before operating unit, double check all wiring connections, including the factory terminals. Factory connections can vibrate loose during shipment.

1. The serial data tag on the unit is marked with the electrical characteristic for wiring the unit.
2. Consult the wiring diagram in the unit cooler and in the condensing unit for proper connections.
3. Wire type should be of copper conductor only and of the proper size to handle the connected load.
4. The unit must be grounded.
5. For multiple evaporator systems, the defrost termination controls should be wired in series. Follow the wiring diagrams for multiple evaporator systems carefully. This will assure complete defrost of all evaporators in the system.
6. Multiple evaporator systems should operate off of one thermostat.
7. If a remote defrost timer is to be used, the timer should be located outside the refrigerated space.
8. For air cooled condensers, due to multiple low amp motors, we recommend using time delay fuse protection instead of circuit breakers.

## Check Out and Start Up

After the installation has been completed, the following points should be covered before the system is placed in operation:

- a) Check all electrical and refrigerant connections. Be sure they are all tight.
- b) Observe compressor oil level before start-up. The oil level should be at or slightly above the 1/4 level of the sight glass. Refer to compressor manufacturers OEM instruction and operations manual for oil specifications before adding.
- c) Remove upper mounting nuts on the compressor feet. Remove the shipping spacers. Install the neoprene washers onto the compressor feet. Replace the upper mounting nuts and washers, allowing 1/16" space between the mounting nut and the neoprene spacer.
- d) Check high and low pressure controls, pressure regulating valves, oil pressure safety controls, and all other safety controls, and adjust if necessary.
- e) Check the room thermostat for normal operation and adjust.
- f) Wiring diagrams, instruction bulletins, etc. attached to the condensing units should be read and filed for future reference.
- g) All fan motors should be checked for proper rotation. Fan motor mounts should be carefully checked for tightness and proper alignment.
- h) Electric and hot gas evaporator fan motors should be temporarily wired for continuous operation until the room temperature has stabilized.
- i) Observe system pressures during charging and initial operation. Do not add oil while the system is short of refrigerant unless oil level is dangerously low.
- j) Continue charging until system has sufficient refrigerant for proper operation. Do not overcharge. Remember that bubbles in a sight glass may be caused by a restriction as well as a shortage of refrigerant.
- k) Do not leave unit unattended until the system has reached normal operating conditions and the oil charge has been properly adjusted to maintain the oil level between 1/4 and bottom of the sight glass.
- l) Make sure all Schrader valve caps are in place and tight.
- m) Make sure ALL service valves are properly back-seated and tighten valve packing if necessary.

### **CAUTION:**

Extreme care must be taken in starting compressors for the first time after system charging. At this time, all of the oil and most of the refrigerant might be in the compressor creating a condition which could cause compressor damage due to slugging. Activating the crankcase heater for 24 hours prior to start-up is required. If no crankcase heater is present, then directing a 500 watt heat lamp or other safe heat source on the lower shell of the compressor for approximately thirty minutes will be beneficial in eliminating this condition which might never reoccur.

### **WARNING:**

Scroll compressor is directional dependent. If noisy, change phase of input wiring.

## Operational Check Out

After the system has been charged and has operated for at least two hours at normal operating conditions without any indication of malfunction, it should be allowed to operate overnight on automatic controls. Then a thorough recheck of the entire system operation should be made as follows:

- Check compressor discharge and suction pressures. If not within system design limits, determine why and take corrective action.
- Check liquid line sight glass and expansion valve operation. If there are indications that more refrigerant is required, leak test all connections and system components and repair any leaks before adding refrigerant.
- Observe oil level in compressor crankcase sight glass. Add oil as necessary to bring level to bottom 1/4 of the sight glass.
- Thermostatic expansion valves must be checked for proper superheat settings. Feeler bulbs must be in positive contact with the suction line and should be insulated. Valves set at high superheat will lower refrigeration capacity. Low superheat promotes liquid slugging and compressor bearing washout.
- Using suitable instruments, carefully check line voltage and amperage at the compressor terminals. Voltage must be within 10% of that indicated on the condensing unit nameplate. If high or low voltage is indicated, notify the power company. If amperage draw is excessive, immediately determine the cause and take corrective action. On three phase motor compressors, check to see that a balanced load is drawn by each phase.
- The maximum approved settings for high pressure controls on our air cooled condensing equipment is 425 psig. On air cooled systems, check as follows:  
Disconnect the fan motors or block the condenser inlet air. Watch high pressure gauge for cutout point. Recheck all safety and operating controls for proper operation and adjust if necessary.
- Check defrost controls for initiation and termination settings, and length of defrost period. Set fail safe at length of defrost + 25%.  
Example: 20 minute defrost + 5 minutes = 25 minute fail safe
- Check drain pan for proper drainage.
- Check winter head pressure controls for pressure setting.
- Check crankcase heater operation if used.
- Install instruction card and control system diagram for use of building manager or owner.

## System Balancing - Compressor Superheat

### IMPORTANT:

In order to obtain the maximum capacity from a system, and to ensure trouble-free operation, it is necessary to balance each and every system.

This is extremely important with any refrigeration system.

The critical value which must be checked is suction superheat.

Suction superheat should be checked **at the compressor** as follows:

- Measure the suction pressure at the suction service valve of the compressor and determine the saturation temperature corresponding to this pressure from a "Temperature-Pressure" chart.
- Measure the suction temperature of the suction line about one foot back from the compressor using an accurate thermometer.
- Subtract the saturated temperature from the actual suction line temperature. The difference is superheat.

Too low a suction superheat can result in liquid being returned to the compressor. This will cause dilution of the oil and eventual failure of the bearings and rings or in the extreme case, valve failure.

Too high a suction superheat will result in excessive discharge temperatures which cause a break down of the oil and results in piston ring wear, piston and cylinder wall damage.

It should also be remembered that the system capacity decreases as the suction superheat increases. For maximum system capacity, suction superheat should be kept as low as is practical. We recommend that the superheat **at the compressor** be between 20°F and 30°F, to meet compressor manufacture guidelines.

If adjustments to the suction superheat need to be made, the expansion valve at the evaporator should be adjusted.

### NOTE:

All adjustable controls and valves must be field adjusted to meet desired operation. There are no factory preset controls or valve adjustments. This includes low pressure, high pressure, adjustable head pressure systems and expansion valves.

**Table 5. Johnson Controller – Factory Setting for Standard DVCU units**

COPELAND UNLOADER OUTPUT SETUP				BITZER UNLOADER OUTPUT SETUP			
Mode	Description	OUTPUT SET PARAMETERS		Mode	Description	OUTPUT SET PARAMETERS	
		Medium Temp	Low Temp			High Temp	Low Temp
SENS	Sensor Control	Sn - 1	Sn - 1	SENS	Sensor Control	Sn - 1	Sn - 1
ON	Relay ON Value	40	5	SP	Set Point Value	40	5
OFF	Relay OFF Value	52	13	EP	End Point value	52	13
ONd	ON Time Delay	0	0	OSP	Output Signal Strength at Set Point	20%	10%
OFFd	OFF Time Delay	0	0	OEP	Output Signal Strength at End Point	100%	100%
ONT	Minimum Relay ON Time	0	0	I-C	Integration Constant	0	0
OFFT	Minimum Relay OFF Time	0	0	SNF	Sensor Failure Mode	OFF	OFF
SNF	Sensor Failure Mode	OFF	OFF				

### NOTE:

The Default factory settings for standard compressor unloader referring to R407A to maintain +25 SST for Med temp. & -20 SST for Low Temp. The field adjustments must be made for the compressor unloader setting respective to their application range.

