

TS-200 & TS-300

TK 50794-1-MM (Rev. 5, 04/03)

The maintenance information in this manual covers unit models:

System TS-200 30 SR (919180)

System TS-300 30 SR (919190)

System TS-200 50 SR 230V (919181)

System TS-300 50 SR 230V (919191)

System TS-200 50 SR 460V (919182)

System TS-300 50 SR 460V (919192)

For further information, refer to:

ThermoGuard μ P-T Microprocessor Controller Diagnosis Manual

TK 41087

TS-200,300,500 Operation Manual

TK 50773

TS-200 & TS-300 Parts Manual

TK 50598

Diagnosing Thermo King Refrigeration System

TK 5984

Tool Catalog

TK 5955

2.44, 2.49, 3.66, 3.74, 3.88, 3.95 Engine Overhaul Manual

TK 8312

Electrostatic Discharge Training Guide

TK 40282

The information in this manual is provided to assist owners, operators and service people in the proper upkeep and maintenance of Thermo King® units.

This manual is published for informational purposes only and the information so provided should not be considered as all-inclusive or covering all contingencies. If further information is required, Thermo King Corporation should be consulted.

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Recover Refrigerant

At Thermo King, we recognize the need to preserve the environment and limit the potential harm to the ozone layer that can result from allowing refrigerant to escape into the atmosphere.

We strictly adhere to a policy that promotes the recovery and limits the loss of refrigerant into the atmosphere.

In addition, service personnel must be aware of Federal regulations concerning the use of refrigerants and the certification of technicians. For additional information on regulations and technician certification programs, contact your local Thermo King dealer.

R-404A

WARNING: Use only Polyol Ester-based refrigeration compressor oil in R-404A. See Thermo King Parts Manual for part number.



Do not mix Polyol Ester and standard synthetic compressor oils. Keep Polyol Ester compressor oil in tightly sealed containers. If Polyol Ester oil becomes contaminated with moisture or standard oils, dispose of properly—DO NOT USE.

When servicing Thermo King R-404A unit, use only those service tools certified for and dedicated to R-404A refrigerant and Polyol Ester compressor oils. Residual non-HFX refrigerants or oils will contaminate R-404A systems.

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Safety Precautions

General Practices

1. *Always wear goggles or safety glasses.* Refrigerant liquid, refrigeration oil, and battery acid can permanently damage the eyes.
2. Never close the compressor discharge service valve with the unit operating.
3. Never operate the unit with the compressor discharge valve closed.
4. Keep your hands, clothing and tools clear of the fans and belts when the unit is running. This should also be considered when opening and closing the compressor service valves.
5. Make sure gauge manifold hoses are in good condition. Never let them come in contact with a belt, fan motor pulley, or any hot surface.
6. Never apply heat to a sealed refrigeration system or container.
7. Fluorocarbon refrigerants in the presence of an open flame produce toxic gases that are severe respiratory irritants capable of causing death.
8. Make sure all mounting bolts are tight and are of correct length for their particular application.
9. Use extreme caution when drilling holes in the unit. The holes may weaken structural components, and holes drilled into electrical wiring can cause fire or explosion. Holes drilled into the refrigeration system will release refrigerant.
10. Use caution when working around exposed coil fins. The fins can cause painful lacerations.
11. Use caution when working with a refrigerant or refrigeration system in any closed or confined area with a limited air supply (for example, a truck body or garage). Refrigerant tends to displace air and can cause oxygen depletion resulting in suffocation and possible death.
12. When using ladder or scaffolding, use caution and follow manufacturer recommendations.

Auto Start/Stop



CAUTION: *The unit may start automatically and at any time when the unit On/Off switch is in the On position. Units with the CYCLE-SENTRY™ option start automatically in both CYCLE-SENTRY mode and Continuous mode. Be sure to turn the On/Off switch Off before opening doors or inspecting or working on any part of the unit.*

Refrigerant

When removing refrigerant from a unit, a recovery process that prevents or minimizes refrigerant loss to the atmosphere is required by law.

When a refrigerant is exposed to the atmosphere in the liquid state, it evaporates rapidly, freezing anything it contacts. If refrigerant contacts the skin, severe frostbite can result.

First Aid

In the event of frostbite, the objectives of First Aid are to protect the frozen area from further injury, to warm the affected area rapidly and to maintain respiration.

- *Eyes:* For contact with liquid, immediately flush eyes with large amounts of water and get prompt medical attention.
- *Skin:* Flush area with large amounts of lukewarm water. Do not apply heat. Remove contaminated clothing and shoes. Wrap burns with dry, sterile, bulky dressing to protect from infection/injury. Get medical attention. Wash contaminated clothing before reuse.
- *Inhalation:* Move victim to fresh air and use cardiopulmonary resuscitation (CPR) or mouth-to-mouth ventilation if necessary. Stay with victim until arrival of emergency medical personnel.

Refrigeration Oil

Observe the following precautions when working with or around synthetic or polyol ester refrigerant oil:

- Do not allow refrigerant oil to contact your eyes.
- Do not allow prolonged or repeated contact with skin or clothing.
- To prevent irritation, you should wash thoroughly immediately after handling refrigerant oil. Rubber gloves are recommended when handling polyol ester oil.

First Aid

- *Eyes:* Immediately flush eyes with large amounts of water for at least 15 minutes while holding the eyelids open. Get prompt medical attention.
- *Skin:* Remove contaminated clothing. Wash thoroughly with soap and water. Get medical attention if irritation persists.
- *Inhalation:* Move victim to fresh air and restore breathing if necessary. Stay with victim until arrival of emergency personnel.
- *Ingestion:* Do not induce vomiting. Contact a local poison control center or physician immediately.

Electrical Hazards

Microprocessor Service

Precautions must be taken to prevent electrostatic discharge when servicing the microprocessor controller and related components. Potential differences considerably lower than those which produce a small spark from a finger to a door knob can severely damage or destroy solid-state integrated circuit components.

The following procedures must be rigidly adhered to when servicing units to avoid microprocessor damage or destruction.

1. Disconnect all power to the unit.
2. Avoid wearing clothing that generates static electricity (wool, nylon, polyester, etc.).
3. Do wear a static discharge wrist strap (see Tool Catalog) with the lead end connected to the microprocessor's ground terminal. These straps are available at most electronic equipment distributors. Do not wear these straps with power applied to the unit.

See the ThermoGuard μ P-IV Microprocessor Controller Operations and Diagnosis Manual (T.I.P. Procedure #P41AA12B) and the Electrostatic Discharge Training Guide for additional information.

4. Avoid contacting the electronic components on the circuit boards of the unit being serviced.
5. Leave the circuit boards in their static proof packing materials until ready for installation.
6. If a defective controller is to be returned for repair, it should be returned in the same static protective packing materials from which the replacement component was removed.
7. After servicing the controller or any other circuits, the wiring should be checked for possible errors before restoring power.
8. Never use testers consisting of a battery and a light bulb to test circuits on any microprocessor based equipment.
9. Before connecting or disconnecting the battery, the Microprocessor On/Off switch must be turned to the Off position.

NOTE: The following T.I.P. Procedures may be found in the ThermoGuard μ P-IV Microprocessor Controller Operations and Diagnosis Manual.

- Replacing and calibrating the return air and discharge sensor.
- Replacing the μ P-T microprocessor.
- Welding on the unit or truck.

Welding of Units or Truck Bodies

When electric welding is to be performed on any portion of the temperature control unit, truck or truck chassis when the temperature control unit is attached, it is necessary to ensure that welding currents are *not* allowed to flow through the electronic circuits of the unit.

These procedures must be rigidly adhered to when servicing units to avoid damage or destruction of the controller.

1. Disconnect all power to the unit.
2. Disconnect all wire harnesses from the controller.
3. Switch all of the electrical circuit breakers in the control box to the Off position.
4. Weld unit or container per normal welding procedures. Keep ground return electrode as close to the area to be welded as practical. This will reduce the likelihood of stray welding currents passing through any electrical or electronic circuits.
5. When the welding operation is completed, the unit power cables, wiring and circuit breakers must be restored to their normal condition.

High Voltage

When servicing or repairing a temperature control unit, the possibility of serious or even fatal injury from electrical shock exists. Extreme care must be used when working with a refrigeration unit that is connected to a source of operating power, even if the unit is not operating. Lethal voltage potentials can exist at the unit power cord, inside the control box, at the motors and within the wiring harnesses.

Precautions

1. Be certain the Unit On/Off switch is turned Off before connecting or disconnecting the standby power plug. Never attempt to stop the unit by disconnecting the power plug.
2. Be certain the unit power plug is clean and dry before connecting it to a power source.
3. When working on high voltage circuits on the temperature control unit, do not make any rapid moves. If a tool drops, do not grab for it. People do not contact high voltage wires on purpose. It occurs from an unplanned movement.
4. Use tools with insulated handles that are in good condition. Never hold metal tools in your hand if exposed, energized conductors are within reach.
5. Treat all wires and connections as high voltage until a meter and wiring diagram show otherwise.
6. Never work alone on high voltage circuits on the temperature control unit. Another person should always be present to shut off the temperature control unit and to provide aid in the event of an accident.
7. Have electrically insulated gloves, cable cutters and safety glasses available in the immediate vicinity in the event of an accident.

First Aid

Immediate action must be initiated after a person has received an electrical shock. Obtain immediate medical assistance if available.

The source of shock must be immediately removed by either shutting down the power or removing the victim from the source. If it is not possible to shut off the power, the wire should be cut with either an insulated instrument (e.g., a wooden handled axe or cable cutters with heavy insulated handles) or by a rescuer wearing electrically insulated gloves and safety glasses. Whichever method is used do not look at the wire while it is being cut. The ensuing flash can cause burns and blindness.

Safety Precautions

If the victim must be removed from a live circuit, pull the victim off with a non-conductive material. Use the victim's coat, a rope, wood, or loop your belt around the victim's leg or arm and pull the victim off. *Do not touch* the victim. You can receive a shock from current flowing through the victim's body. After separating the victim from the power source, check immediately for the presence of a pulse and respiration. If a pulse is not present, start CPR (Cardiopulmonary Resuscitation) and call for emergency medical assistance. If a pulse is present, respiration may be restored by using mouth-to-mouth resuscitation, but call for emergency medical assistance.

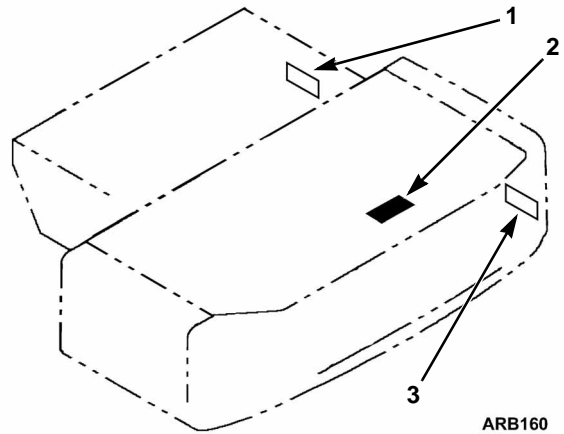
Low Voltage

Control circuits used in the temperature control unit are low voltage (24 Vac and 12 Vdc). This voltage potential is not considered dangerous, but the large amount of current available (over 30 amps) can cause severe burns if shorted or ground.

Do not wear jewelry, watch or rings when working on the unit. If these items contact an electrical circuit, severe burns may result.

Unit Decals

Serial number decals, refrigerant type decals and warning decals appear on all Thermo King equipment. These decals provide information that may be needed to service or repair the unit. Service technicians should especially read and follow the instructions on all warning decals.



1.	On the evaporator beside the expansion valve
2.	On the top of the condenser coil
3.	On the receiver tank

Figure 1: Refrigerant Decal Locations

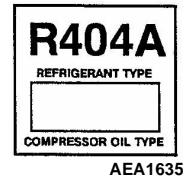


Figure 2: Refrigerant Decal

Specifications

Engine

Engine	TK 3.74
Fuel Type	No. 2 Diesel fuel under normal conditions No. 1 Diesel fuel is acceptable cold weather fuel
Oil Capacity:	Crankcase & Oil Filter
	w/Bypass Oil Filter
Oil Type	API Classification CG-4 or better
Oil Viscosity	Multigrade Oil Ambient Temperature SAE 5W 30 -22 to +86 F (-30 to +30 C) SAE 10W 40 -4 to +104 F (-20 to + 40 C) SAE 15W 40 +5 to +104 F (-15 to + 40 C)
Engine RPM:	Low Speed Operation
	High Speed Operation
Engine Oil Pressure	35 to 60 psig (241 to 414 kPa)
Intake Valve Clearance	0.006 to 0.010 in. (0.15 to 0.25 mm)
Exhaust Valve Clearance	0.006 to 0.010 in. (0.15 to 0.25 mm)
Valve Setting Temperature	Room temperature
Timing Injection Pump	14 degrees BTDC
Injection Nozzle Pressure	1700 psig (11722 kPa)
Low Oil Pressure Sensor	10 ± 2 psig (69 ± 14 kPa)—shutdown
High Coolant Temperature Sensor	220 ± 5 F (100 ± 3 C)—shutdown
Engine Thermostat	180 F (82 C)
Engine Coolant Type:	Conventional
	Conventional coolant (antifreeze) is green or blue-green. Units equipped with conventional coolant <i>Do not</i> have an ELC nameplate on the expansion tank. <i>CAUTION: Do not mix conventional coolant and ELC.</i>
	ELC (Extended Life Coolant)
	ELC is red. Units equipped with ELC have an ELC nameplate on the expansion tank (See “ELC (Extended Life Coolant)” on page 62.). Use a 50/50 concentration of any of the following equivalents: Texaco ELC (16445, 16447) Havoline Dex-Cool® (7994, 7995, 7997, 7998) Havoline XLC for Europe (30379, 33013) Shell Dexcool® (94040) Shell Rotella (94041) Saturn/General Motors Dex-Cool® Caterpillar ELC Detroit Diesel POWERCOOL® Plus
Coolant System Capacity	5.5 quarts (5.2 liters) with overflow tank
Radiator Cap Pressure	10 psig (69 kPa)

Belt Tension

	Tension on TK Gauge (See Tool Catalog)	
	New Belt	Field Reset
Engine/Electric Motor (Jackshaft) Reading on bottom span between engine and electric motor	55 to 65	55 to 60
Electric Motor (Jackshaft)/Compressor Reading between electric motor and alternator (or 1/4 in. deflection with 10 lb pressure)	55 to 60	55 to 60
Water Pump	40	40

NOTE: Use belt tension gauge (See Tool Catalog) whenever possible to check belt tension. New belts should be tensioned cold and tensioned cold again after 10 hours of unit operation.

Refrigeration System

Compressor Model	TKO 4.0 hp Scroll
Refrigerant Charge	7 lb (3.2 kg) R-404A
*Compressor Oil Charge	1.6 qt (1.5 liters)
Compressor Oil Type: R-404A (Solest 35)	Ester base required for Scroll compressor (See Tool Catalog)
Suction Pressure Regulator Valve Setting: TS-200	28 to 30 psig (193 to 207 kPa)
TS-300	36 to 38 psig (248 to 262 kPa)
High Pressure Cutout Switch: Open	470 ± 7 psig (3241 ± 48 kPa)
Close	375 ± 38 psig (2586 ± 262 kPa)
Liquid Injection Valve: Closed	Below 250 F (121 C)
Begins to Open	250 F (121 C)
Fully Open	260 F (127 C)
Compressor High Temperature Cutout Switch: Opens	293 ± 0.3 F (145 ± 5 C)
Closes	142 ± 27 F (61 ± 15 C)

* When the compressor is removed from the unit, oil level should be noted or the oil removed from the compressor should be measured. This is to be sure that the same amount of oil can be added before placing the replacement compressor in the unit.