For additional information, please refer to the controller manual on the Johnson Controls website at: [https://cgproducts.johnsoncontrols.com/MET\\_PDF/12011459.pdf](https://cgproducts.johnsoncontrols.com/MET_PDF/12011459.pdf)

## General Sequence of Operation

### Refrigeration Cycle

1. Power is supplied to the timer at terminals "1" and "N".
2. The fan delay and the defrost termination thermostat is closed in the fan delay position and open in the defrost termination position. The unit cooler fans run continuously.
3. The defrost heaters are off.
4. The room thermostat closes when the temperature rises above the desired setting.
5. The liquid line solenoid is energized and opens, which allows liquid refrigerant to flow through the unit cooler.
6. The low pressure control closes when the suction pressure rises above the cutin setting of the control.
7. On systems with oil pumps, the oil safety control is closed. If the net oil pressure is less than 9 PSIG for more than 120 seconds, the oil safety opens, thus breaking the circuit to the compressor contactor holding coil. The compressor will not operate. This control is reset manually and must be reset before the compressor can be restarted.
8. The compressor contactor closes. The compressor and condenser fan start simultaneously.
9. The room temperature gradually decreases to the desired temperature.
10. Once the desired temperature is reached, the thermostat opens and the liquid line solenoid closes, stopping refrigerant flow through the evaporator.
11. Suction pressure decreases and the compressor contactor opens when the pressure drops below the cutout setting on the low pressure control. The compressor and condenser fan stop running.
12. This cycle is repeated as many times as necessary to satisfy the room thermostat.
13. Frost starts to form on the evaporator coil and continues to form until the defrost cycle is initiated.

### Defrost Cycle

1. The defrost cycle starts automatically by the timer at predetermined times. Typical settings are two to four defrost cycles per day for freezers. For heavier frost loads additional settings may be required.
2. Switch "2" to "4" opens in the timer which breaks the circuit to the room thermostat, liquid line solenoid, and evaporator fan motors, allowing the compressor to pump down and shut off. Simultaneously switch "1" to "3" closes in the timer allowing current to flow to one side of the defrost heater contactor. When the compressor shuts off, an auxiliary contact will send power to the contactor holding coil; thus, energizing the defrost heaters.
3. The heaters raise the temperature of the coil to 32°F causing the frost to melt off the coil.
4. When the coil warms to 45°F to 55°F, the defrost termination thermostat closes, which allows current to the switching solenoid in the timer allowing the refrigeration cycle to begin again.
5. The evaporator heaters are off. If the termination thermostat fails to close, the fail-safe set on the timer will terminate defrost.
6. The low pressure control closes and the compressor will start.
7. When the coil temperature reaches 23°F to 30°F, the fan delay closes. This allows the current to flow to the fan motors. The fan motors start running.
8. The system will now operate in the refrigeration cycle until another defrost period is initiated by the timer.

### Liquid injection systems for discharge temperature control

Energy efficiency regulations drive continuous change in the availability of refrigerants to the marketplace. With the introduction of R-22 as a replacement for R-502, compressors began to experience internal discharge temperatures that exceed the safe operational limits for long term stability of refrigerant oil. In response to this, liquid injection systems were developed as a reliable method to keep discharge temperatures reduced to a safe level without inhibiting the operating limits of the compressor. With the phase out of R-22, the following refrigerants have become viable alternatives: R-407A/C/F and R-448A/R-449-A. All of these refrigerants require special attention to discharge temperature control. Also, for this reason suction to liquid heat exchangers are not recommended unless they are necessary to prevent another potential problem.

### Liquid Injection System

Liquid injection is required for all single stage R-22, R-407A/C/F or R-448A/R-449A applications with saturated suction temperatures below 0°F. The injection module uses the signal of a discharge head temperature sensor to monitor discharge gas temperature. If a critical temperature is reached, the module energizes an injection valve which meters a controlled amount of saturated refrigerant into the compressor suction cavity to cool the suction gas. This process controls the discharge temperature to a safe level. If for some reason the discharge temperature rises above a preset maximum level\*, the injection module will turn the compressor off (requiring a manual reset) and actuate its alarm contact. To minimize the amount of refrigerant which must be injected, the suction gas cooling process is performed after the gas has passed around and through the motor.

### Operating Range

**Copeland:** Liquid injection module is designed to protect the compressor from high discharge temperatures over the evaporating and condensing temperature ranges at a maximum return gas temperature of 65°F

**Bitzer:** Liquid injection module is designed to protect the compressor from high discharge temperatures over the evaporating and condensing temperature ranges at a maximum return gas temperature of 68°F

**Frascold:** Liquid injection module is designed to protect the compressor from high discharge temperatures where the cooling made with ventilated head is not enough to limit the discharge temperature below 120°C/248°F. The module controls the compressor head temperature and instructs the injection valve to open any time the temperature is over 125°C/257°F and to close it anytime it falls below 123°C/253°F

### System Design

When liquid injection operates, it "diverts" refrigeration capacity in the form of injected saturated refrigerant from the evaporator to the compressor.

1. Compressor Return Gas Temperature: Suction lines should be well insulated to reduce suction line heat gain. Return gas superheat should be as low as possible consistent with safe compressor operation.
2. Condensing Temperatures: It is important when using R-22, R-407 A/C/F or R-448A/449A as a low temperature refrigerant that condensing temperatures be minimized to reduce compression ratios and compressor discharge temperature.
3. Suction Pressure: Evaporator design and system control settings should provide the maximum suction pressure consistent with the application in order to have as low a compression ratio as possible.

In most cases, with floating head systems where condensing temperatures are low during most of the year, liquid injection will operate primarily as a compressor protection control much as the oil failure control protects the compressor during periods of low oil pressure. Liquid injection will be allowed to operate only during those periods when condensing temperatures and return gas temperatures are high or in periods where a system failure (such as an ice evaporator, an expansion valve which does not control superheat, blocked condenser, or a failed condenser fan) raises condensing temperatures or return gas temperatures to abnormally high levels or lowers suction pressure to abnormally low levels.

#### NOTE:

\* - Maximum discharge temperature preset levels will differ with respect to the compressor mfg.

## Electric Defrost Troubleshooting

The electric defrost units are relatively simple and trouble-free in operation:

### Timer

If the system does not go through its proper sequence, check timer operation through a defrost cycle. Check for loose wires or terminals. Before replacing timer, check other components.

### Operation of Grasslin Timer

To set the time, turn the minute hand clockwise until the time of day (and AM or PM) on the outer dial is aligned with the triangle marker on the inner dial. **Do not rotate minute hand counter-clockwise.** Move the white tab (tripper) on the outer dial outward at each desired initiation time. Each white tab (tripper) is a 15 minute interval and provides 15 minutes of defrost. For longer defrost duration, move additional tabs (following in time) from the initiation tab. For example, if a 45 minute defrost is to start at 7:00 AM, move the tabs outward that lie between 7:00 - 7:15, 7:15 - 7:30 and 7:30 - 7:45 on the AM side of the dial. The defrost will initiate at 7:00 AM and time terminate at 7:45 AM (if temperature termination does not occur first). For models with plastic cover on timer assembly; re-install cover after adjustment.

#### NOTE:

After correcting faulty condition it is essential that the coil and unit be free of ice before placing unit back on automatic operation.

#### NOTES:

1. Lockout relays or normally closed switch of auxiliary contact on the compressor contactor may be wired to defrost contactor. Its purpose is to prevent energizing of the defrost heaters until the compressor has pumped down and stopped, thus keeping power demand to a minimum.
2. If the control voltage is to remain energized for any period of time with the compressor disabled, remove the defrost clock pins to prevent the defrost heaters from energizing.
3. A Preventative Maintenance schedule should be set up as soon as possible after start-up to maintain equipment integrity.



**Table 10. System Troubleshooting Chart**

PROBLEM	POSSIBLE CAUSES	POSSIBLE CORRECTIVE STEPS
Compressor will not run	<ol style="list-style-type: none"> <li>1. Main switch open.</li> <li>2. Fuse blown.</li> <li>3. Thermal overloads tripped.</li> <li>4. Defective contactor or coil.</li> <li>5. System shut down by safety devices.</li> <li>6. No cooling required.</li> <li>7. Liquid line solenoid will not open.</li> <li>8. Motor electrical trouble.</li> <li>9. Loose wiring.</li> <li>10. Phase loss monitor inoperative.</li> </ol>	<ol style="list-style-type: none"> <li>1. Close switch.</li> <li>2. Check electrical circuits and motor winding for shorts or grounds. Investigate for possible overloading. Replace fuse after fault is corrected.</li> <li>3. Overloads are automatically reset. Check unit closely when unit comes back on line.</li> <li>4. Repair or replace.</li> <li>5. Determine type and cause of shutdown and correct it before resetting safety switch.</li> <li>6. None. Wait until calls for cooling.</li> <li>7. Repair or replace coil.</li> <li>8. Check motor for open windings, short circuit or burn out.</li> <li>9. Check all wire junctions. Tighten all terminal screws.</li> <li>10. Refer to page 17.</li> </ol>
Compressor noisy or vibrating	<ol style="list-style-type: none"> <li>1. Flooding of refrigerant into crankcase.</li> <li>2. Improper piping support on suction or liquid line.</li> <li>3. Worn compressor.</li> <li>4. Scroll compressor rotation reversed.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check setting of expansion valves.</li> <li>2. Relocate, add or remove hangers.</li> <li>3. Replace.</li> <li>4. Rewire for phase change.</li> </ol>
High discharge pressure	<ol style="list-style-type: none"> <li>1. Non-condensables in system.</li> <li>2. System overcharges with refrigerant.</li> <li>3. Discharge shutoff valve partially closed.</li> <li>4. Fan not running.</li> <li>5. Head pressure control setting.</li> <li>6. Dirty condenser coil.</li> </ol>	<ol style="list-style-type: none"> <li>1. Remove the non-condensables.</li> <li>2. Remove excess.</li> <li>3. Open valve.</li> <li>4. Check electrical circuit.</li> <li>5. Adjust.</li> <li>6. Clean.</li> </ol>
Low discharge pressure	<ol style="list-style-type: none"> <li>1. Faulty condenser temperature regulation.</li> <li>2. Suction shutoff valve partially closed.</li> <li>3. Insufficient refrigerant in system.</li> <li>4. Low suction pressure.</li> <li>5. Variable head pressure valve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check condenser control operation.</li> <li>2. Open valve.</li> <li>3. Check for leaks. Repair and add charge.</li> <li>4. See corrective steps for low suction pressure.</li> <li>5. Check valve setting.</li> </ol>
High suction pressure	<ol style="list-style-type: none"> <li>1. Excessive load.</li> <li>2. Expansion valve overfeeding.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce load or add additional equipment.</li> <li>2. Check remote bulb. Regulate superheat.</li> </ol>
Low suction pressure	<ol style="list-style-type: none"> <li>1. Lack of refrigerant.</li> <li>2. Evaporator dirty or iced.</li> <li>3. Clogged liquid line filter drier.</li> <li>4. Clogged suction line or compressor suction gas strainers.</li> <li>5. Expansion valve malfunctioning.</li> <li>6. Condensing temperature too low.</li> <li>7. Improper TXV.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check for leaks. Repair and add charge.</li> <li>2. Clean.</li> <li>3. Replace cartridge(s).</li> <li>4. Clean strainers.</li> <li>5. Check and reset for proper superheat.</li> <li>6. Check means for regulating condensing temperature.</li> <li>7. Check for proper sizing.</li> </ol>
Little or no oil pressure	<ol style="list-style-type: none"> <li>1. Clogged suction oil strainer.</li> <li>2. Excessive liquid in crankcase.</li> <li>3. Low oil pressure safety switch defective.</li> <li>4. Worn oil pump.</li> <li>5. Oil pump reversing gear stuck in wrong position.</li> <li>6. Worn bearings.</li> <li>7. Low oil level.</li> <li>8. Loose fitting on oil lines.</li> <li>9. Pump housing gasket leaks.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean.</li> <li>2. Check crankcase heater. Reset expansion valve for higher superheat. Check liquid line solenoid valve operation.</li> <li>3. Replace.</li> <li>4. Replace.</li> <li>5. Reverse direction of compressor rotation.</li> <li>6. Replace compressor.</li> <li>7. Add oil and/or through defrost.</li> <li>8. Check and tighten system.</li> <li>9. Replace gasket.</li> </ol>
Compressor loses oil	<ol style="list-style-type: none"> <li>1. Lack of refrigerant.</li> <li>2. Excessive compression ring blow by.</li> <li>3. Refrigerant flood back.</li> <li>4. Improper piping or traps.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check for leaks and repair. Add refrigerant.</li> <li>2. Replace compressor.</li> <li>3. Maintain proper superheat at compressor.</li> <li>4. Correct piping.</li> </ol>
Compressor thermal protector switch open	<ol style="list-style-type: none"> <li>1. Operating beyond design conditions.</li> <li>2. Discharge valve partially shut.</li> <li>3. Blown valve plate gasket.</li> <li>4. Dirty condenser coil.</li> <li>5. Overcharged system.</li> </ol>	<ol style="list-style-type: none"> <li>1. Add components to bring conditions within acceptable limits (i.e., CPR/EPR valves, additional condenser surface, liquid injection, etc.).</li> <li>2. Open valve.</li> <li>3. Replace gasket.</li> <li>4. Clean coil.</li> <li>5. Reduce charge.</li> </ol>
Johnson Controller Control System-Sensor failure is detected and < SNF > is displayed (instead of a value). Outputs that reference the failed sensor are operating in the Sensor Failure Modes selected for the Output at setup.	Sensor, sensor wiring or sensor connections may have failed to open or close.	<ol style="list-style-type: none"> <li>1. Check and verify integrity of sensor wiring and connections.</li> <li>2. Measure the voltage between the sensor terminal (Sn1, Sn2, or Sn3) and the low voltage common (C) terminal (with the sensor connected).</li> <li>3. The sensor's expected voltage range. *P499 Series Electronic Pressure Transducer - 0.5 to 4.5 VDC *A99B Series Temperature Sensors - 0.49 to 1.43 VDC</li> <li>4. If the sensor wiring and sensor connections are good, replace the sensor and recheck the voltage.</li> </ol>



InterLink™ Commercial Refrigeration Parts is your link to a complete line of dependable and certified commercial refrigeration parts, accessories and innovative electronic controls for all Heatcraft Refrigeration Products (HRP) brands - including Bohn, Larkin, Climate Control, Chandler, and Magna. At InterLink, we provide our wholesalers with a comprehensive selection of product solutions and innovative technologies for the installed customer base. And every product is built to ensure the same high performance standards with which all HRP brands are built — backed by a dedicated team to serve every customer need, delivering at the best lead times in the industry.

Replacement parts should be obtained from your local InterLink wholesaler. Replacement parts, which are covered under the terms of the warranty statement on page 2 of this manual, will be reimbursed for total part cost only. The original invoice from the parts supplier must accompany all warranty claims for replacement part reimbursement. Heatcraft Refrigeration Products reserves the right to adjust the compensation amount paid on any parts submitted for warranty reimbursement when a parts supplier's original invoice is not provided with a claim. **For more information, call 800-686-7278 or visit [www.interlinkparts.com](http://www.interlinkparts.com).**

## Preventive Maintenance Guidelines

### Air-Cooled Condensing Units

#### Quarterly

##### 1) Visually inspect unit

- Look for signs of oil stains on interconnection piping and condenser coil. Pay close attention to areas around solder joints, building penetrations and pipe clamps. Check any suspect areas with an electronic leak detector. Repair any leaks found and add refrigerant as needed.
- Check condition of moisture indicator/sightglass in the sight glass if so equipped. Replace liquid line drier if there is indication of slight presence of moisture. Replace refrigerant, oil and drier if moisture concentration is indicated to be high.
- Check moisture indicator/sightglass for flash gas. If found check entire system for refrigerant leaks and add refrigerant as needed after repairing any leaks.
- Check compressor sightglass (if equipped) for proper oil level.
- Check condition of condenser. Look for accumulation of dirt and debris (clean as required).
- Check for unusual noise or vibration. Take corrective action as required.
- Inspect wiring for signs of wear or discoloration and repair if needed.
- Check and tighten all flare connections.