Engine Clutch - Hilliard

Model	(Dwg. No. 2C38624G01)
Engagement	600 ± 100 RPM
Dynamic Torque	66 ft-lb (89.5 N•m) minimum @ 1600 RPM

Electrical Control System

Control System Voltage	12.5 Vdc
Battery Charging System	12 volts 23 amp brush type integral alternator
Voltage Regulator Setting	14 volts @ 70 F (21.1 C)
Alternator/Regulator Capacitor	4.7 μ fd 50 Vdc
Alternator/Output Capacitor	0.5 μ fd 100 Vdc
NOTE: Disconnect components from unit circuit to check resistance.	

Defrost Timer

SR Models with μ P-T	2, 4 or 6 hours (adjustable through controller)
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Thermostat

Type	μ P-T Controller
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Electrical Components

	Current Draw (Amps) Resistance—	
	at 12.5 Vdc	(Ohms)
Glow Plug	8.3	1.5 \pm 0.15
Fuel Solenoid:		
	Pull In	18 to 36
	Hold In	0.3 to 0.7
Pilot Solenoid	0.4 to 0.6	22 to 26
Purge Valve	0.7	17
Starter Motor	1.3	9.6
Damper Solenoid	90 to 105 (cranking)	
DC Circuit Breakers	5.7	2.2
High Speed Solenoid	50 amp	
	2.9 amp	4.3

Electric Standby (Model 50 Unit Only)

TS-200					
Voltage/Phase/Frequency	Horsepower	Kilowatts	RPM	Full Load (Amps)	Overload Relay Setting (Amps)
230/3/60	6.0	4.5	1760	16.4	21
460/3/60	6.0	4.5	1760	8.2	10
TS-300					
Voltage/Phase/Frequency	Horsepower	Kilowatts	RPM	Full Load (Amps)	Overload Relay Setting (Amps)
230/3/60	7.2	5.4	1750	17.8	21
460/3/60	7.2	5.4	1750	8.0	10

Standby Power Requirements

Supply Circuit Breaker	30 amp/230 volts 20 amp/460 volts
Extension Cord Size	Up to 25 ft—12 gauge (15 meters—4.0 mm ²) 75 ft—10 gauge (25 meters—6.0 mm ²)

Air Switch

Air Switch Setting	0.70 ± 0.05 in. (17.8 ± 1.3 mm) H ₂ O
--------------------	--

Maintenance Inspection Schedule

Pretrip	1,200 Hours	2,000 Hours	Annual/ 3,000 Hours	Inspect/Service These Items
				NOTE: The 1,200 hour maintenance interval may be extended to 2,000 hours or 1 year (whichever occurs first) when equipped with EMI fuel filter and EMI bypass oil filter.
				Microprocessor
•				Run pretrip test (see "Pretrip Test" in the Operating Manual).
				Engine
•				Check fuel supply.
•	•			Check engine oil level.
•	•			Inspect belts for condition and proper tension.
•	•			Check engine oil pressure hot, on high speed (should display "OK").
•	•	•	•	Listen for unusual noises, vibrations, etc.
•		•		Dry air cleaner. Check air restriction indicator (if so equipped). Change air cleaner element when indicator reaches 25 in. Replace air cleaner element at 2,000 hours or 1 year (whichever occurs first) if air restriction indicator has not reached 25 in.
				If not equipped with an air restriction indicator, replace air cleaner element at 2,000 hours or 1 year (whichever occurs first).
	•			Clean and service crankcase breather and check air cleaner hose for damage.
	•			Change standard (white) fuel filter.
		•		Change EMI 2000 (black) fuel filter.
	•			Inspect and clean fuel prefilter and electric fuel pump filter.
			•	Drain water from fuel tank and check vent.
			•	Check and adjust engine speeds (high and low speed).
			•	Check condition of engine mounts.
			•	Maintain year round antifreeze protection at -30 F (-34 C).
			—	Change green engine coolant every 2 years.
			—	Change ELC (red) engine coolant every 5 years or 12,000 hours. Units equipped with ELC have an ELC nameplate on the expansion tank. See "ELC (Extended Life Coolant)" on page 62.
				Engine Oil Change Intervals (see below)
				NOTE: Change engine oil and filter (hot).
	•			Oil change interval with API classification CG-4 (or better) mineral oil or synthetic oil.
		•		Oil change interval with API classification CG-4 (or better) mineral oil or synthetic oil, and EMI 2000 bypass oil filter (see Tool Catalog).

Maintenance Inspection Schedule

Pretrip	1,200 Hours	2,000 Hours	Annual/ 3,000 Hours	Inspect/Service These Items <i>NOTE: The 1,200 hour maintenance interval may be extended to 2,000 hours or 1 year (whichever occurs first) when equipped with EMI fuel filter and EMI bypass oil filter.</i>
				Electrical
<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • • • 		<ul style="list-style-type: none"> • • • 	Check controller for alarms. Run Unit Self Check Test. Check battery voltage screen. Inspect battery terminals and electrolyte level. Inspect electrical contacts for pitting or corrosion. Inspect wire harness for damaged wires or connections. Check calibration of return and discharge air sensors, and optical temperature sensors, in 32 F (0 C) ice water. Check air switch setting. Inspect alternator bearings and brushes*. Inspect electric motor bearings* (Model 50).
*With Belt removed, spin bearings by hand. Listen for noise (bearings roll freely).				
				Refrigeration
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • • • 		<ul style="list-style-type: none"> • • • — 	Check refrigerant level. Check compressor oil level. Check suction pressure regulator or throttling valve setting on Defrost or Heat. Check discharge and suction pressures. Check compressor efficiency. Replace dehydrator and compressor oil filter every two (2) years.
				Structural
<ul style="list-style-type: none"> • • 	<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • • • • • 	Visually inspect unit for fluid leaks. Visually inspect unit for damaged, loose or broken parts (includes air ducts and bulkheads). Inspect clutch for shoe and anchor bushing wear with a mirror. Check bearings.* Inspect idlers, fan shafts, and jackshaft for leakage and bearing wear.* Clean entire unit including condenser coils, evaporator coils, and defrost drains. Check defrost damper operation. Check all unit, fuel tank, engine, and electric motor mounting bolts, brackets, lines, hoses, etc.
*With belt removed, spin bearings by hand. Listen for noise (bearings roll freely).				

Unit Description

The TS-200 and TS-300 are microprocessor controlled transport temperature control systems, which utilize the ThermoGuard® μ P-T microcontroller to manage system functions.

The unit is a one-piece, front-mounted, medium capacity diesel powered cooling and heating system designed especially for straight trucks. The unit mounts on the front of a truck with the evaporator portion protruding into the box. It is designed for use with totally chlorine free R-404A refrigerant. The basic model provides the following:

- Model 30: Cooling and hot gas heating on engine operation.
- Model 50: Cooling and hot gas heating on engine operation and electric standby operation. Electric evaporator heaters are optional.

Power is provided by the TK 3.74 three-cylinder, special clean and silent diesel engine rated at 12.6 continuous horsepower (9.3 kw) at 2400 RPM. A belt drive system transfers energy to the compressor, unit fans and alternator.

Electric standby power (Model 50) is provided by an electric motor. A clutch on the diesel engine isolates the engine during electric standby operation.

Belt driven, dual evaporator fans provide superior air throw. Exclusive space condenser provides maximum cab clearance and reduced truck body height on conventional chassis. Cube saver evaporator optimizes space below the evaporator for all types of cargo. Lightweight aluminum frame allows increased payload.

The continuous monitoring function of the μ P-T microprocessor optimizes the Thermo King unit's performance, thereby reducing fuel consumption and unit down time. The unit's self check can be run before the daily distribution route to identify any possible malfunctions. TherMax™ defrost/heating system increases unit heating capacity for faster defrost.

The built-in CYCLE-SENTRY™, an exclusive Thermo King feature, automatically starts and stops the unit according to temperature demands. A range of programmable modes, like high speed pull-down, allow tailoring the unit's performance to the load being distributed.

ThermoGuard μ P-T Controller

The μ P-T is a solid-state, programmable microprocessor that contains integrated circuits and software to control unit operation.

The μ P-T controller uses a remote control panel and interface relay board. The remote control panel inputs data into the controller and displays operating conditions. The interface relay board contains fuses to protect control circuits and external relays to control unit operation. When the controller is set below 15 F (-9.4 C), the microprocessor locks out high speed heat.

Data Acquisition System (Optional)

The Data Acquisition System (DAS) works with the μ P-T to monitor and record the temperatures of (up to) six additional sensors. The sensors are independent from the microprocessor and are normally located in the truck box to monitor load temperatures. Data from the DAS sensors and the μ P-T can be downloaded through a serial port to an IBM® PC compatible computer. Win Trac™ software is used to view and analyze the data. Brief reports can be printed on a microprinter connected to the serial port.

Clutch

The clutch engages fully at 600 ± 100 RPM on engine operation, constantly turning the compressor and fans at both high and low speed.

Unit Features

TS-200 50 230V	TS-300 50 230V	Model	Feature
			S = Standard; O = Option; — = Does not Apply
S	S	TK 3.74 Diesel Engine	
S	S	TKO Scroll Compressor	
S	S	Electric Standby Motor, 230/3/60	
S	S	ThermoGuard μ P-T Microprocessor Controller	
S	S	Three-way Valve Refrigeration System	
S	S	Dry Element Air Cleaner	
S	S	Electric Fuel Pump with Fuel Prefilter	
S	S	Spin-on Fuel Filter	
O	O	Fuel Heater	
S	S	Spin-on Full Flow Oil Filter	
O	O	Spin-on Bypass Oil Filter	
O	O	Silicone Coolant Hoses	
S	S	EPDM Coolant Hoses	
S	S	23 Amps Alternator	
S	S	Defrost Air Switch	
S	S	Hourmeter, Engine Hours	
S	S	Hourmeter, Electric Standby Hours	
S	S	TherMax™ Defrost/Heating System	
S	S	Refrigerant 404A	
O	O	Remote Control Box	
S	S	Cab Control Box	
O	O	Remote Indicator Lights	
S	S	CYCLE-SENTRY Start-Stop Controls	
O	O	Electric Heaters	
S	S	Condenser Top Screen	
O	O	Low Decibel Sound Reduction Package	
O	O	Data Acquisition System	

Unit Instruments

Microprocessor LCD Display: The display screen normally shows the setpoint, the return air temperature, and any active icons, which are:

- Cool
- Heat
- Defrost
- Setpoint
- CYCLE-SENTRY
- Alarm
- Electric (Optional).

Pressing the **SELECT** key causes the display to show the other sensor readings.

Alarm Icon: The Alarm icon comes on whenever there is an alarm code stored in the microprocessor memory.

Receiver Tank Sight Glass: The receiver tank sight glass is used to check the amount of refrigerant in the system, and the moisture content of the refrigerant.

Compressor Oil Sight Glass: The compressor oil sight glass is used to check the relative level of compressor oil in the compressor sump.

Air Restriction Indicator (if equipped): Standard with dry element only. It is not used with oil bath filter. An air restriction indicator is attached to the intake manifold. Visually inspect the restriction indicator periodically to assure the air filter is not restricted. Service the air filter when the yellow diaphragm indicates 25 in. (635 mm) of H₂O.

Press the button on the top of the restriction indicator after servicing the air filter.

Remote Light Indicators (Optional): Remote indicator lights in a box that can be mounted on the truck beneath the unit feature these signals:

White—System is in Cooling cycle

Yellow—System is in Defrost cycle

Amber—System is in Heat cycle

Blue—System is in High Speed Heat or Cool

Green—System is on

Unit Protection Devices

Fuses: A number of fuses are located on the relay board. The sizes and functions are shown in the following table.

Table 1: Relay Board Fuse Size and Function

Fuse	Size	Function
F200	3A	2P Power to Microprocessor
F202	3A	Oil Level Switch
F300	3A	Pilot Solenoid
F301	3A	TherMax™ Solenoid
F302	3A	Alternator Relay
F303	3A	Damper Relay
F304	3A	Starter Relay
F305	3A	On/Run Relay
F306	3A	Preheat Relay
F037	3A	Not Used
F308	3A	Not Used
F309	15A	Alternator Excitation
F310	15A	Damper Solenoid
F311	10A	Motor Reset Solenoid
F400	5A	Motor Starter
F401	10A	Fuel Solenoid and Fuel Pump
F402	10A	Throttle Solenoid
F403	3A	Heater Contactor

High Pressure Cutout: The high pressure cutout is a pressure sensitive switch that is located in the compressor discharge tube. If the discharge pressure rises above 470 psig (3241 kPa) for R-404A systems, the switch opens the 8H circuit, which stops the unit.

High Pressure Relief Valve: The high pressure relief valve is designed to relieve excess pressure within the refrigeration system. The valve is a spring-loaded piston that lifts off its seat when refrigerant pressure exceeds 500 psig (3447 kPa). The valve will reseat when the pressure drops to 400 psig (2758 kPa). The valve could possibly leak refrigerant after it has relieved excess pressure. Tapping the valve lightly may help the valve reseat and *seal properly*. The valve is non-repairable and requires no adjustment. If the valve fails to reseat properly, remove the refrigerant charge and unscrew and replace the valve.

The high pressure relief valve is located on a high pressure line near the condenser. Its location is such that when the pressure is expelled from the valve, it would be directed away from anyone servicing the unit.

Low Oil Level Switch: The low oil level switch closes if the oil drops below a certain level. If it stays closed for a specified time, the microprocessor will shut the unit down and record alarm code 66 (normal code when changing oil).

Preheat Buzzer: The preheat buzzer sounds when the CYCLE-SENTRY system energizes the glow plugs.

Compressor High Temperature Cutout Switch:

This switch is in series with the high pressure cutout. If compressor discharge temperature exceeds the switch setpoint, it opens the 8H circuit and stops the unit.

Water Temperature Sensor: This sensor provides a WTS input to the microprocessor interface board. If the engine coolant temperature is too high, the controller stops the unit and records an alarm.

Oil Pressure Sensor: This sensor provides an OPS input to the microprocessor interface board. If the oil pressure remains too low, the controller stops the unit and records an alarm.

Unit Operation

Pretrip Inspection (Before Starting Unit)

The following pretrip inspection should be completed before starting the unit and loading the trailer. While pretrip inspection is not a substitute for regularly scheduled maintenance inspections, it is an important part of the preventive maintenance program designed to head off operating problems and breakdowns before they happen.

Fuel: The diesel fuel supply must be adequate to guarantee engine operation to the next check point.

Engine Oil: The engine oil level should be at the FULL mark with the dipstick *not* routed (threaded) into the oil pan. Never overfill.

Coolant: The engine coolant must have antifreeze protection to -30 F (-34 C). Check and add coolant in the expansion tank.



CAUTION: Do not remove expansion tank cap while coolant is hot.



CAUTION: Do not add Red Extended Life Coolants to cooling systems using Green or Blue-Green coolants. Do not add Green or Blue-Green coolants to cooling systems using Red Extended Life Coolants. See “ELC (Extended Life Coolant)” on page 62 for more information.

Battery: The terminals must be clean and tight. Electrolyte should be at the full mark.

Belts: The belts must be in good condition and adjusted to the proper tensions. If a belt has cracks more than 50% of the belt height, it is very close to failure and should be replaced.

Poly-v belts (compressor/alternator/motor) must be fully seated in their pulleys. Improper operation of this belt will produce rapid damage and belt shredding failure.

Electrical: The electrical connections should be securely fastened. The wires and terminals should be free of corrosion, cracks or moisture.

Structural: Visually inspect the unit for leaks, loose or broken parts and other damage. The condenser and evaporator coils should be clean and free of debris. Check the defrost drain hoses and fittings to be sure they are open. The damper in the evaporator outlet must move freely with no sticking or binding. Make sure all the doors are latched securely.

ThermoGuard μ P-T Smart Reefer™ (SR) Microprocessor

The μ P-T controller is a programmable microprocessor that controls all unit functions to maintain the cargo at the proper temperature. The μ P-T controller continuously monitors unit operational information including:

- Return Air
- Discharge Air
- Coil Temperature Sensors
- Unit Hourmeters
- Oil Pressure Gauge
- Water Temperature Gauge
- Voltmeter
- Tachometer
- Mode Indicators
- Temperature Control System Controls.