#### Semi-Annually

##### 2) Repeat all quarterly inspection items.

##### 3) Clean condenser coil and blades

- Periodic cleaning can be accomplished by using a brush, pressurized water and a commercially available foam coil cleaner. If foam cleaner is used, it should not be an acid based cleaner. Follow label directions for appropriate use.
- Rinse until no residue remains.

##### 4) Check operation of condenser fans

- Check that each fan rotates freely and quietly. Replace any fan motor that does not rotate smoothly or makes excessive noise.
- Check all fan blade set screws and tighten as required.
- Check all fan blades for signs of cracks, wear or stress. Pay close attention to the hub and spider. Replace blades as required.
- Verify that all motors are mounted securely.
- Lubricate motors if applicable. Do not lubricate permanently sealed, ball bearing motors.

##### 5) Inspect electrical wiring and components

- Verify that all electrical and ground connections are secure, tighten as required.
- Check condition of compressor and heater contactors. Look for discoloration and pitting. Replace as required.
- Check operation and calibration of all timers, relays pressure controls and safety controls.
- Clean electrical cabinet. Look for signs of moisture, dirt, debris, insects and wildlife. Take corrective action as required.
- Verify operation of crankcase heater by measuring amp draw.

##### 6) Check refrigeration cycle

- Check suction, discharge and net oil pressure readings. If abnormal take appropriate action.
- Check operation of liquid injection or unloaders if so equipped.
- Check pressure drop across all filters and driers. Replace as required.
- Verify that superheat at the compressor conforms to specification. (30°F to 45°F)
- Check pressure and safety control settings and verify proper operation.

#### Annually

##### 7) In addition to quarterly and semiannual maintenance checks, submit an oil sample for analysis

- Look for high concentrations of acid or moisture. Change oil and driers until test results read normal.
- Investigate source of high metal concentrations, which normally are due to abnormal bearing wear. Look for liquid refrigerant in the crankcase, low oil pressure or low superheat as a possible source.

##### 8) Inspect suction accumulator (if equipped)

- If the accumulator is insulated remove insulation and inspect for leaks and corrosion.
- Pay close attention to all copper to steel brazed connections
- Wire brush all corroded areas and peeling paint.
- Apply an anticorrosion primer and paint as required. Re-insulate if applicable.

Typical Wiring Diagrams

**ELECTRICAL CONNECTIONS - SINGLE EVAPORATOR**

Diagram 6

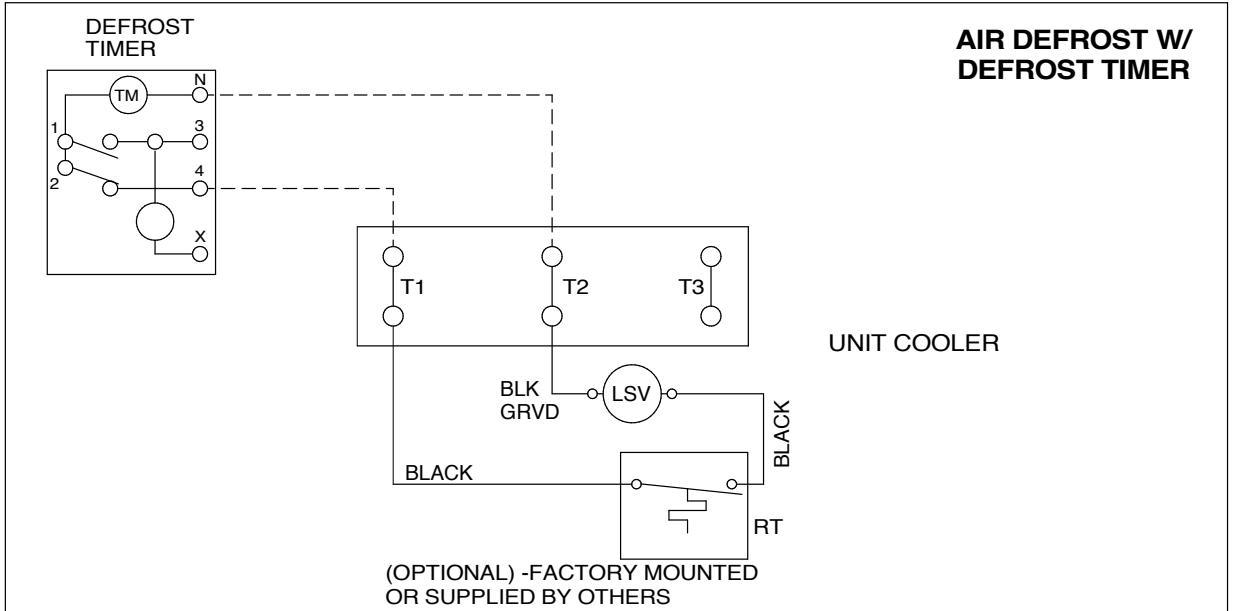
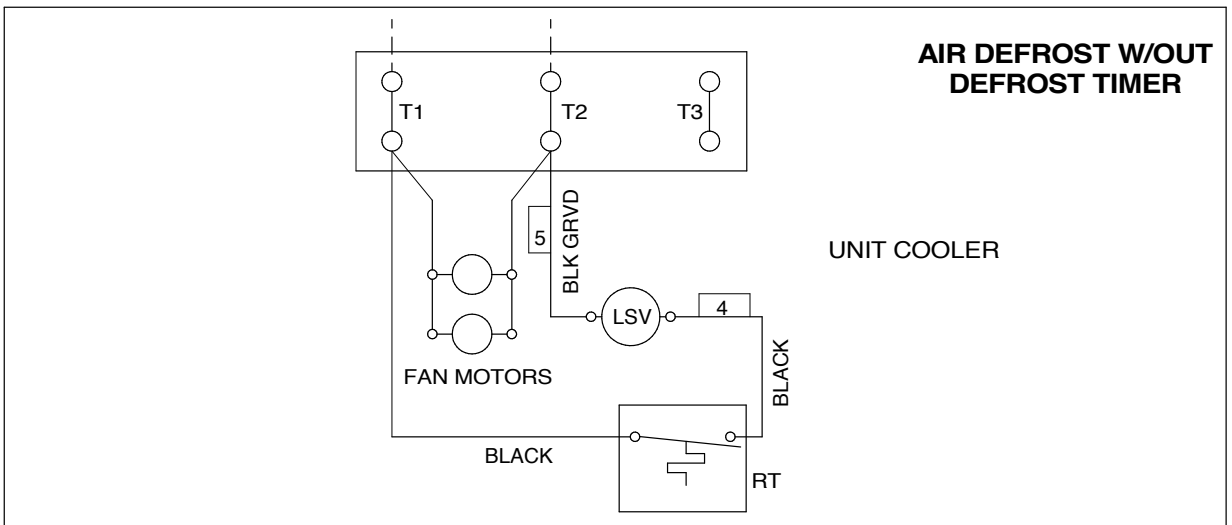


Diagram 7

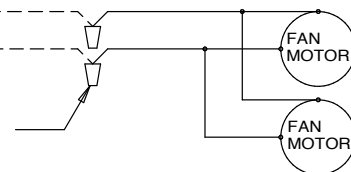


(REFER TO UNIT DATAPLATE) -----

POWER SUPPLY -----

WIRE NUTS  
SUPPLIED BY OTHERS.

**FAN MOTOR WIRING**



REVISIONS				
REV	ECM	BY	DATE	DESCRIPTION
A	N/A	AJP	5/22/17	REV. FIELD MTD OR BY OTHERS DET.'S

UNIT COOLER

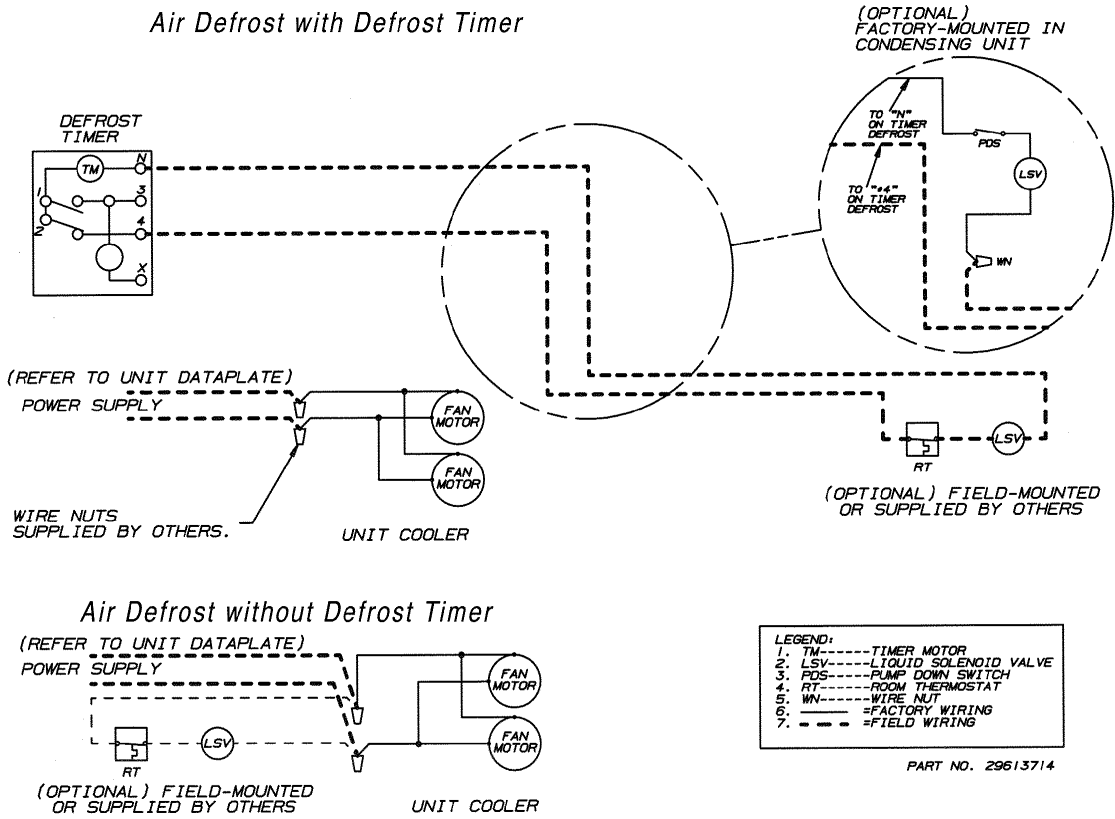
**LEGEND:**

- 1. TM-----TIMER MOTOR
- 2. LSV-----LIQUID SOLENOID VALVE
- 3. PDS-----PUMP DOWN SWITCH
- 4. RT-----ROOM THERMOSTAT
- 5. WN-----WIRE NUT
- 6. \_\_\_\_\_ =FACTORY WIRING
- 7. ----- =FIELD WIRING