WARNING: *The unit may START automatically AT ANY TIME when the CYCLE-SENTRY icon is visible in the controller display. Make sure to press the OFF key before opening unit doors or inspecting any part of the unit.*



CAUTION: *The Microprocessor On/Off switch located on the unit frame below the unit control panel MUST be in the Off position before disconnecting or connecting the unit battery.*

NOTE: *See the ThermoGuard μ P-T Microprocessor Controller Diagnosis Manual, for complete operation and diagnosis information.*

Displaying Operating Data

Unit operational information appears on display screen. During normal operation, the Standard Display appears on the screen. The Standard Display is the return air temperature (upper display) and setpoint temperature (lower display). Check the icons that appear on the display. These icons identify the operating information that currently appears.

A control panel allows the operator to select information to display and program unit features including. If no key is pressed for about 10 seconds, the display will return to the Standard Display.

Entering Setpoint Temperature

The setpoint temperature of the unit can be easily changed. To adjust the setpoint:

1. With the Standard Display on the control panel, press the **UP** or **DOWN ARROW** key until the desired setpoint temperature shows in the lower display.
2. When the correct setpoint shows in the lower display, press the **ENTER** key to load the new setpoint in the controller memory.
 - a. [Lod] (abbreviation for LOAD) will appear in the lower display for a few seconds.
 - b. The new setpoint will then appear.
 - c. If the **ENTER** key is not pressed, the setpoint will *not* change and the display will return to the standard display in about 10 seconds.

Starting Unit (Full Unit Self Check)

The procedure is used for a complete checkout of the unit, and unit control circuits. It should be used when first starting the unit for a trip before the cargo is loaded. A full Unit Self Check procedure may take up to 30 minutes and the unit will run unattended.

1. Perform a Pretrip Inspection.
2. Adjust the setpoint to the desired load temperature (see the Operation Manual or the μ P-T Microprocessor Diagnosis Manual, for detailed information about adjusting the setpoint).
 - a. Change the setpoint display with the **ARROW** keys.
 - b. Enter the new setpoint by pressing the **ENTER** key within 5 seconds.
3. Initiate a Unit Self Check (see the Operation Manual or the μ P-T Microprocessor Diagnosis Manual, for detailed information about the Unit Self Check). This procedure is automatic and can be performed on the way to the loading area or while waiting to load.
 - a. Press the **ON** key.
 - b. Clear any alarms.
 - c. Press and hold the **T/K** key for at least 3 seconds until the Unit Self Check [USC] prompt screen appears.
 - d. Press the **ENTER** key. The display will briefly show [Lod] (load) and the unit will then start the Unit Self Check.
4. When the pretrip test is complete; [PASS], [CHECK], or [FAIL] will appear on the display until any key on the control panel is pressed. Continue as follows:

[PASS] (Unit running, no alarms)

 - Unit has passed the pretrip, go to step 5.

[CHECK] (Unit running but Check Alarms have been recorded)

or

[FAIL] (Unit has shut down and recorded Shutdown Alarms)

- a. View the alarms with the **SELECT** key (see the appropriate Operation and Diagnosis Manual for detailed information about alarms).
 - b. Correct the alarm conditions.
 - c. Clear the alarms with the **CLEAR** key (see the μ P-T Microprocessor Diagnosis Manual, for detailed information about alarms).
 - d. Repeat the test until [PASS] appears (the unit passes the unit self check).
5. Recheck the setpoint.
 6. Complete the After Start Inspection.

Selection of Operating Modes on CYCLE-SENTRY Equipped Units

The Thermo King CYCLE-SENTRY system is designed to save refrigeration fuel costs. The savings vary with the commodity, ambient temperatures and trailer insulation.

CYCLE-SENTRY is designed for use only with products which do not require tight temperature control or continuous airflow, such as all deep frozen products and non-perishable non-frozen products.

The start/stop nature of CYCLE-SENTRY does not satisfy the temperature control or airflow requirements for perishable or temperature sensitive products. Thermo King therefore does NOT recommend the use of CYCLE-SENTRY control for these products.

Your selection of the operating mode for the proper protection of a particular commodity should use the following guidelines:

Products Requiring Continuous Run Operation for Air Flow

- Fresh fruits and vegetables, especially asparagus, bananas, broccoli, carrots, citrus, green peas, lettuce, peaches, spinach, strawberries, sweet corn, etc.
- Non-processed meat products (unless pre-cooled to recommended temperature)
- Fresh flowers and foliage.

Products Acceptable for CYCLE-SENTRY Operation

- Frozen foods (in adequately insulated trucks)
- Boxed or processed meats
- Poultry
- Fish
- Dairy products
- Candy
- Chemicals
- Film
- All non-edible products.

NOTE: *The above listings are not all inclusive. Consult your grower or shipper if you have any questions about the operating mode selection of your type of load.*

Selecting CYCLE-SENTRY or Continuous Run Mode (Diesel or Electric Operation)

1. With the display On, press and release the **SELECT** key until the [CYCLS] appears in the upper display.
2. Press the **UP** or **DOWN ARROW** key until the desired setting shows in the lower display.
 - [YES] = CYCLE-SENTRY mode
 - [no] = Continuous Run mode
3. When the correct setting shows in the lower display, press the **ENTER** key to load the new setting in the controller memory.
 - [Lod] (abbreviation for Load) will appear in the lower display for a few seconds.
 - If the **ENTER** key is not pressed, the operating mode will *not* change and the display will return to the standard display in about 10 seconds.

Initiating Manual Defrost

1. With the Standard Display on the display, press the **DEFROST** key.

NOTE: *The coil temperature must be below 42 F (7 C) and the unit must be operating to initiate a Defrost cycle.*

- The Defrost icon will appear in the display when the unit starts the Defrost cycle.
- Defrost will terminate automatically.

Displaying and Clearing Alarm Codes

When the controller senses an alarm condition, an Alarm icon appears on the display. A two digit alarm code is used to identify the type of alarm. There are three types of alarms.

- **Stored Alarms:** This alarm indicates that a condition should be investigated but does not currently affect unit operation. The Alarm icon appears for 30 seconds when the **ON** key is pressed and then disappears.
 - **Check Alarms:** This alarm indicates that a condition requires corrective action before an abnormal condition becomes severe. The Alarm icon appears and remains On.
 - **Shutdown Alarms:** This alarm indicates that a condition may damage the unit. The controller stops the unit, the Alarm icon appears and the entire display flashes On and Off.
1. To display the alarm code, press and release the **SELECT** key until the alarm screen is displayed.

NOTE: If more than one alarm has been sensed, all alarm codes present will automatically alternate on the screen.

2. Write down each alarm code that appears. Then correct the cause of each alarm.

NOTE: Press the OFF key to stop unit before inspecting or servicing the unit. Turn the Microprocessor On/Off switch to Off to service the μ P-T microprocessor module or disconnect the unit battery. Finally, disconnect the battery to completely remove 12 Vdc power to the unit for service of the microprocessor interface board and unit controls.

3. To clear the alarms after all problems have been corrected, start the unit. Then press and release the **SELECT** key until the alarm screen is displayed again.

4. While the alarm screen is showing, press the **ENTER** key. The alarm will clear and the standard display will appear on the screen. If more than one alarm code is present, repeatedly press the **ENTER** key to clear each alarm code individually.

NOTE: Alarms may continue to appear as the unit operates if the alarm condition is not corrected.

Restarting the Unit

These procedures are used when starting units that have been shut off for short periods of time. When a unit has been shut off for a long period of time is first started, it should be started and put through a full unit self check.

Automatic Start

1. Push the **ON** key.
2. After a 10 second delay, the unit should preheat and start automatically.

NOTE: When the CYCLE-SENTRY icon is active, the unit may not start if:

The compartment temperature is near the setpoint.

The engine is warm.

The battery is fully charged.

If cooling or heating is required and the engine temperature is below approximately 120 F (96 C), but the engine fails to start automatically:

1. Push the **OFF** key.
2. Check for and correct any alarm conditions and clear the alarm codes. View the alarms with the **SELECT** key, clear the alarms with the **ENTER** key, and the repeat the auto start procedure. see the μ P-T Microprocessor Diagnosis Manual, for detailed information about alarms.
3. If the engine will still not start, push the **OFF** key, determine and correct the cause of the failure.

After Start Inspection

After the unit is running, the following items can be quickly checked to confirm that the unit is running properly.

Oil Pressure: Check the engine oil pressure in high speed by pressing the **SELECT** key to [OIL PRESS]. The oil pressure should be 30 to 80 psig (207 to 552 kPa).

When first starting a cold engine, the oil pressure may be higher.

Compressor Oil: The compressor oil level should be visible in the sight glass.

Refrigerant: Check the refrigerant charge. See “Refrigerant Charge” in the Refrigeration Maintenance chapter of this manual.

Pre-Cooling: Make sure that the setpoint is at the desired temperature and allow the unit to run for a minimum of 1/2 hour (longer if possible) before loading the trailer.

This provides a good test of the refrigeration system while removing residual heat and the moisture from the trailer interior to prepare it for a refrigerated load.

Defrost: When the unit has finished pre-cooling the trailer interior, manually initiate a Defrost cycle. This will remove the frost that builds up while running the unit to pre-cool the trailer.

To manually initiate a Defrost cycle, press the **MANUAL DEFROST** key. See the Operation Manual for detailed information about Manual Defrost.

The Defrost cycle should end automatically.

NOTE: *The unit will not defrost unless the evaporator coil temperature is below 42 F (7 C).*

Loading Procedure

1. Make sure the unit is Off before opening the doors to minimize frost accumulation on the evaporator coil and heat gain in the truck. (Unit may be running when loading the truck).
2. Spot check and record load temperature while loading. Especially note any off-temperature product.
3. Load the product so that there is adequate space for air circulation completely around the load. *Do not* block the evaporator inlet or outlet.
4. Products should be pre-cooled before loading. Thermo King units are designed to maintain loads at the temperature at which they were loaded. Transport refrigeration units are not designed to pull hot loads down to temperature.

Post Load Procedure

1. Make sure all the doors are closed and locked.
2. Start the unit if it was shut off to load (see “Restarting Unit”).
3. Make sure the setpoint is at the desired setting.
4. One-half hour after loading, defrost the unit by momentarily pressing the Manual Defrost switch. If the evaporator coil sensor temperature is below 42 F (7 C), the unit will defrost. The microprocessor will terminate defrost automatically when the evaporator coil temperature reaches 52 F (14 C) or the unit has been in the Defrost mode for 30 to 45 minutes (depending on setting).

Post Trip Checks

1. Wash the unit.
2. Check for leaks.
3. Check for loose or missing hardware.
4. Check for physical damage to the unit.

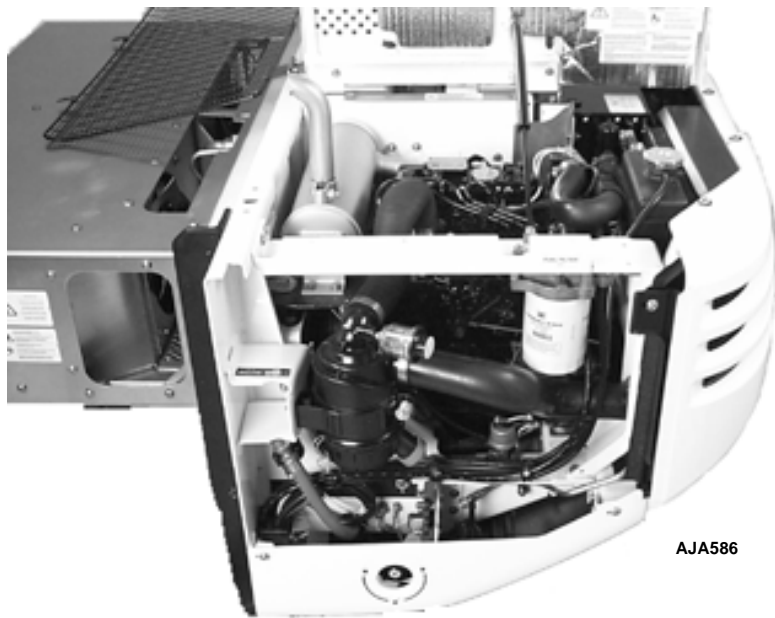
Unit Photographs



Figure 3: Front View



Figure 4: Back View



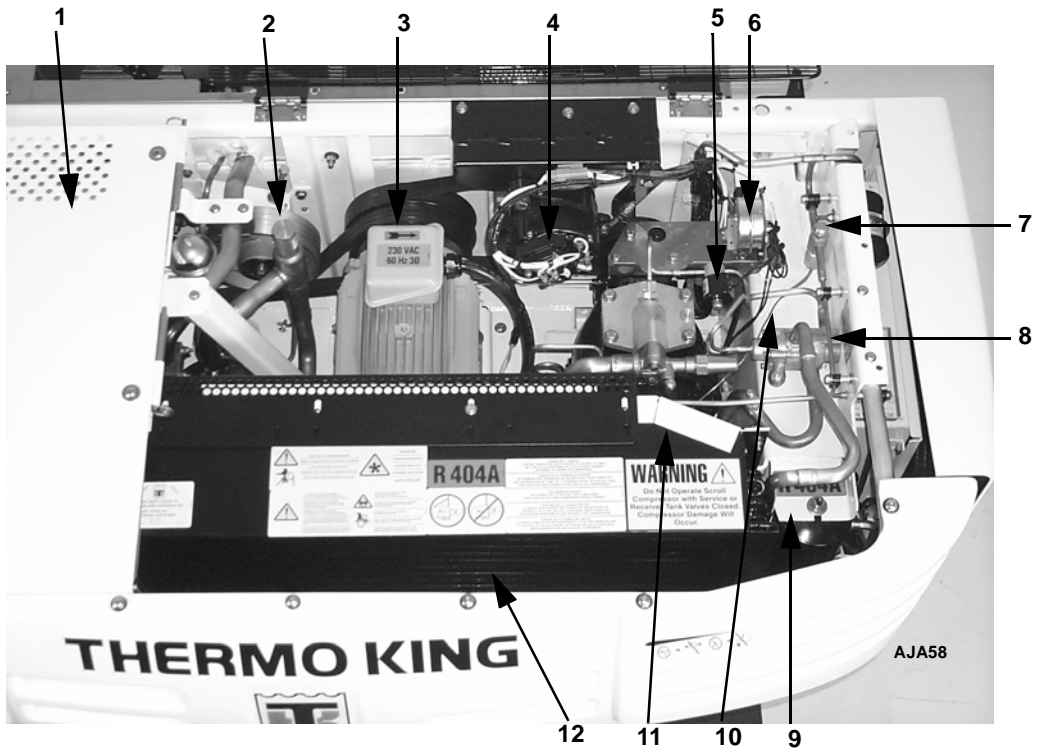
AJA586

Figure 5: Left Side View



AJA58

Figure 6: Right Side View



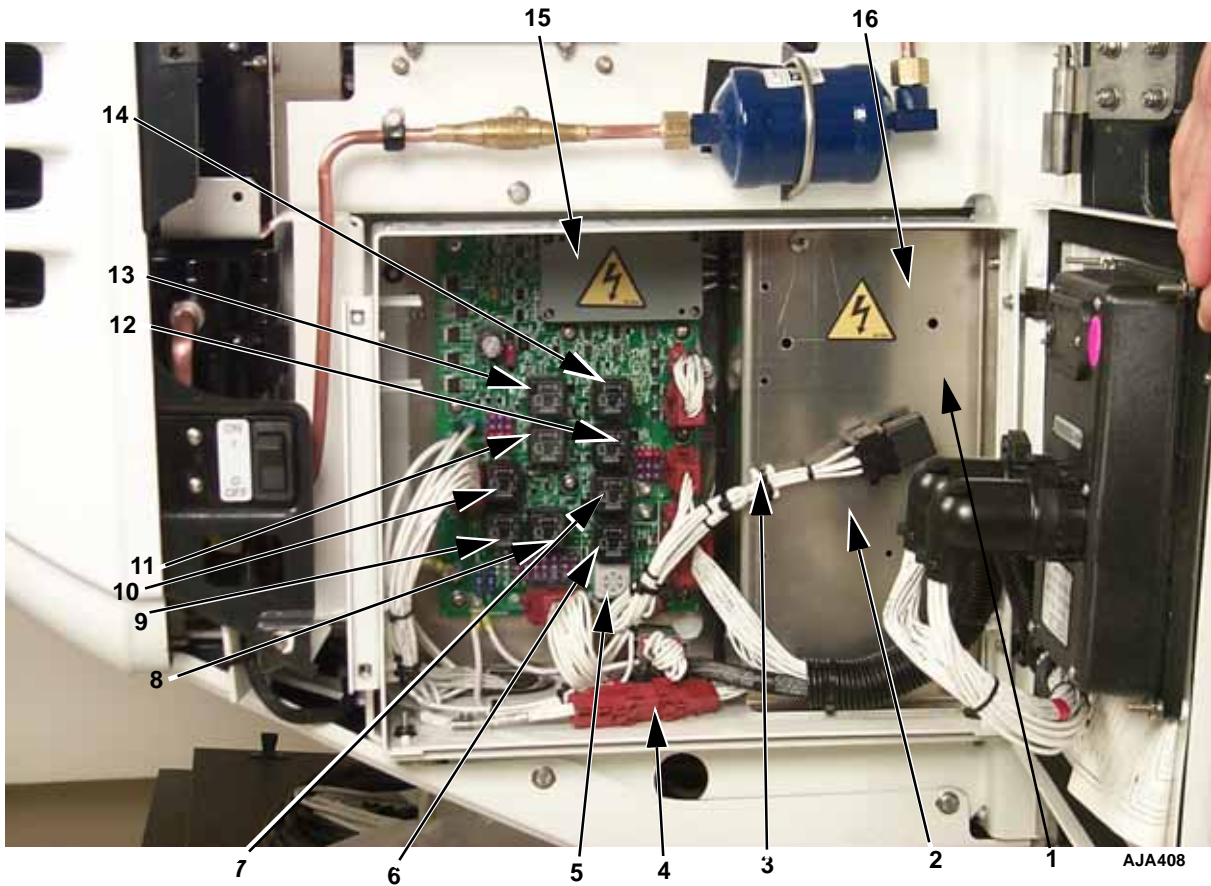
1.	Engine (Not Shown)
2.	Suction Pressure Regulator
3.	Electric Motor
4.	Alternator
5.	Pilot Solenoid
6.	Air Switch
7.	Liquid Injection Valve
8.	Three-way Valve
9.	Receiver Tank
10.	Discharge Service Port (Not Shown)
11.	Scroll Compressor (Not Shown)
12.	Accumulator (Not Shown)
13.	Muffler
14.	Engine Coolant Drain

Figure 7: Components



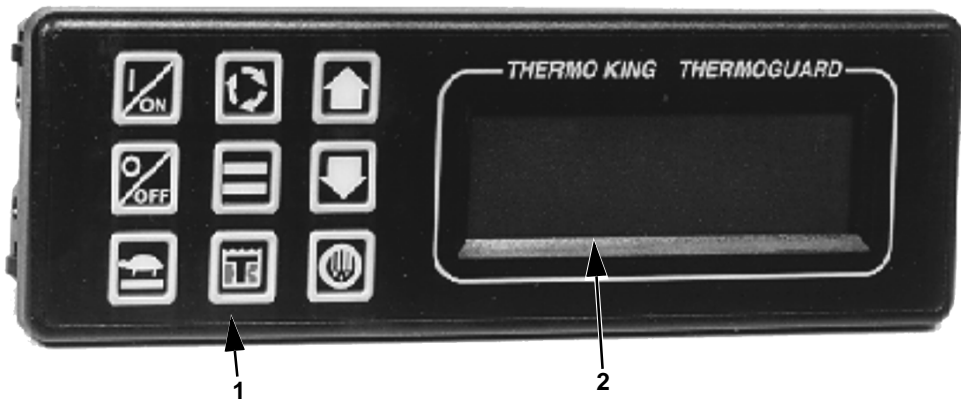
AJA58

Figure 8: North American Power Receptacle Box



1.	Motor Contactor A (Behind Cover Plate)	9.	K1 Relay
2.	Overload Contactor (Behind Cover Plate)	10.	K3 Relay
3.	Overload Reset Solenoid (Behind Cover Plate)	11.	K2 Relay
4.	Remote Control Cab Box Harness Connector	12.	K5 Relay
5.	Preheat Buzzer	13.	K6 Relay
6.	K8 Relay	14.	K4 Relay
7.	K7 Relay	15.	Caution High Voltage Module
8.	K9 Relay	16.	Motor Contactor B (Behind Cover Plate)

Figure 9: Control Box



1.	Keypad	2.	LED Display
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Figure 10: ThermoGuard Remote Control Panel



AEA103

Figure 11: Remote Light Display

μP-T System Description

General Description

The μP-T microprocessor controllers are self contained temperature control units designed for Smart Reefer (SR) truck units.

The Model 50 unit is powered by either a diesel engine or an external electric standby power source turning an induction motor. The unit mounts on the upper front of the truck box and the evaporator extends into the box. The compressor, condenser and evaporator fans are driven by belts. Defrost is accomplished by means of hot gas when operating in Diesel mode and hot gas and electric evaporator heaters (option) when operating in optional Electric Heat mode.



CAUTION: *Dangerous single phase or three phase AC power is present whenever the unit is operating in Electric mode or whenever the unit is connected to external standby power. Voltages of this magnitude can be lethal. Exercise extreme caution when working on the unit.*

μP-T Control System

The μP-T microprocessor control system consists of the following main components:

- Microprocessor Power Switch
- Remote Control Panel
- μP-T Microprocessor
- Interface Board
- Sensors
- Refrigeration System Controls
- Engine Controls
- High Voltage Tray (Model 50 Units).

Microprocessor Power Switch

The Microprocessor Power switch applies 12 Vdc control power to the microprocessor and must be On to operate the unit. It is located on the unit frame just below the control box on the side of the unit. Main power to the balance of the controls is supplied by the 50 amp circuit breaker CB1.

NOTE: *When the Microprocessor Power Switch is turned to the Off position, power is still applied to the Interface Board and control circuits via CBI. To completely remove power from the control system, disconnect the unit battery.*

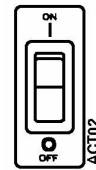


Figure 12: Microprocessor Power Switch

For additional information, see μP-T Microprocessor Diagnosis Manual.

Optional Electric Standby (Model 50 Units Only)

The Electric Standby option allows the unit to be operated on either the diesel engine or external electric power. The units can be supplied to operate on either single phase or three phase power.



CAUTION: *High voltage AC power is present whenever the unit is operating in Electric mode and whenever the unit is connected to external standby power. Voltages of this magnitude can be lethal. Exercise extreme caution when working on the unit.*

⚠ CAUTION: *The Electric Power Icon will not appear in the display if electric power is not present (the unit is not plugged in), or if there are electrical voltage or phase problems while the power cord is connected to a power outlet. Under these conditions, when the microprocessor power switch is turned on and the ON key is pressed, the unit will start and run on diesel automatically.*

⚠ CAUTION: *Electric operation mode is not stored in the controller if the microprocessor power switch is turned OFF. Turning the switch back ON again, even with the power cord connected, will not assure start up in Electric Standby. If the voltage is low or an electric phase is missing, the Electric icon will not be present in the display and the unit will start in diesel.*

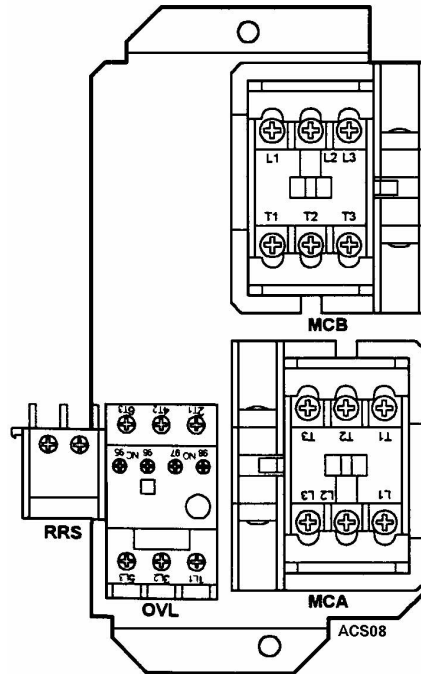


Figure 13: High Voltage Tray with Phase Correction Standard Board

Standard Model 50 Features

The following features are standard equipment on units equipped with Electric Standby.

Automatic Diesel/Electric Selection: The unit will automatically switch to electric operation when a power cord is connected and the standby power is switched On.

Remote Reset Solenoid: A remote reset solenoid is provided to reset the overload relay.

Hot Gas Heat: Hot gas heat is utilized on standard Model 50 units.

Automatic Phase Correction (Three Phase Units Only): The control system features two motor contactors. This allows correct motor rotation regardless of phase rotation on the incoming power.

Optional Model 50 Features

The following feature is available as an option on units equipped with Electric Standby.

- Electric Heat

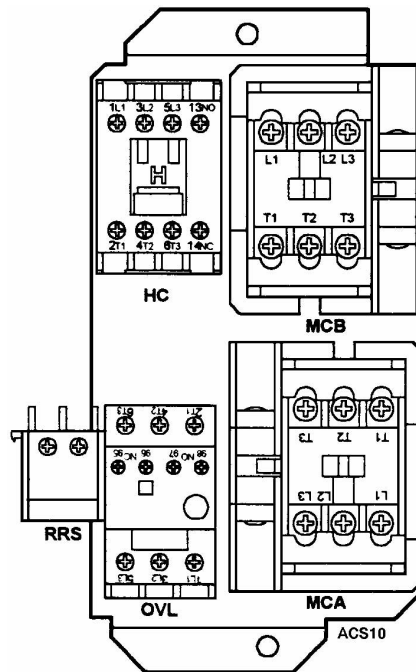
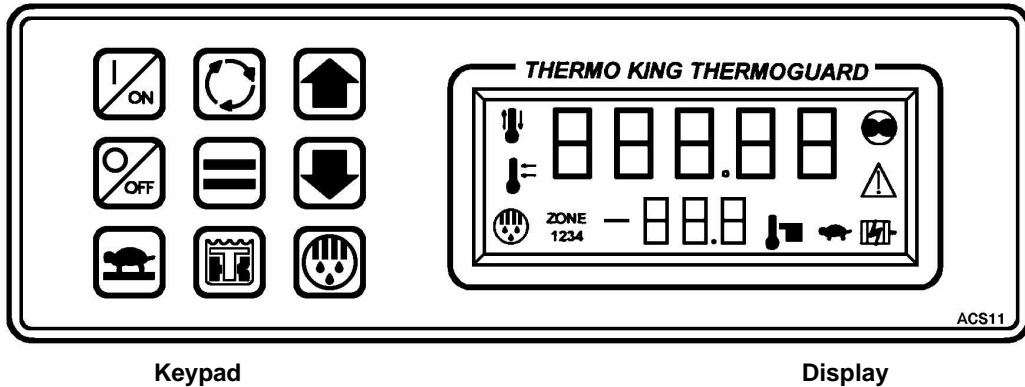


Figure 14: High Voltage Tray with Phase Correction and Electric Heat

Remote Control Panel Features

The remote panel is connected to the microprocessor and is used to operate the unit. It may be located in the truck dashboard using the supplied DIN mounting ring, under the dashboard using the supplied under dash mounting kit or on

the dashboard using the supplied plastic mounting strips. An optional body mount enclosure kit is available to mount the remote control panel on the truck box.



These nine touch sensitive keys are used to turn the unit On and Off, change the setpoint and control or change the units operation.

The display normally shows the Standard Display of return air temperature and setpoint. The display shown here has all possible segments lighted.

Figure 15: Remote Control Panel

Keypad Keys



ON Key: Turns the unit On.



OFF Key: Turns the unit Off.



SELECT Key: Scrolls through the prompt and display screens.



UP ARROW Key: Chooses prompt screen actions or increases setpoint or other setting.



DOWN ARROW Key: Chooses prompt screen actions or decreases setpoint or other setting.



ENTER Key: Executes prompts or loads setpoints or other new settings.



DEFROST Key: Initiates a Manual Defrost cycle.



WHISPER Key: Disables high speed Diesel mode operation.



Logo Key: Initiates the Unit Self Check test and displays software revision.

Understanding the Display

The display normally shows the Standard Display of return air temperature and setpoint. In addition, the icons located at the sides of the display indicate the operating mode of the unit and shows if any alarm codes are present. Pressing the **SELECT** key will show the prompt and display screens. The display shown here has all possible display features turned On.

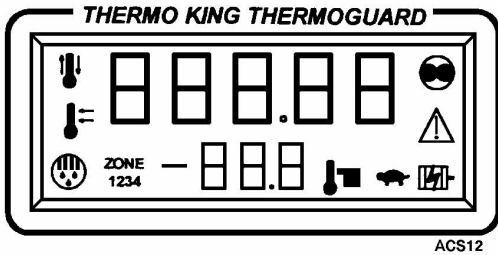











Figure 16: Display Screen Features

Display Icons

-  **Cool Icon:** Appears when the unit is cooling.
-  **Heat Icon:** Appears when the unit is heating.
-  This icon appears during a remote control panel test but is not used on truck units.
-  **Defrost Icon:** Appears when the unit is defrosting.
-  **CYCLE-SENTRY Icon:** Appears when CYCLE-SENTRY mode has been selected.

-  **Alarm Icon:** Appears when an alarm condition has been detected by the microprocessor.
-  **Electric Icon:** Appears when the AC power is connected and the phases are correct.
-  **Setpoint Icon:** Appears when the setpoint is being shown in the lower display.
-  **Whisper Icon:** Appears when Whisper mode has been selected.

ZONE 1234 These icons appear during a remote control panel test but are not used on truck units.

Reading a Typical Display

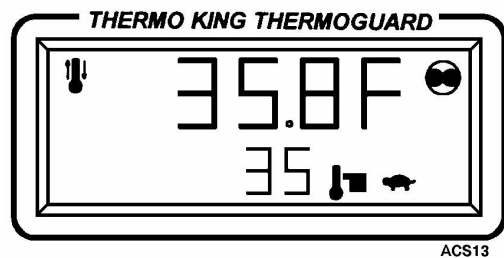


Figure 17: Typical Display

This display shows the following information:

1. The unit is On and is cooling.
2. CYCLE-SENTRY mode and Whisper mode have been selected.
3. The Box temperature is 35.8 F and the setpoint is 35 F.

The Standard Display

The Standard Display appears when the unit is turned On and no other functions have been selected. The box temperature appears in the upper display and the setpoint appears in the lower display. This display shows a box

temperature of 35.8 F and a setpoint of 35 F. The Standard Display is the starting point used to reach all other prompts and displays. To return to this display from any other prompts or display, wait 10 seconds and it will return automatically.