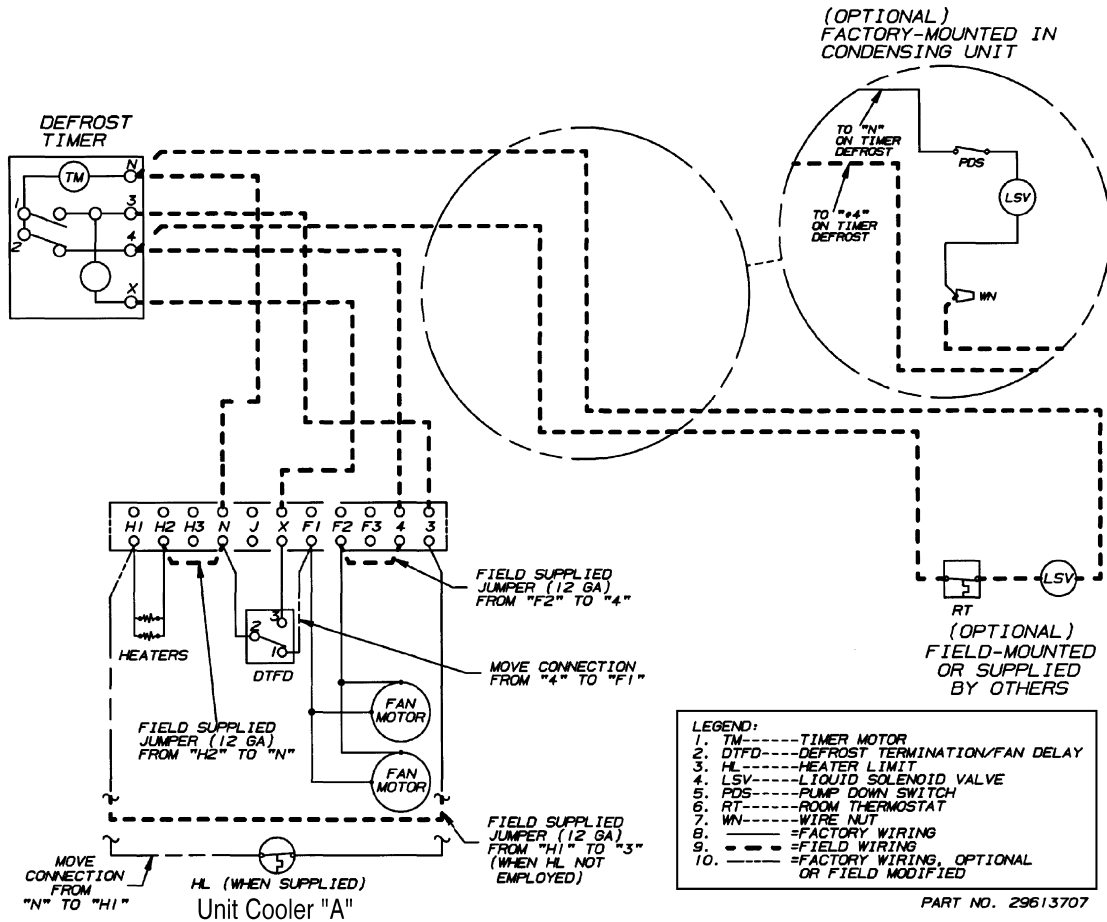
**PART NO. 29613714**

TOLERANCES (UNLESS OTHERWISE SPECIFIED)				HEATCRAFT REFRIGERATION PRODUCTS LLC STONE MOUNTAIN, GEORGIA U.S.A.		TITLE:	
WIRE & CONDUIT (NOT UNDER TENSION) WIRE CUT SIZE-----50:00 CONDUIT CUT SIZE-----	COIL ASSEMBLY FINNED LENGTH-----1.06 24 TO 75-----1.13 OVER 75-----1.19	SHEET METAL CUT SIZE-----1.03 HOLE DIAMETER-----1.005 ENDPLATE TUBE HOLE-----1.001 CL. OF HOLES-----1.02	TUBING FRACTIONAL-----1.03 1 TO 36-----1.06 OVER 36-----1.13			DRAWN: _____ DATE: _____	
12 TO 36-----4.136:00 OVER 36-----4.750:00	CONNECTIONS-----1.13 FAN QUANTITY-----2.31 BOW (ANY DIRECTION) 12 TO 36-----1.13 36 TO 96-----1.19 OVER 96-----1.25	ANGLES FORMED DIMENSIONS-----1.02 3rd PROJECTION 0 TO 36-----1.03 36 TO 120-----1.06 OVER 120-----1.13			APPROVED: _____ DATE: _____		PART NO.: <b>29613714</b>
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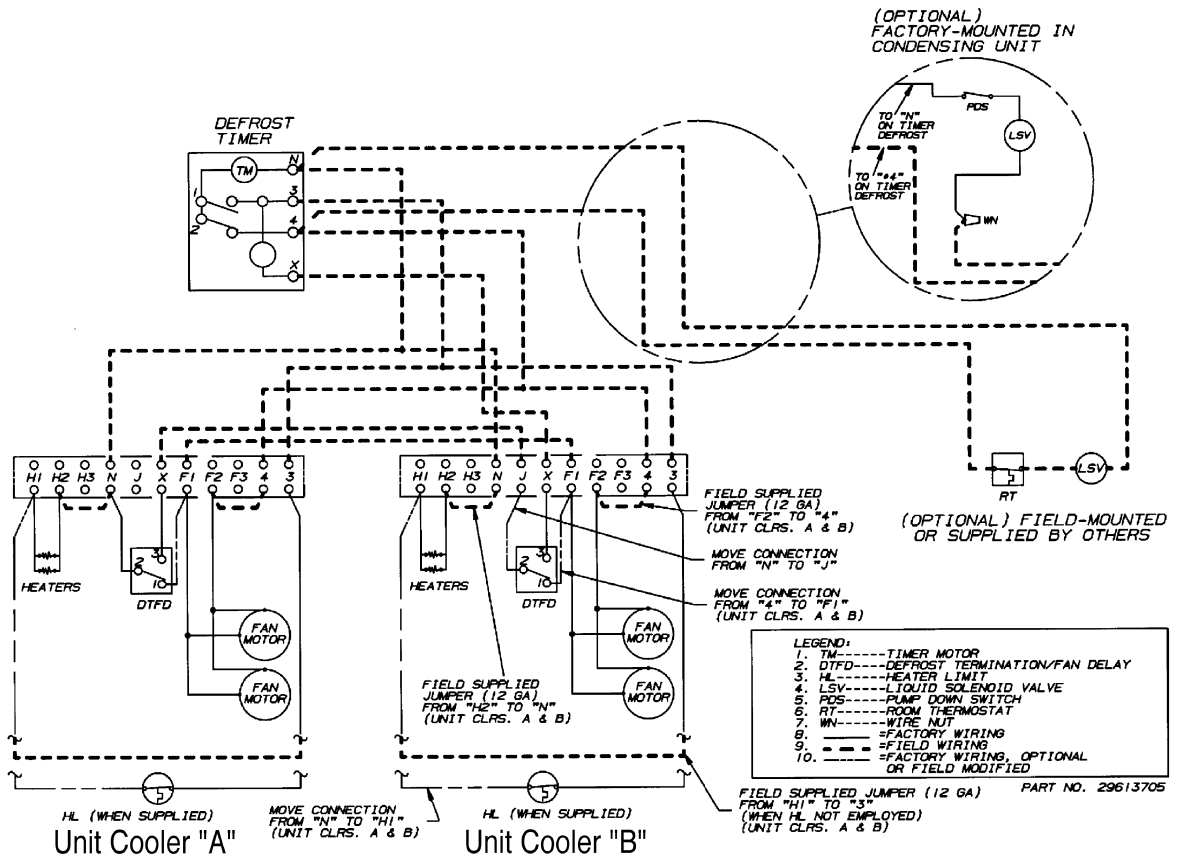
**Diagram 8. Typical Wiring Diagram for Single Evaporator with and without Defrost Timer**



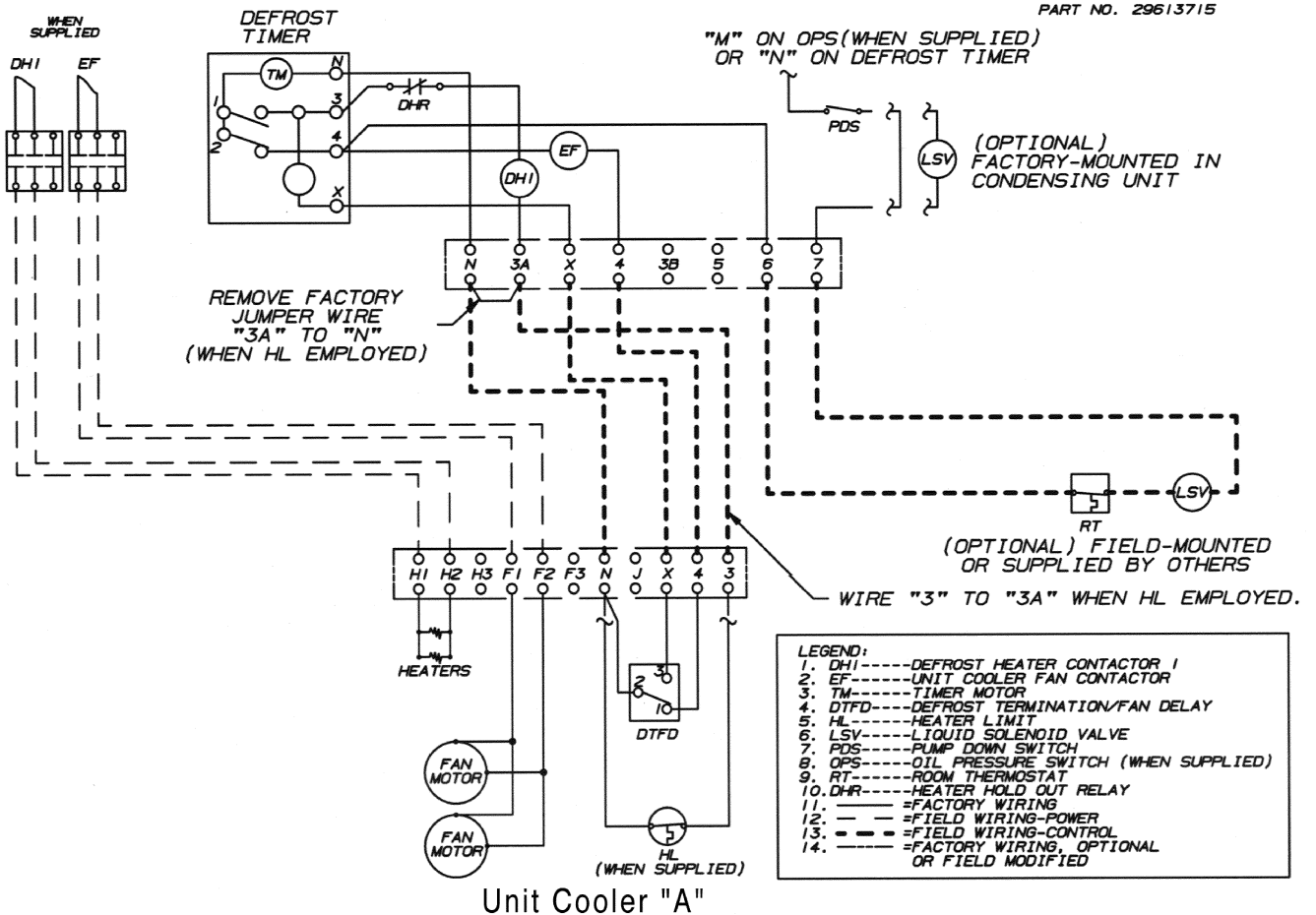
**Diagram 9. Typical Wiring Diagram for Single Evaporator with Defrost Timer Only**