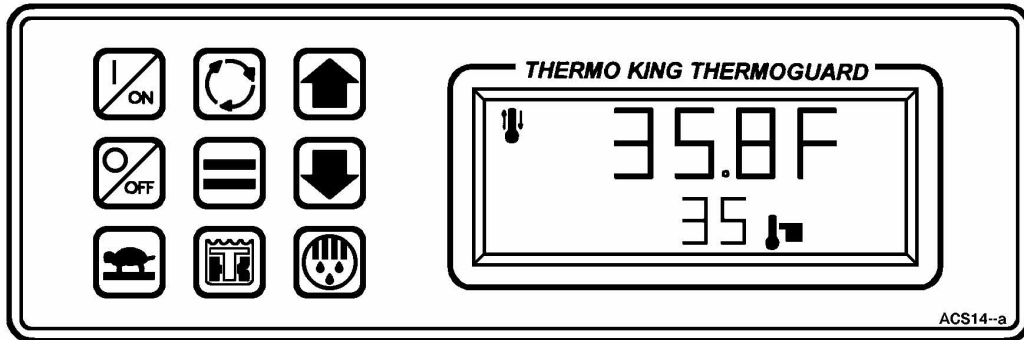


Figure 18: Standard Display

Changing The Setpoint

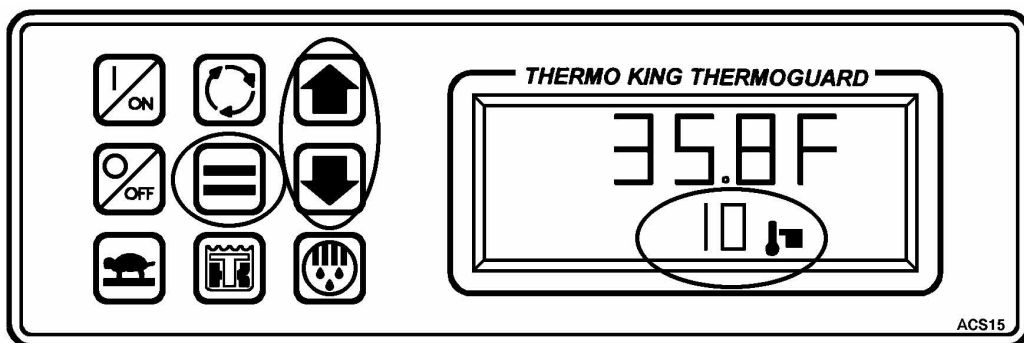






Figure 19: Changing the Setpoint

1. Press the  ON key to turn the unit On.
2. Press the  or  ARROW keys to select the desired setpoint.
3. Press the  ENTER key to load the new setpoint into the microprocessor. The display will show [Lod] (abbreviation for Load) and will display for a few seconds and then the new setpoint will reappear in the display.

IMPORTANT: The ENTER key must be pressed or the setpoint WILL NOT be changed. The display will return to the Standard Display and the setpoint will return to the old setpoint in about 10 seconds if the ENTER key is not pressed.

Selecting CYCLE-SENTRY or Continuous Mode

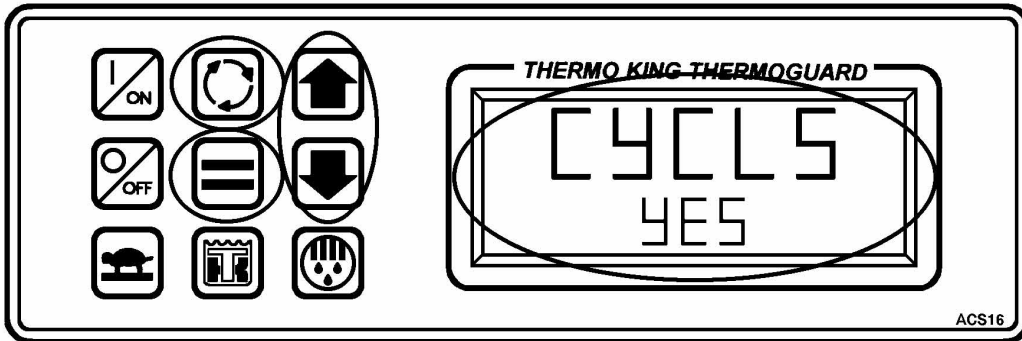







Figure 20: Selecting CYCLE-SENTRY or Continuous Mode

1. Press the  ON key to turn the unit On.
2. Press the  SELECT key to display [CYCL5] and [YES] or [no].
3. Press the  or  ARROW keys to select the desired mode
[YES] = CYCLE-SENTRY mode

[no] = Continuous mode.

4. Press the  ENTER key to load the new operating mode selection into the microprocessor.

IMPORTANT: The ENTER key must be pressed or the setpoint will not be changed. The display will return to the Standard Display and the setpoint will return to the old setpoint in about 10 seconds if the ENTER key is not pressed.

Starting The Engine

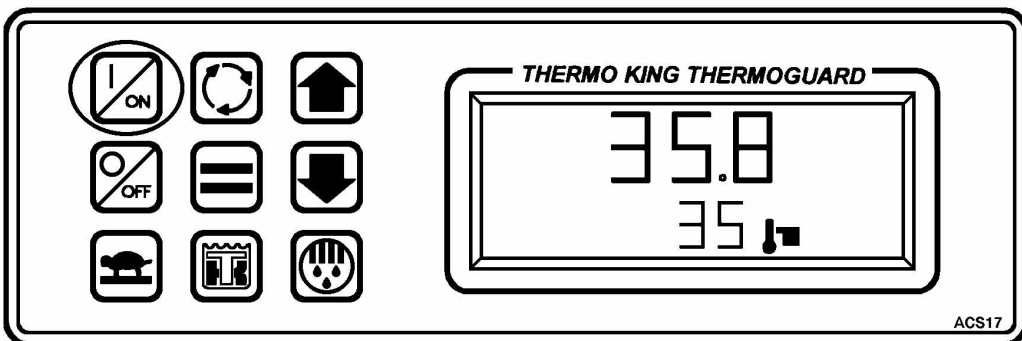



Figure 21: Starting The Engine

 **CAUTION:** This unit will start automatically in either CYCLE-SENTRY or Continuous mode after the ON key is pressed.

1. Press the  ON key to turn the unit On.

If no other key is pressed, the engine will automatically preheat and start in about 10 seconds in either CYCLE-SENTRY or Continuous mode. If other keys are pressed (for example: to change the setpoint or view display screens), the engine will automatically preheat and start about 10 seconds after the last key is pressed.

Initiating a Manual Defrost Cycle

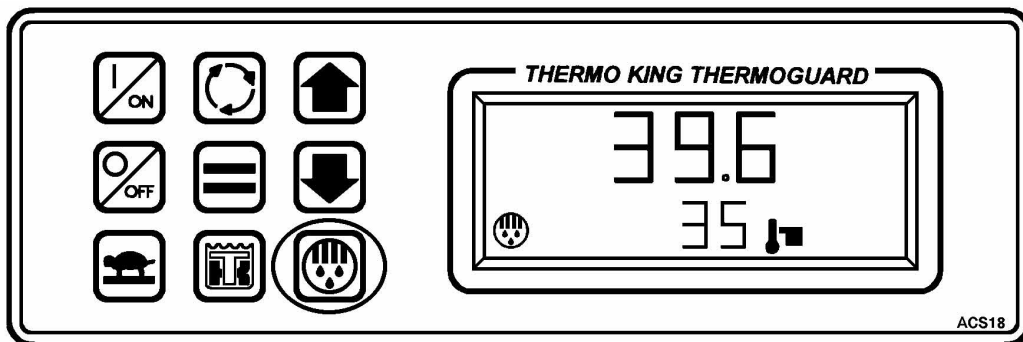


Figure 22: Initiating a Manual Defrost Cycle

1. The unit must be running in either CYCLE-SENTRY or Continuous mode and the coil temperature must be below 45 F (7 C). Press the **DEFROST** key to start a Manual Defrost cycle. The defrost prompt will appear in the display when the unit starts a Defrost cycle. The Defrost cycle will terminate automatically. If the unit is not running or the coil temperature is not below 45 F (7 C), the request will be ignored.

Checking The Software Revision

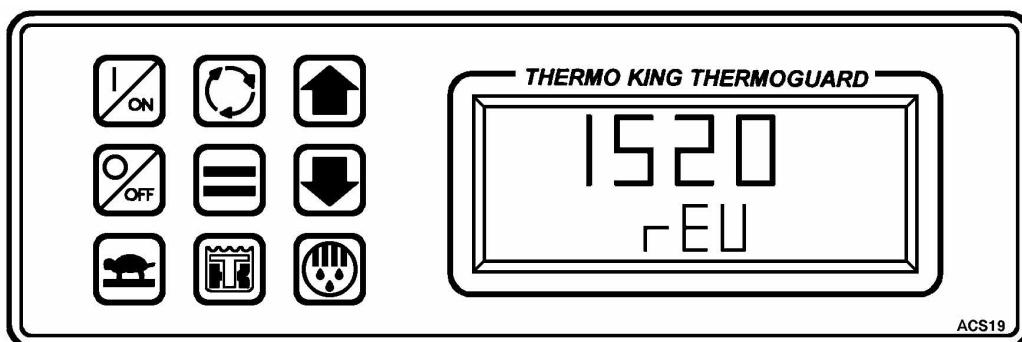





Figure 23: Software Revision

1. Press the  **ON** key to turn the unit On.
2. Press and hold the  **TK Logo** key to display [USC].
3. Press the  **SELECT** key to display [rEU] and the software revision.
The software revision shown here is Revision 1520.

Viewing Prompt And Display Screens

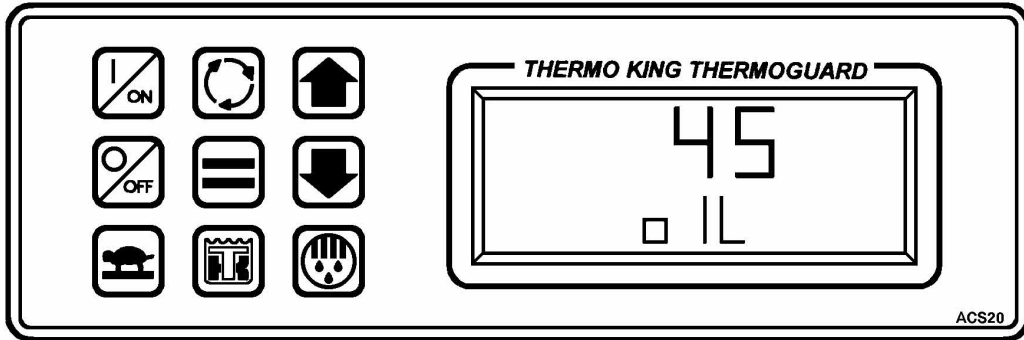




Figure 24: Viewing Prompt And Display Screens

1. Press the  **ON** key to turn the unit On.
2. Press the  **SELECT** key repeatedly to show the prompt and display screens.

The prompt and display screens will appear in the following order:

[ALr]: Alarm codes if present. If no codes exist this screen will not appear.

[CYCLS]: CYCLE-SENTRY or Continuous mode prompt screen. [YES] - CYCLE-SENTRY; [no] = Continuous

[dIS]*: Discharge air temperature as measured by the discharge temperature sensor.

[coL]*: Evaporator coil temperate as measured by the evaporator coil temperature sensor.

[tLH]: Total amount of time in hours the unit has been turned On with the keypad **ON** key.

[EnH]: Total amount of time in hours the diesel engine has run.

[ELH]: Total amount of time in hours the electric motor has run (on units equipped with Standby).

[Hr4]: Total accumulated hours on hourmeter 4 (only appears if this hourmeter is set to Type 1, 2 or 3).

[Hr5]: Total accumulated hours on hourmeter 5 (only appears if this hourmeter is set to Type 1, 2 or 3).

[Hr6]: Total accumulated hours on hourmeter 6 (only appears if this hourmeter is set to Type 1, 2 or 3).

[oIL]*: Diesel engine oil pressure.

[Ent]*: Diesel engine coolant temperature.

[rPn]*: Diesel engine RPM.

[bAt]*: Battery voltage of the unit battery.

[bLit]: Backlight select (allows the driver to select high or low backlight illumination level).

[dFI]: Initial defrost interval.

[ddr]: Defrost duration.

* Each prompt or display screen will remain On the display for about 10 seconds. If no other key is pressed, the display will then return to the Standard Display of box temperature and setpoint.

Locking a Display Screen on the Display

* The display screens in the list above that are underlined can be locked on the display. Select the desired display screen by pressing the **SELECT** key and then press the **ENTER** key. The display will now remain On the screen until any other key is pressed.

Viewing and Clearing Alarm Codes

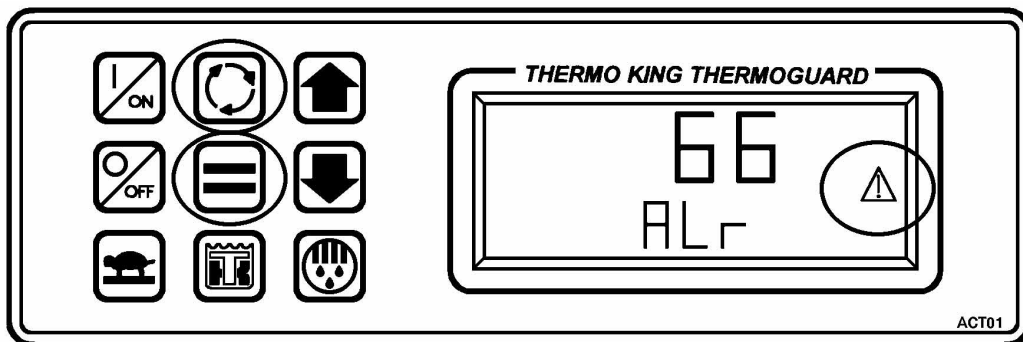




Figure 25: Alarm Code Display

1. Press the  **ON** key to turn the unit On.
2. If the  Alarm icon is present, one or more alarms have been detected.



To View Alarm Codes

1. Press the  **SELECT** key to show the Alarm display screen.

If more than one alarm code exists, each will be displayed for several seconds.

The alarm code shown here is alarm code 66—Low Engine Oil Level.

To Clear Alarm Codes

1. Correct the cause of the alarm code.
2. Press the  **SELECT** key to display the alarm code.
3. Press the  **ENTER** key to clear the alarm code.

If more than one alarm code is present, the **ENTER** key must be pressed to clear each alarm code individually.

μP-T Alarms

Alarms and Alarm Codes:

If an abnormal condition is sensed by the microprocessor, an alarm code is generated and saved in memory. There can be more than one alarm present at one time. An alarm code will remain in memory until it is cleared.

The Alarm icon will appear in the display to indicate that an alarm has been sensed. If the alarm occurred during a Unit Self Check, it will be preceded by a dash (-).

These alarm codes will direct a service technician to the source of a problem. Always record any alarm codes present, they will be invaluable to the service technician.

Displaying Alarms:

If the Alarm icon appears on the display, press the **SELECT** key to display the alarm. If more than one alarm is present, they will “cycle” through the display, with each alarm appearing for several seconds.

Clearing Alarms:

To clear an alarm after the alarm condition is corrected, press the **SELECT** key to display the alarm and then press the **ENTER** key to clear it. Repeat this process for any additional alarms.

Types of Alarms

There are three types of alarms. They may occur individually or along with other alarms. There can be more than one alarm present at one time.

Alarms that occurred during a Unit Self Check will be preceded by a dash (-).

Stored Alarm: Indicates that a condition exists that does not affect unit operation but that should be investigated. The Alarm icon will appear for 30 seconds when the unit On/Off switch is turned On and then disappear.

Check Alarm: Notice to take corrective action before an abnormal condition becomes severe. The Alarm icon will appear and remain On.

Shutdown Alarm: Indicates conditions that may damage the unit. The unit will automatically shut down, the Alarm icon will appear and the entire display will flash On and Off.

To view the complete list of possible alarm codes and their definitions, see the μ P-T Microprocessor Diagnosis Manual. An alarm code listing is shown on the next page. This listing is applicable for all μ P-T microprocessors with Revision 15XX Software.

μ P-T Alarm Codes

Stored	Check	Shutdown	Code	Description
			00	No Fault
	X		02	Evaporator Coil Sensor
	X		03	Return Air Sensor
	X		04	Discharge Air Sensor
	X		06	Engine Water Temperature Sensor
X		X	07	Engine RPM Sensor
	X	X	09	High Evaporator Temperature
		X	10	High Discharge Pressure or Compressor Temperature
	X		11	Unit Controlling on Discharge Air Sensor
		X	12	Sensor Shut Down
		X	17	Engine Failed to Crank (CYCLE-SENTRY)
		X	18	High Engine Water Temperature
		X	19	Low Engine Oil Pressure
		X	20	Engine Failed to Start (CYCLE-SENTRY)
	X		21	Cooling Cycle Check

μP-T Alarm Codes

Stored	Check	Shutdown	Code	Description
	X		22	Heating Cycle Check
		X	23	Cooling Cycle Fault
		X	24	Heating Cycle Fault
		X	25	Alternator Check
		X	28	Unit Self Check Abort
X			31	Oil Pressure Sensor
	X	X	32	Refrigeration Capacity Low
	X		33	Check Engine RPM
		X	35	Run Relay Circuit; High Compressor Temperature Still Open
X		X	36	Electric Motor Failed to Run
X	X		37	Check Engine Water Level
		X	38	Electric Phase Reversed or Motor Overload Tripped
	X		40	High Speed Circuit
	X		52	Heat Circuit
		X	54	Test Mode Timeout
		X	61	Battery Check
		X	63	Engine Stopped—Reason Unknown
		X	66	Low Engine Oil Level
X			70	Hourmeters Exceed 99999 Hours
X			71	Hourmeter 4 Exceeds Set Limit
X			72	Hourmeter 5 Exceeds Set Limit
X			73	Hourmeter 6 Exceeds Set Limit
	X	X	74	Microprocessor Reverted to Default Settings
X			77	Internal Fault Code, Factory or Dealer Reset

μP-T Unit Self Check Test

The Unit Self Check is a functional test of the unit's operating capability. Once the test is started by the operator, it is fully automatic and requires no operator attendance.

Starting the Unit Self Check

The following steps are necessary to start a Unit Self Check:

1. Turn the On/Off switch On.
2. Clear any alarms.
3. Press and hold the **TK Logo** key for at least 3 seconds until the Unit Self Check [USC] prompt screen appears.
4. Press the **ENTER** key. The display will briefly show [Lod] and the unit will then start the Unit Self Check.

If any alarms were not cleared before starting the Unit Self Check, they will be displayed at this time. They can be cleared by pressing the **ENTER** key.

The balance of the Unit Self Check is fully automatic and requires no operator attendance. The following tests are performed:

Preheat and Start

The controller will automatically preheat and start the diesel engine.

Display Check

All segments of the display will be lighted at the same time.

Show Programmable Settings

All programmable settings will be sequentially displayed. These settings may be verified by the operator if necessary.

Defrost Check

The operation of the damper door is checked.

RPM Check

The diesel engine RPM is checked in both high and low speed.

Cooling Check

The ability of the unit to cool is checked.

Heating Check

Checks unit's heating performance.

Cooling Check

Second cooling test ensures the unit can switch from cool to heat and back to cool.

Unit Self Check Report

At the completion of the Unit Self Check, the check results will appear on the display. They will remain until any key on the controller is pressed. Check results are shown as either [PASS], [CHEC] or [FAIL].

[PASS]—The unit has passed the Unit Self Check.

[CHEC]—Stored or check alarm conditions were detected during the Unit Self Check. These alarms will be preceded by a dash (-) to indicate that they were detected during a Unit Self Check.

[FAIL]—Shutdown alarm conditions were detected during the Unit Self Check and the unit has been shut down to prevent possible damage. This will occur as soon as a shutdown condition is detected. The Unit Self Check will not be completed.

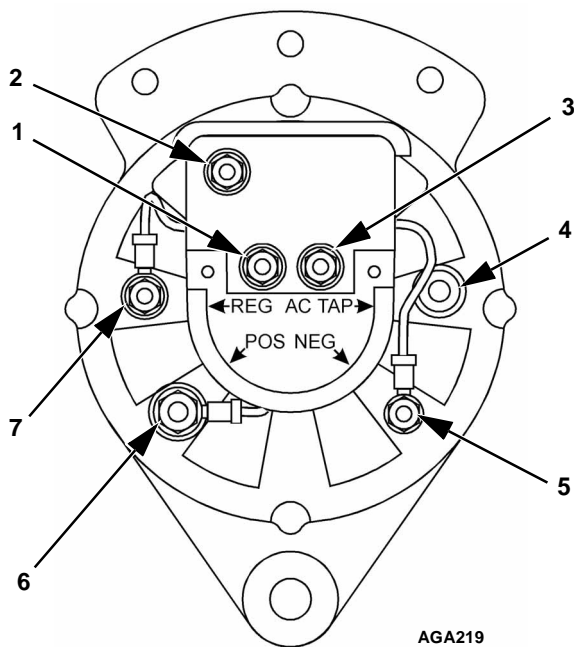
If check or shutdown alarms are detected during a Unit Self Check the condition(s) should be corrected and the check repeated before releasing the unit for service. See the μP-T Microprocessor Diagnosis Manual for details.

Electrical Maintenance

Alternator (Prestolite) Charging System Diagnostic Procedures

NOTE: Units manufactured with *CYCLE-SENTRY* and alternators with integral regulators **MUST** use replacement alternators with integral regulators.

CAUTION: Full-fielding alternators with the integral regulator is accomplished by installing a jumper from terminal F2 to ground. Attempting to full-field the alternator by applying battery voltage to terminal F2 will cause voltage regulator failure.



1.	EXC Terminal	5.	NEG—B- Terminal
2.	F2 Terminal	6.	POS—B+ Terminal
3.	VOLT SENSE Terminal	7.	REG—D+ Terminal
4.	AC TAP Terminal		

Figure 26: Prestolite Terminal Locations

Complete the following checkout procedure before replacing the voltage regulator or the alternator.

- When testing alternators use accurate equipment such as a digital multimeter and an amp clamp or an equivalent. See the Tool Catalog.
- Make sure the drive belts and pulleys of the charging system are in good condition and are adjusted properly before testing the alternator. Worn belts and pulleys or loose belts will lower the output of the alternator.
- The battery must be well charged, the battery cable connections must be clean and tight, and the 2A and excitation circuits must be connected properly.

NOTE: All voltage readings should be taken between the negative battery terminal, or a good chassis ground, and the terminals indicated, unless stated otherwise.

1. Press the **OFF** key to make sure the unit is turned Off.
 2. Check the battery voltage. If the battery voltage is less than 12 volts, the battery must be charged or tested to determine if it should be replaced.
 3. Check the voltage at the B+ terminal on the alternator. Battery voltage must be present. If not, check the 2A circuit.
 4. Check the voltage at the VOLT SENSE terminal on the alternator. Battery voltage must be present. If not, check the SENS circuit.
 5. Use the Service Test mode to place the unit in high speed cool before the engine starts. See the μ P-T Microprocessor Diagnosis Manual for information about the Service Test mode.
 6. Check the voltage at the EXC terminal on the alternator. Battery voltage must be present. If not, check the EXC circuit.
 7. Attach a clamp-on ammeter to the 2A wire connected to the B+ terminal on the alternator.
 8. Connect a voltmeter between the B+ terminal and a chassis ground.
 9. Start the unit and use the Service Test mode to place the unit in high speed cool. See the μ P-T Microprocessor Diagnosis Manual, for information about the Service Test mode.
 10. Connect a jumper wire between the F2 terminal and a chassis ground. This will full field the alternator.
- b. If there is *low* or *no* output, the alternator is probably faulty. However, the following items are potential causes for not charging:
- Check the alternator brushes.
 - Check the 2A circuit from the alternator to the battery.
 - Properly tension the alternator belt.
 - Check battery cable connections and the alternator ground. They must be clean and tight.
 - The battery must be in good condition and must accept a charge.
 - Check for excessive or unusual amperage draw by the unit control circuits.

Excessive Voltage Output

12 Volt Alternators With Internal Regular Setting:

When a Thermo King unit is installed on a truck, it is often connected to a truck battery. When both the Thermo King unit and the truck engine are running on the truck battery, the charging system with the higher voltage may automatically turn off the charging system with the lower voltage output.

If it is determined that the Thermo King regulator setting is higher than the truck charging system or the batteries are consuming more water than normal the following solution may help solve the problem.

- Remove the wire labeled SENSE and tape off.
- Add a jumper wire from 2A to the SENSE terminal on the back of the alternator.

This should reduce the voltage to the battery by 0.2 to 0.3 of a volt.



CAUTION: *Never apply battery voltage to terminal F2 or voltage regulator failure will occur.*

- a. Full alternator output (the alternators rated output) indicates the alternator is good but the voltage regulator needs replacement.

Battery

NOTE: *The Microprocessor Power switch must be placed in the Off position before connecting or disconnecting the battery terminals. The Microprocessor Power switch is located on the control box side of the unit.*

Inspect/clean the battery terminals and check the electrolyte level during scheduled maintenance inspections. A dead or low battery can be the cause of an ammeter indicating discharge due to lack of initial excitation of the alternator even after the unit has been boosted for starting. The minimum specific gravity should be 1.235. Add distilled water as necessary to maintain the proper water level.

Unit Wiring

Inspect the unit wiring and the wire harnesses during scheduled maintenance inspections for loose, chafed or broken wires to protect against unit malfunctions due to open or short circuits.

Electrical Contacts

Inspect all relay contacts for pitting or corrosion every 1,000 operating hours, and repair or replace as necessary.

Charging System (12 Vdc)

Immediately after start-up, the voltmeter may show a low voltage condition on systems with brush type alternators. This is due to a light film build-up on the alternator slip rings. The film build-up occurs primarily on units that have been sitting unused for long periods of time. The film should disappear after a minute or two, and the voltmeter should show a high voltage that will continue until the battery voltage is brought back up to normal. If the voltmeter shows low voltage after start-up, check the alternator belt tension and all charging circuit connections including the battery.

NOTE: *On installations where the unit is connected to the truck battery and both units are running—it is normal for the unit to indicate a discharge condition while the truck engine is running because of the truck's higher voltage charge rate.*

Preheat Buzzer

The preheat buzzer module on the circuit board is designed to indicate preheat is in operation.

RPM Sensor

The RPM sensor is in the engine bell housing adjacent to, but not touching, the flywheel (backed off 1/2 turn).

The RPM sensor is a device containing an inductance coil and magnet. When the magnetic field is distorted by the passing ring gear teeth, the inductance coil generates an ac electrical signal that has a voltage and frequency variation proportional to the engine RPM.

By monitoring the frequency of this signal with the μ P-T, the timing of the starter disengagement can be precisely controlled.

If the RPM sensor fails, the starter may not disengage or engage properly and a fault code will be generated to the microprocessor.

Testing the RPM Sensor:

The following equipment is required:

- AC voltmeter capable of reading up to 10 volts
- Ohmmeter

The flywheel (RPM) sensor may be checked as follows:

1. Install the flywheel (RPM) sensor into the flywheel; bracket of the start-stop unit until it contacts the ring gear. Back out the sensor 1/2 turn and tighten the locknut.

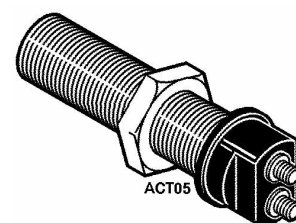


Figure 27: Flywheel (RPM) Sensor

- Disconnect wires RPM+ and RPM- from the sensor.

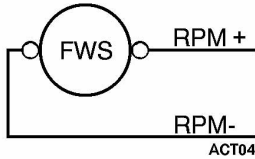


Figure 28: RPM+ and RPM- Wires

- Place the unit in Continuous Run. Run the unit on low speed and high speed. Check the AC voltage output across the sensor terminals. Use a meter with a high ohms per volt internal resistance. A Simpson 260, Fluke digital or any good VOM will work. However, an automotive type meter may not give an accurate reading because the meter may load the circuit heavily and cause the voltage level to appear lower than it actually is.
 - The output voltage should be 1.0 to 2.0 Vac on low speed.
 - The output voltage should be 2.0 to 2.5 Vac on high speed.

NOTE: *If the voltage is slightly off, the voltage may be increased by turning the sensor in more, and the voltage may be lowered by turning the sensor out more.*

- Reconnect RPM+ and RPM- wires on RPM sensor.

If the RPM sensor passes the above test, the sensor may be considered good.

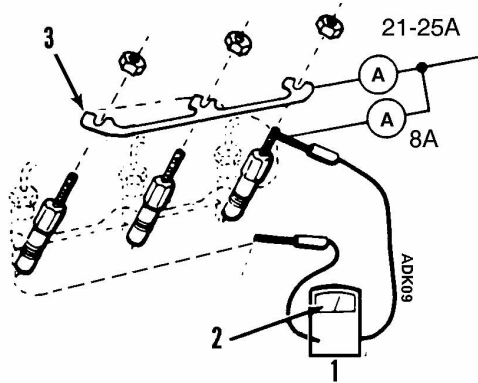
If the unit is not available, an alternate less reliable test may be performed as follows:

Disconnect the sensor from all wires, and measure the resistance across the terminals and from each terminal to the aluminum case. The resistance should be 250 to 300 ohms across the terminals, and there should be no continuity from each terminal to the case.

Glow Plugs

Glow plugs heat the combustion chamber to aid in quick starting. The glow plugs are energized when the microprocessor initiates unit start-up. A defective glow plug (burned out) can be detected by placing an external ammeter in series with the plugs. Normal current draw is approximately 21 to 25 amps when preheating. A current draw of 21 to 25 amps means all three glow plugs are working. If the current draw is less than 21 amps on Preheat, at least one glow plug is bad.

To isolate an open circuit glow plug, remove the jumper bar and test each glow plug individually with an ohmmeter or a jumper wire and ammeter. Each glow plug should have a resistance of approximately 1.5 ohms or a current draw of about 8 amps.



1.	Ohmmeter
2.	1.5 Ohms
3.	Remove Bar

Figure 29: Glow Plug Test

With an external ammeter connected in series, a shorted glow plug will show excessive current flow (more than 12 amps) when the Preheat switch is pressed or when CB1 circuit breaker is tripped, check each plug.

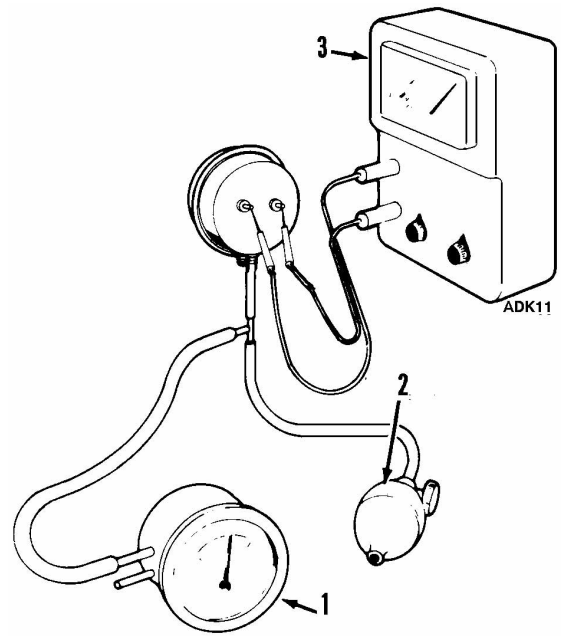
Condenser/Evaporator Fan Rotation (Electric Standby Operation)

The condenser and evaporator fans are belt driven. On electric standby operation, check for correct fan rotation by placing a small cloth or sheet of paper against the condenser fan grille on the front of the unit. Correct rotation will hold the cloth or paper against the grille. Improper rotation will blow the cloth or paper away from the grille. To correct check motor and motor contactor wiring as per wiring diagram, incorrect power cord wiring may give an alarm code 38.

Defrost Air Switch Checkout and Adjustment

Before testing or adjusting the air switch, check the clear plastic tubing and black plastic tubing to the evaporator coil. Make sure they are not obstructed or crushed. Check the probes in the evaporator housing to be sure they are in proper position, and make sure they are not obstructed.

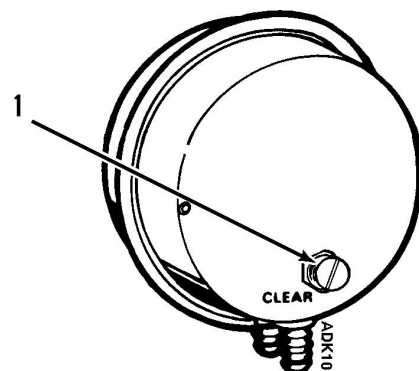
1. Remove plastic sensing tubing from both sides of the defrost air switch.
2. Disconnect one wire at switch terminal. Connect test light or continuity tester to the two terminals used on the switch.
3. Install test equipment (see Tool Catalog) onto the hose fitting on the side of the air switch stamped BLACK.
4. Pressurize the hose until the continuity tester indicates a completed circuit. Now read the dial of the test gauge. This is the setpoint of the air switch (correct reading is 0.70 ± 0.05 in. [17.8 ± 1.3 mm] H_2O). Release the pressure.