**Diagram 10. Typical Wiring Diagram for Multiple Evaporators with Defrost Timer Only**

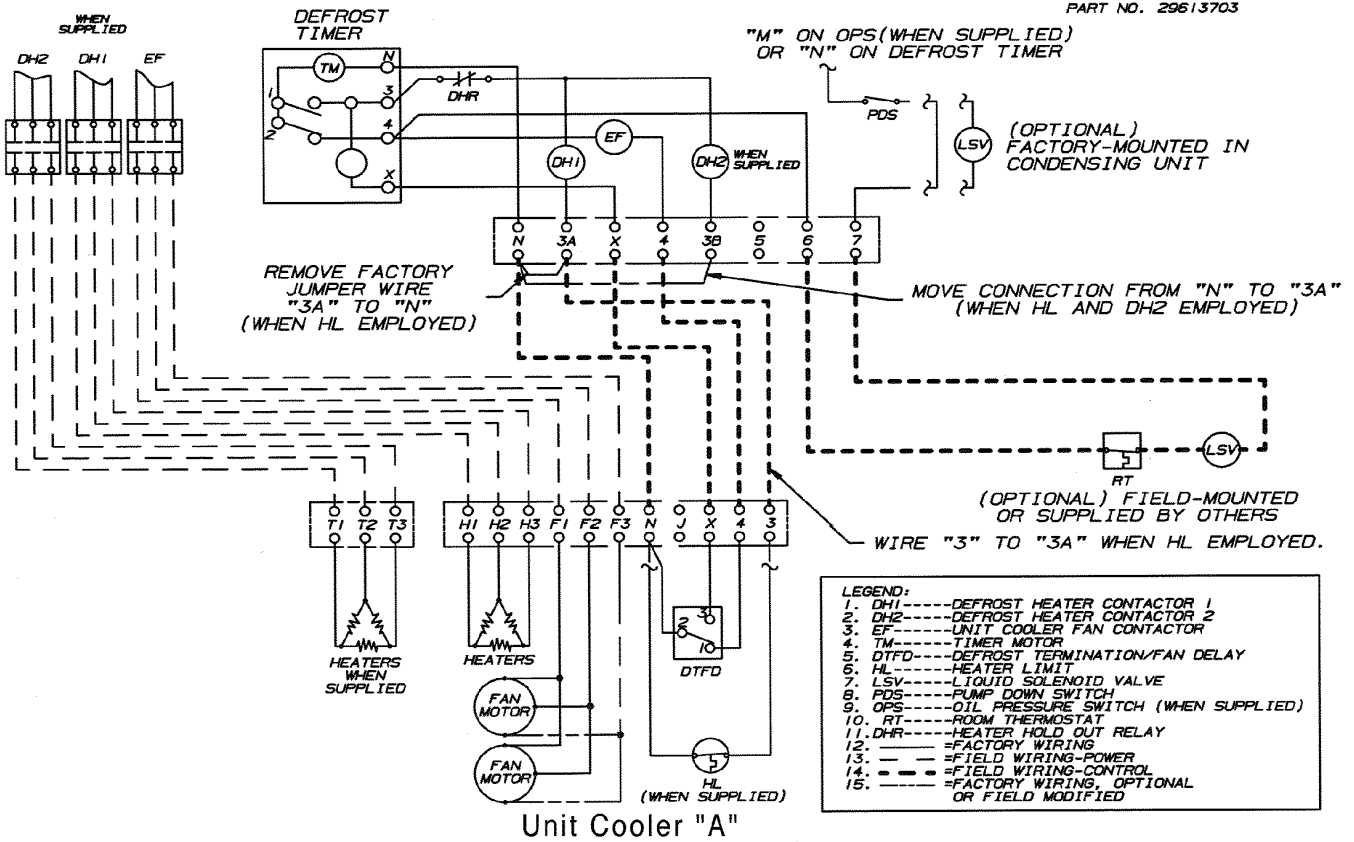


**Diagram 11. Typical Wiring Diagram for Single Evaporator / Single Phase Defrost and Evaporator Fan Contactors**



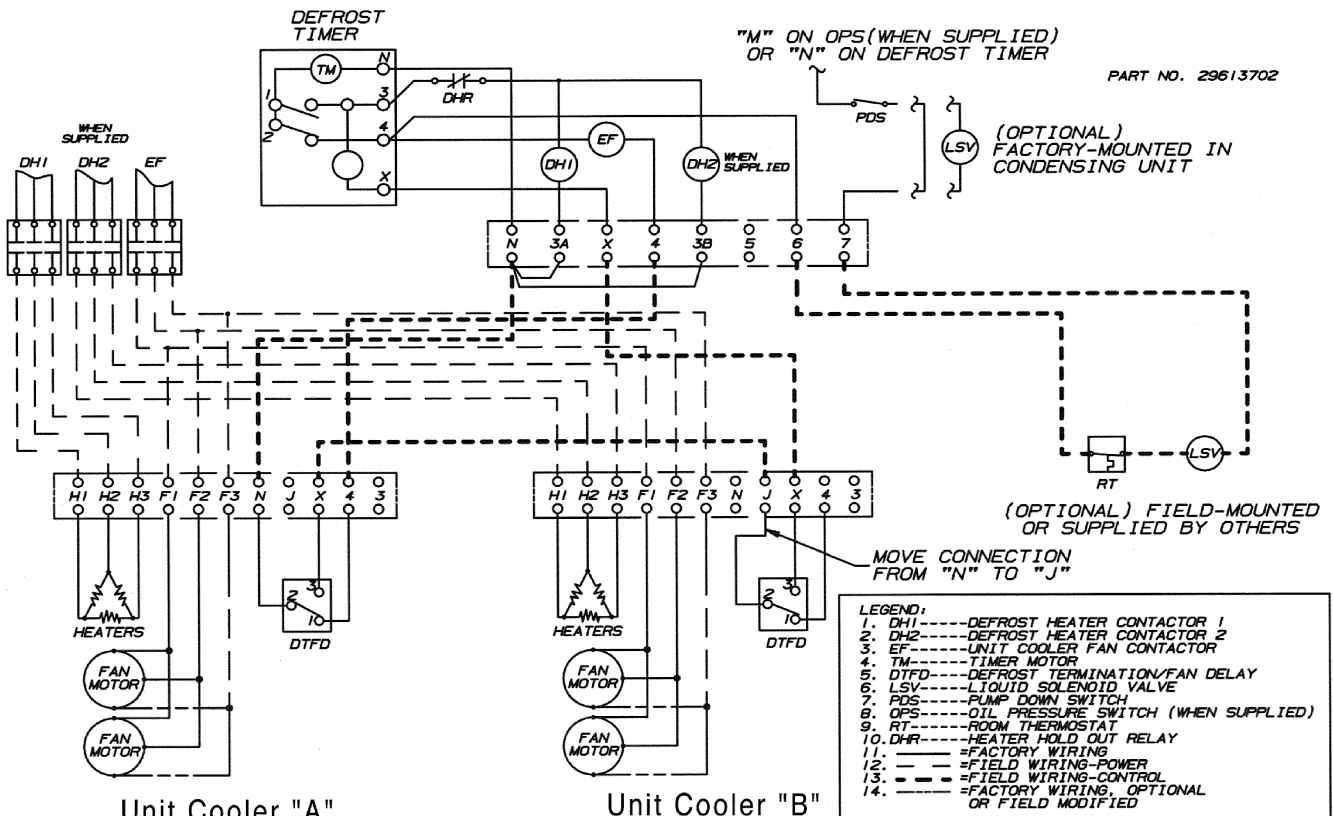
**Diagram 12. Typical Wiring Diagram for Single Evaporator Defrost and Evaporator Fan Contactors**