1.	Magnetic Pressure Gauge
2.	Squeeze Bulb Tool
3.	Continuity Tester

Figure 30: Testing Air Switch

5. If the switch is out of calibration, pressurize the hose again until the tester indicates 0.70 in. (17.8 mm) H_2O . Adjust the screw clockwise or counterclockwise until the switch closes and the continuity tester indicates a completed circuit with the gauge reading 0.70 in. (17.8 mm) H_2O . Release the pressure.



1.	Adjustment Screw
----	------------------

Figure 31: Air Switch

6. Repeat test procedure several times to be sure the setting is correct.
7. Remove the test equipment. Install wire on switch terminal and air sensing tubes on air switch. The BLACK hose from the high pressure or air inlet side of the evaporator coil goes on the hose fitting on the side of the air switch stamped BLACK. The CLEAR hose from the low pressure or air outlet side of the evaporator coil goes on the hose fitting on the side of the air switch stamped CLEAR.

NOTE: Route hoses for continuous slope to avoid condensate traps.

If too much frost continues to accumulate before defrost, decrease the pressure setting. Turn the adjustment screw counterclockwise.

If defrost action occurs with too little frost accumulation, increase the pressure setting. Turn the adjustment screw clockwise.

High Capacity TherMax™ Heating System

The high capacity heating system increases the capacity of the Heat mode by making more refrigerant available for use in the Heat mode. This is accomplished by adding an additional solenoid (TherMax™ solenoid) to the refrigeration system which opens during the beginning of the Heat mode to move the liquid refrigerant from the condenser to the accumulator where it can be used in the Heat mode. The sequence of operation for the improved heating system is from the Cool mode to the Heat mode with Refrigerant Transfer mode to the Heat mode. The Heat mode to Cool mode operation is the same as in the past. The bypass check valve, and the condenser check valve have been eliminated from the TherMax™ heating system.

The components that have been added to the system are:

- the TherMax™ solenoid
- the TherMax™ solenoid line
- the receiver outlet check valve

The TherMax™ solenoid controls the flow of refrigerant through the TherMax™ solenoid line. The TherMax™ solenoid line goes from the liquid line just past the receiver outlet check valve to the accumulator inlet. The receiver outlet check valve is located in the liquid line near the drier/receiver outlet. This check valve prevents refrigerant from migrating back into the receiver tank and condenser during the Heat mode.

Cool Mode

The Cool mode has not been changed in the TherMax™ heating system. The TherMax™ solenoid, which is normally closed, is de-energized during the Cool mode. The TherMax™ solenoid separates the high side from the low side. When the TherMax™ solenoid is closed, it does not allow liquid refrigerant to flow from the liquid line, through the TherMax™ solenoid line, to the accumulator.

Heat/Condenser Evacuation Mode

The unit will run in the Condenser Evacuation mode for two minutes before entering the Heat mode. This is accomplished by opening (energizing) the TherMax™ solenoid while the unit is running in cool. The pressure difference between the high pressure in the condenser and the low pressure in the accumulator drives much of the refrigerant out of the condenser and receiver into the accumulator. The refrigerant is then available for improved heating capacity. The unit is placed in the Heat mode by opening (energizing) the hot gas solenoid and closing (energizing) the condenser inlet solenoid. The TherMax™ solenoid remains open while the unit is in the Heat mode. The receiver outlet check valve prevents the migration of refrigerant back into the receiver tank and condenser.

Defrost Mode

The Condenser Evacuation mode is not used before the Defrost mode. The TherMax™ solenoid, the hot gas solenoid, and the condenser inlet solenoid are all energized at the same time. The TherMax™ solenoid remains open while the unit is in the Defrost mode.

Start Up Mode

For the first 20 seconds when the unit is started it runs in the Cool mode with the TherMax™ solenoid open and the alternator excitation circuit (7K) de-energized. This reduces the load. The Start Up mode is used for both diesel and electric operation.

Engine Maintenance

EMI 2000

EMI 2000 is an extended maintenance interval package. It was phased in as standard equipment on this unit in the first quarter of 2001. The EMI 2000 package consists of the following key components:

- New EMI 2000-Hour Cyclonic Air Cleaner Assembly and Air Cleaner Element (Standard equipment on all TS units)
- New EMI 2000-Hour Fuel Filter (black with gold lettering)
- New EMI 2000-Hour By-Pass Oil Filter (black with gold lettering)
- API Rating CG-4 Mineral Oil
- Five Year or 12,000 Hour ELC (Extended Life Coolant).

The EMI package allows standard maintenance intervals to be extended to 2,000 hours, or 1 year, whichever occurs first.

NOTE: Units equipped with the EMI 2000 package do require regular inspection in accordance with Thermo King's maintenance recommendations.

NOTE: The new EMI 2000 oil filters and new EMI 2000 air cleaners are NOT interchangeable with the oil filters and air cleaners previously used in this unit. See Service Bulletin T&T 275 for information about retrofitting EMI 2000 components.

Engine Lubrication System

The TK 3.74 diesel engine has a pressure lubrication system. Oil is circulated by a trochoid type oil pump driven by the crankshaft timing gear and has several times the capacity required by the engine. Oil is picked up through a suction tube with a screened inlet. Oil to the rocker arm shaft flows through a tube on the outside of the engine and into the head through a restrictor fitting.

Oil pressure is affected by oil temperature, viscosity and engine speed. Subnormal oil pressures usually may be traced to lack of oil, faulty relief valve or worn bearings. The use of improper viscosity oil will also produce low oil pressure shutdowns.

Engine Oil Pressure Sensor

Engine oil pressure sensor should rise immediately on starting. If engine oil pressure drops below 10 ± 2 psig (69 ± 14 kPa), the sensor signals the microprocessor to stop the engine. See ThermoGuard μ P-T Microprocessor Controller Diagnosis Manual.

Engine Oil Change

The engine oil should be changed according to the "Maintenance Inspection Schedule". Drain the oil only when the engine is hot to ensure that all the oil drains out. When changing oil, try to make sure that the trailer is not tipped away from the direction that the oil is supposed to flow from the oil pan. It is important to get as much of the residual oil out as possible because most of the dirt particles are in the last few quarts of oil to drain out. Refill the pan with oil (see the "Specifications" chapter) and check the dipstick level. Run the unit, and then recheck the oil level.

NOTE: Fill the crankcase slowly so oil will not run into the breather hose, thus filling up an open cylinder. Leaving the dipstick out while adding engine oil will vent the crankcase.

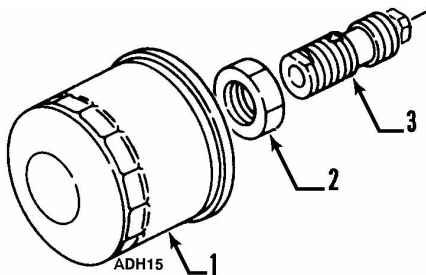
Add oil as necessary to reach the full mark. See Specifications chapter of this manual for correct type of oil.

Oil Filter Change

The oil filters should be changed along with the engine oil.

Spin-on Filters:

1. Remove the filter.
2. Apply oil to rubber ring of new filter and install filter.
3. Tighten the filter until the rubber ring makes contact, then tighten 1/2 turn more.



1.	Spin-on Oil Filter
2.	Pressure Valve Nut
3.	Oil Pressure Valve

Figure 32: Oil Filter Parts

Crankcase Breather

The crankcase breather system ducts crankcase gases formed in the crankcase directly to the intake elbow. Harmful vapors that would otherwise collect in the crankcase and contaminate the oil or escape to the outside, are now drawn back into the engine and burned. The breather hose should be inspected yearly to make sure it is not plugged.

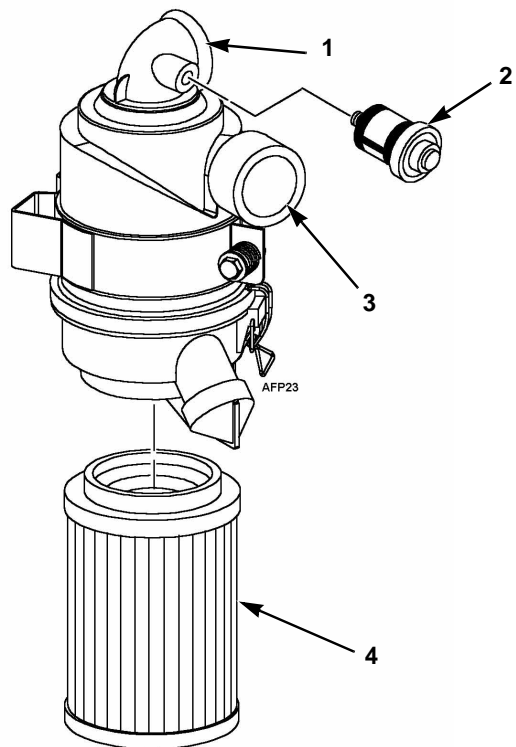
Engine Air Cleaner (EMI 2000)

The EMI 2000 air cleaner is a dry element air cleaner used in late model units. The air cleaner filters all of the air entering the engine. Excessive restriction of the air intake system affects horsepower, fuel consumption and engine life. Inspect the element at every oil change.

On dry element air cleaners equipped with an air restriction indicator, check the air restriction indicator during Pretrip inspections. The air restriction indicator is attached to the intake side of the air cleaner assembly.

Replace the air filter when the air restriction indicator reads 25 in. (635 mm) of vacuum. Press the reset button on the top of the air restriction indicator after replacing the air filter element.

Replace the EMI 2000 air cleaner element when the air restriction indicator reads 25 in. (635 mm) of vacuum, or at 2,000 hours, or 1 year, whichever occurs first. It cannot be interchanged with air filter elements used on previous Thermo King truck units.



1.	Output Connections
2.	Air Restriction Indicator (if equipped)
3.	Intake Hose Connection
4.	Dry Filter Element

Figure 33: Dry Type Air Cleaner

Engine Cooling System

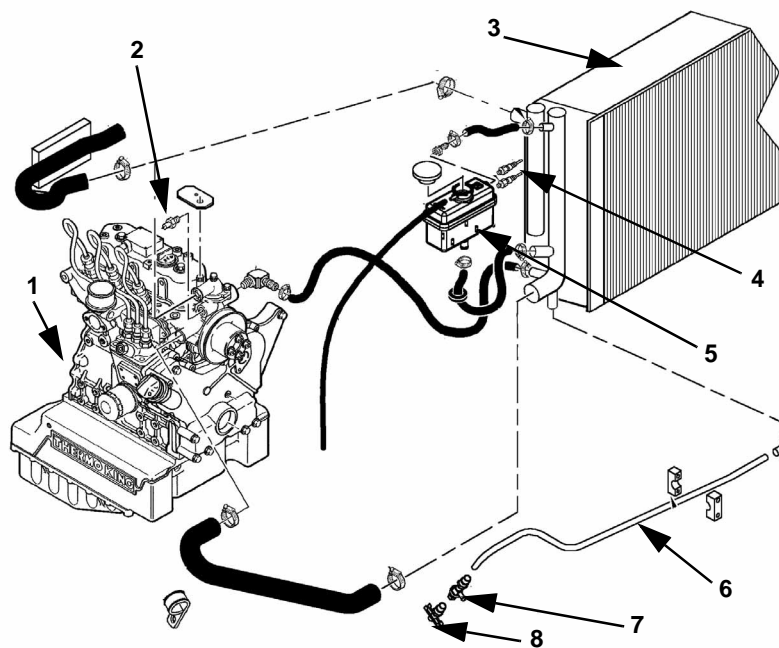
General Description

The engine employs a closed, circulating type, pressurized cooling system. Correct engine temperatures are controlled and maintained by a radiator, fan and thermostat. The coolant is circulated through the system by a belt-driven centrifugal pump. The pump draws the coolant from the side of the radiator (large header), circulates it through the cylinder block and head, then back to the radiator. A thermostat mounted in the water outlet from the cylinder head to the radiator automatically maintains coolant temperature within the specified temperature range.

All water-cooled engines are shipped from the factory with a mixture of 50% permanent type antifreeze concentrate and 50% water in the engine cooling system.

This provides the following:

1. Prevents freezing down to -30 F (-34 C).
2. Retards rust and mineral scale that can cause engine overheating.
3. Retards corrosion (acid) that can attack accumulator tanks, water tubes, radiators and core plugs.
4. Provides lubrication for the water pump seal.



AJA59

1.	Engine	5.	Overflow Tank
2.	Water Temperature Sensor	6.	Drain Tubing
3.	Radiator	7.	Drain Cock Adaptor
4.	Water Level Sensor	8.	Drain Cock

Figure 34: Engine Cooling Components

ELC (Extended Life Coolant)

ELC has been phased into these units as of the first quarter of 2001. The maintenance interval for ELC is 5 years or 12,000 hours. A nameplate on the coolant expansion tank identifies units with ELC.

NOTE: The new engine coolant, Texaco Extended Life Coolant, is Red in color instead of the current Green or Blue-Green colored coolants.

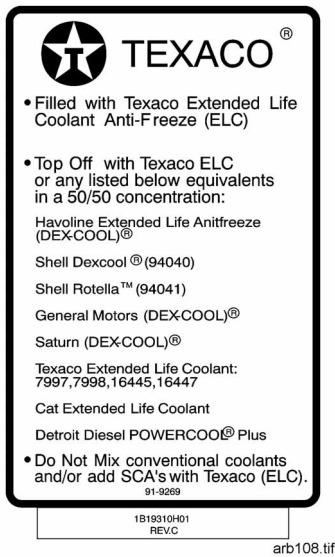


Figure 35: ELC Nameplate—Located On Expansion Tank

The following are the Extended Life Coolants currently approved by Thermo King for use in ELC units for five years or 12,000 hours:

- Texaco ELC #16445 (nitrite free) 100% concentrate.
- Texaco ELC #16447 premixed 50/50% concentrate.
- Havoline Dex-Cool #7994 (nitrite free) 100% concentrate, or #7997 (with nitrites) 100% concentrate.
- Havoline Dex-Cool #7995 (nitrite free) premixed 50/50% concentrate.

- Shell Dexcool #94040.
- Shell Rotella #94041.
- Havoline XLC #30379 (Europe) 100% concentrate.
- Havoline XLC #33013 (Europe) premixed 50/50% concentrate.
- Saturn/General Motors Dex-Cool.
- Caterpillar ELC.
- Detroit Diesel POWERCOOL Plus.



CAUTION: NEVER add Red Extended Life Coolants to cooling systems using Green or Blue-Green coolants. NEVER add Green or Blue-Green coolants to cooling systems using Red Extended Life Coolants.

NOTE: The use of 50/50% pre-mixed Extended Life Coolant (ELC) is recommended to assure that de-ionized water is being used. If 100% full strength concentrate is used, de-ionized or distilled water is recommended over tap water to insure the integrity of the cooling system is maintained.

ELC cannot be used in all older units. The water pump seal bellows and o-rings used on older units are not compatible with ELC.

To upgrade new production engines for ELC use, all water pump seal bellows were changed from NBR to HNBR elastomer, and the o-rings upgraded from NBR to EPDM elastomer. These changes were made as of TK 3.74 engine serial number A02105.

Units with engine serial numbers A02105 and after can be changed over to ELC coolant. The cooling system must be flushed until all traces of green or blue-green coolant dye are gone, and the discharge fluid (water) is clear. The system can then be filled with extended life coolant (ELC).

Units with engine serial numbers before A02105 must have the water pump replaced to change over to ELC coolant. See Service Bulletin T&T 275 for information about retrofitting the new water pump.