PART NO. 29613703

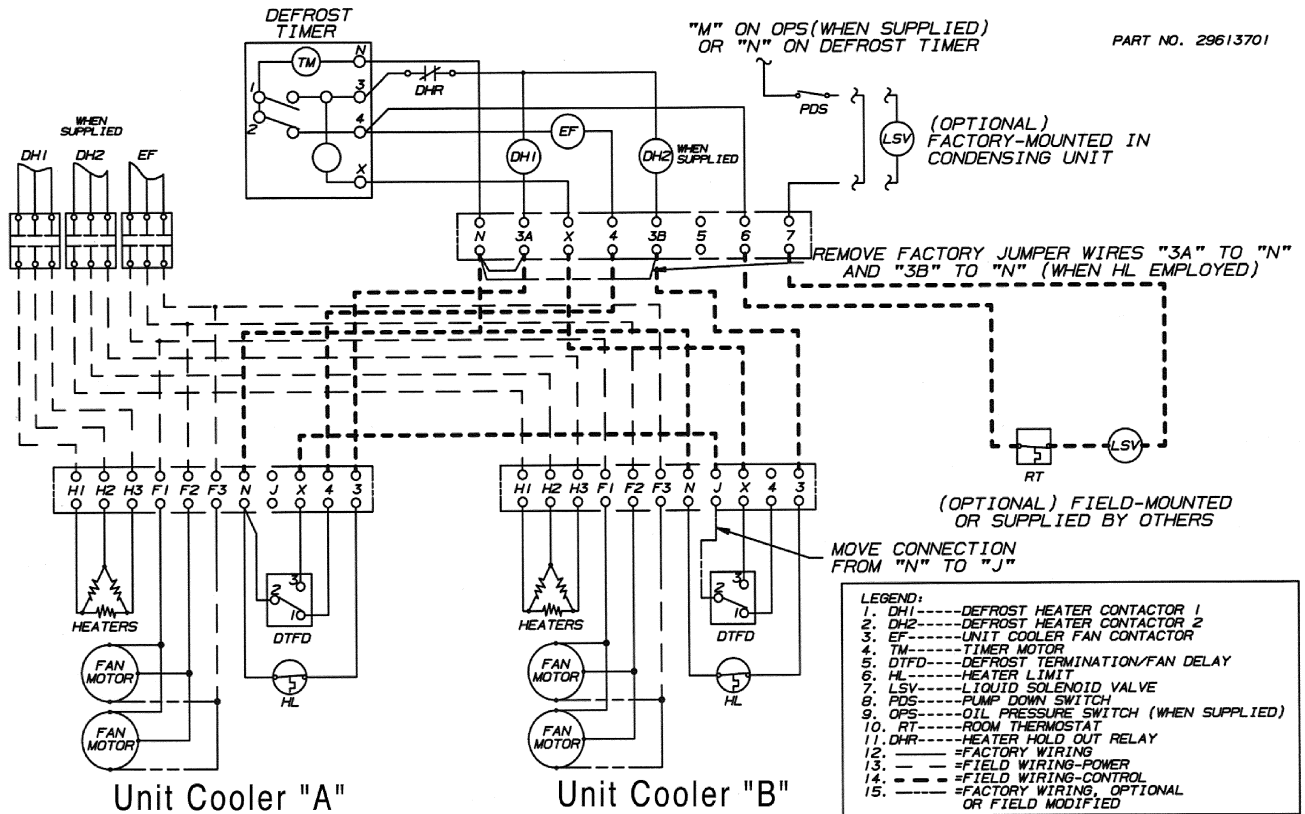


**Diagram 13. Typical Wiring Diagram for Multiple Evaporators with Evaporator Fan Contactors/without Heater Limit Defrost**

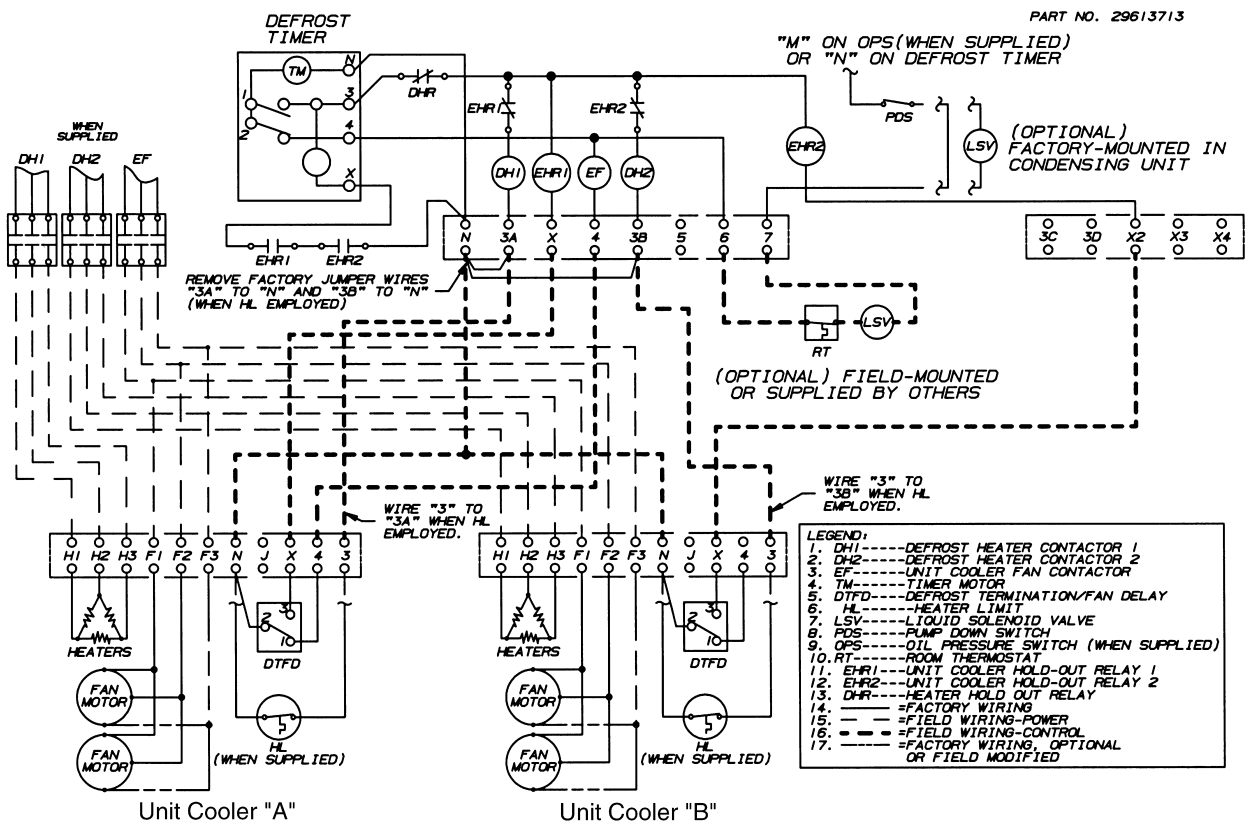
PART NO. 29613702



**Diagram 14. Typical Wiring Diagram for Multiple Evaporators with Heater Limit Defrost and Evaporator Fan Contactors**



**Diagram 15. Typical Wiring Diagram for Multiple Evaporators Defrost and Evaporator Fan Contactors with Unit Cooler Holdout Relay**



Since product improvement is a continuing effort, we reserve the right to make changes in specifications without notice.

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