Antifreeze Maintenance Procedure

As with all equipment containing antifreeze, periodic inspection on a regular basis is required to verify the condition of the antifreeze. Inhibitors become worn out and must be replaced by changing the antifreeze. Change green or blue-green engine coolant every two years. Change ELC (red) engine coolant every five years or 12,000 hours (whichever occurs first).

Do not mix green or blue-green engine coolant with ELC (red) engine coolant. See “ELC (Extended Life Coolant)” on page 62 for more information about ELC.


The factory recommends the use of a 50/50% antifreeze mixture in all units even if they are not exposed to freezing temperatures. This antifreeze mixture will provide the required corrosion protection and lubrication for the water pump.

Checking the Antifreeze

Check the solution concentration by using a temperature compensated antifreeze hydrometer or a refractometer designed for testing antifreeze. Maintain a minimum of 50% permanent type antifreeze concentrate and 50% water solution to provide protection to -30 F (-34 C). Do not mix antifreeze stronger than 68% permanent type coolant concentrate and 32% water for use in extreme temperatures.


Changing the Antifreeze

1. Run the engine until it is up to operating temperature. Stop the unit.
2. Open the drain cock (see Figure 34 on page 61) and completely drain coolant. Observe coolant color. If the coolant is dirty, proceed with a, b, and c. Otherwise go to step 3.

 **CAUTION: Avoid direct contact with hot coolant.**

- a. Run clear water into radiator and allow it to drain out of the drain cock until it is clear.


- b. Close the drain cock and install a commercially available radiator and block flushing agent, and operate the unit in accordance with instructions of the flushing agent manufacturer.
- c. Open the drain cock to drain water and flushing solution.

 **CAUTION: Avoid direct contact with hot coolant.**

3. Run clear water into the radiator, and allow it to drain out of the drain cock until it is clear. When water has finished draining, close drain cock.
4. Inspect all the hoses for deterioration and the hose clamp tightness. Replace if necessary.
5. Loosen the water pump belt. Check the water pump bearing for looseness.
6. Inspect the radiator cap. Replace the cap if the gasket shows any signs of deterioration.
7. Mix one gallon of the appropriate permanent type antifreeze concentrate and one gallon clean water in a container to make a 50/50 mixture. (Do not add antifreeze and then add water to the unit. This procedure may not give a true 50/50 mixture because the exact cooling system capacity may not always be known).
8. Refill the radiator with the 50/50 mixture.

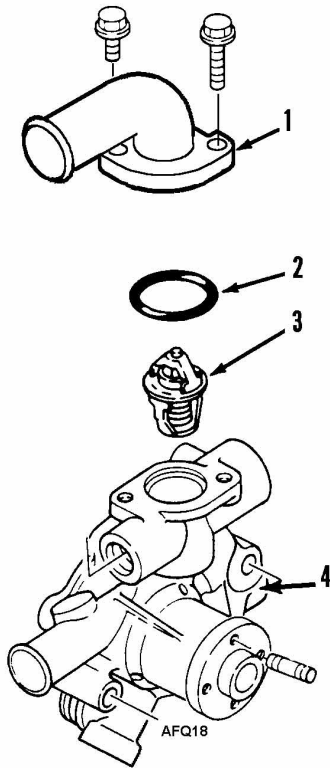
Bleeding Cooling System

After filling the radiator, run the unit up to operating temperature to check for overheating and coolant level and allow the air to be purged for a few minutes.

 **CAUTION: Do not remove the radiator cap while the engine is hot.**

Engine Thermostat

For the best engine operation, use a 180 F (82 C) thermostat year round.



1.	Thermostat Housing
2.	Gasket
3.	Thermostat
4.	Water Pump

Figure 36: Water Pump Assembly and Thermostat

Engine Fuel System

The fuel system used on the Thermo King TK 3.74 diesel is a high pressure system used in conjunction with a prechamber.

The components of the fuel system are:

- Fuel tank (may be the truck fuel tank)
- Electric Fuel pump
- Fuel filter
- Injection pump
- Injection nozzles

A 10 psig (69 kPa) electric fuel pump pulls fuel from the fuel tank through a prefilter, then pushes it to the fuel filter, and to the injection pump. The prefilter is designed for diesel fuel and is the only type that should be used.

The injection pump plungers are activated by an extension on the engine camshaft. The governor sleeve and weight assembly is mounted on the end of the crankshaft with governor's speed requirements being relayed to the injection pump through a linkage arrangement located in the front timing cover. The injection pump raises the pressure of the fuel and meters the correct amount of fuel to the nozzle at the correct time. The increased fuel pressure will lift the spring loaded nozzle to admit fuel into the combustion chamber.

The fuel system is relatively trouble free, and if properly maintained will usually not require major service repairs between engine overhauls.

The most common cause of fuel system problems is contamination. It cannot be stressed enough that the fuel must be clean, fuel tanks must be free from contaminants, and the fuel filter must be changed regularly. Any time that the fuel system is opened up, all possible precautions must be taken to keep dirt from entering the system. This means all fuel lines should be capped when open. The work should be done in a relatively clean area, if possible, and the work should be completed in the shortest time possible.

Thermo King recommends that any major injection pump or nozzle repairs be done by a quality diesel injection service specialty shop. The investment in equipment and facilities to service these components is quite high. Therefore, this equipment is not found in most repair shops.

The following procedures can be done under field conditions:

- Bleeding air from the fuel system.
- Maintenance involving the fuel tank and filter system.
- Speed and governor adjustments.
- Electric transfer pump replacement or repair (10 psig [69 kPa] pump with diesel filter).
- Injection line replacement.
- Pump timing.
- Nozzle spray pattern testing and adjustment.
- Minor rebuilding of nozzles.

Bleeding the Fuel System

The fuel system will have to have the air bled out if the engine runs out of fuel, if repairs are made to the fuel system, or air gets into the system for any other reason.

NOTE: MAKE SURE to keep the fuel tank vent open. If the vent becomes clogged, a partial vacuum develops in the tank, and this increases the tendency for air to enter the system.

Proceed as follows:

1. Loosen the bleeder screw on the inlet fuel fitting of the injection pump.
2. Energize the fuel pump by using the Interface Board Test mode to energize the Fuel On Relay (K9). See the μ P-T Microprocessor Diagnosis Manual, for information about the Interface Board Test mode. Tighten the bleeder screw on the injection pump when clear flow of fuel appears.

NOTE: At initial start-up, open the bleeder screw at the injection pump and bleed fuel until a clear flow is noted.

3. Loosen the injector lines on the injection nozzles.
4. Crank the engine until fuel appears at the nozzles. Tighten the injector lines, and start the engine.

NOTE: Fuel will not appear at the nozzles by merely running the electric pump. The engine must be cranked.

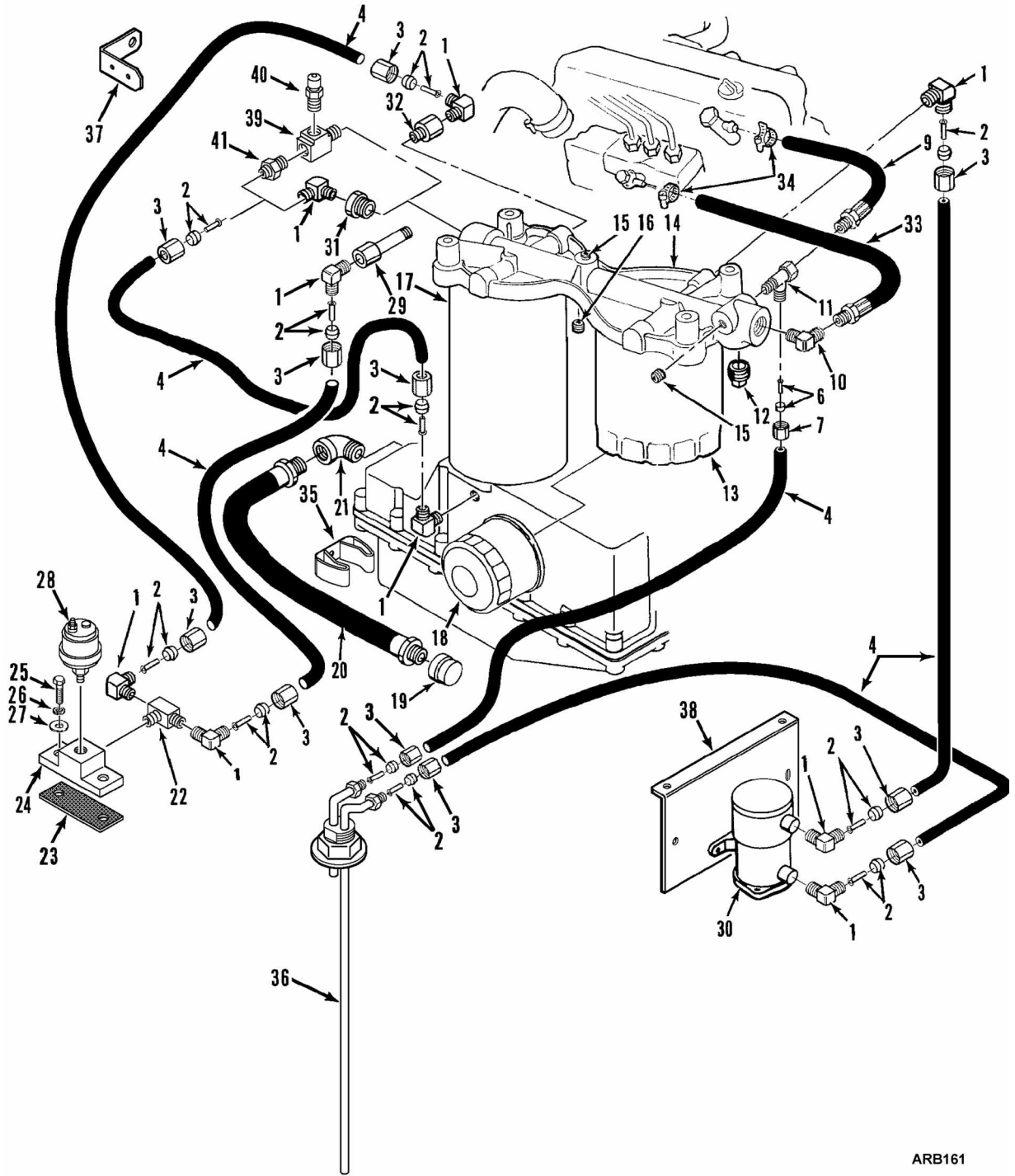


Figure 37: Fuel and Oil System Components

ARB161

1.	Elbow—hose fitting (3/8)	26.	Lockwasher
2.	Kit—sleeve & eyelet (3/8)	27.	Flatwasher
3.	Nut (3/8)		Washer (nylon)
4.	Hose (3/8 od x 35 ft lg)	28.	Sensor—oil pressure
5.	Not Used		Nut—sensor
6.	Kit—sleeve & eyelet (1/4)		Lockwasher
7.	Nut (1/4)		Flatwasher
8.	Elbow	29.	Fitting—engine (3.0 in lg)
9.	Hose	30.	Pump—fuel (12V)
10.	Elbow		Pump—fuel (24V)
11.	Tee		Kit—filter
12.	Plug		Gasket—fuel pump
13.	Filter—fuel	31.	Bushing
	Filter—fuel (EMI 2000)	32.	Fitting—restricted
	Adapter—fuel pickup	33.	Hose
14.	Bracket—fuel filter	34.	Clamp—fuel hose
	Screw	35.	Clip—oil drain hose
	Flatwasher	36.	Tube—fuel pickup
	Nut	37.	Bracket—connector
15.	Plug—pipe		Screw—bracket
16.	Plug—pipe		Flatwasher
17.	Filter—oil bypass		Nut
	Filter—oil bypass (EMI 2000)	38.	Bracket—fuel filter & pump
	Stud—bypass filter		Screw—bracket
18.	Filter—oil (full flow)		Flatwasher
19.	Cap—oil hose		Nut
20.	Hose—oil drain (28 in)	39.	Tee (after 2/97)
	Hose—oil drain (23 in)	40.	Valve (after 2/97)
21.	Elbow—oil drain		Body (after 2/97)
22.	Tee		Valve (after 2/97)
23.	Mat—isolator (oil pressure sensor)		Cap (after 2/97)
24.	Elbow—flange	41.	Body—fitting (after 2/97)
25.	Screw—elbow		

Fuel and Oil System Components for Figure 37

Draining Water from Fuel Tank

Water run through the system may damage the injection pump or nozzles. Damage to the fuel system will subsequently cause more expensive damage to the engine. A large accumulation of water in the bottom of the fuel tank will stop a diesel engine. Water should be drained off during scheduled maintenance inspections to prevent breakdowns. Drain the water off after the fuel tank and unit have remained idle for an hour.

1. Place a container under the fuel tank to catch the draining water and fuel.
2. Remove the drain plug from the bottom of the fuel tank.

NOTE: *Some fuel tanks have a check valve in the drain plug fitting. Push the check valve open with a small screw driver to drain the tank.*

3. Let the water and fuel drain into the container until no water is visible in the fuel draining from the tank. If the water and fuel do not drain freely, the vent may be plugged. If so, clean or replace the vent.
4. Install the drain plug.

Fuel Filter Replacement

Replace the fuel filter at intervals according to the Maintenance Inspection Schedule.

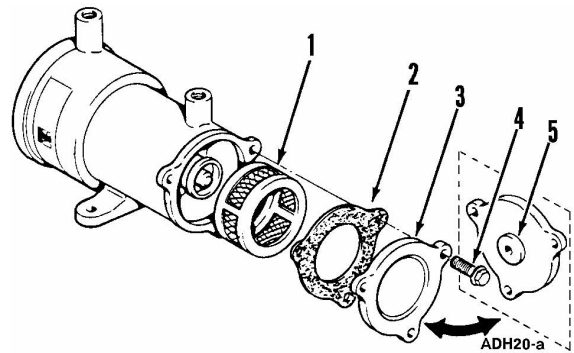
1. Remove the filter and discard.
2. Lubricate rubber ring of new filter with fuel.
3. Install the filter and tighten until the filter is slightly loose (rubber ring not making contact).
4. Bleed the air from the filter by operating the electric pump until fuel bubbles appear at the top of filter.
5. Tighten the filter until the rubber ring makes contact, then tighten 1/2 turn more.

Electric Fuel Pump

Operation

The electric fuel pump must be mounted next to the fuel tank. This pump is designed to push rather than pull fuel.

Make sure the pump completes a good ground with the battery. The pump will not operate at less than 9 Vdc. The pump is self priming as long as it is not higher than 30 in. (762 mm) from the fuel in the fuel tank.



1.	Filter
2.	Gasket
3.	Cover
4.	Screw (3)
5.	Magnet

Figure 38: Electric Fuel Pump

Maintenance

Field service is limited to cleaning the bottom cover and filter. The filter and cover gasket are replaceable.

Disassembly

1. Remove the three screws from the cover.
2. Remove the filter, cover and cover gasket. Wash the filter in cleaning solvent and blow out the dirt and cleaning solvent with compressed air. Check the cover gasket and replace if damaged. Clean the cover.

Reassembly

Place the cover gasket on the bottom cover and install the filter and cover assembly. Replace the three screws.

If pump does not operate, check for:

1. The ground to the frame of the unit.
2. Clean and tighten electrical connections.
3. The pump voltage and polarity. It must be the same as the unit system.

If pump operates but does not deliver fuel, check for:

1. Air leaks in the fuel lines or connections.
2. Kinked fuel lines or other restrictions in the line.
3. A leaking or distorted cover gasket.
4. A dirty filter.
5. A stuck seat in the outlet fitting.

Injection Pump

Injection Pump Adjustments

When the diesel engine fails to maintain the correct engine speed, check the following before adjusting the speed:

1. Check the prefilter screen. Recheck the speed.
2. Bleed air out of the fuel system. Recheck the speed.
3. Bleed air out of the nozzles. Recheck the speed.
4. Operation of electric transfer pump.

Make the engine speed adjustments with the engine fully warmed up.

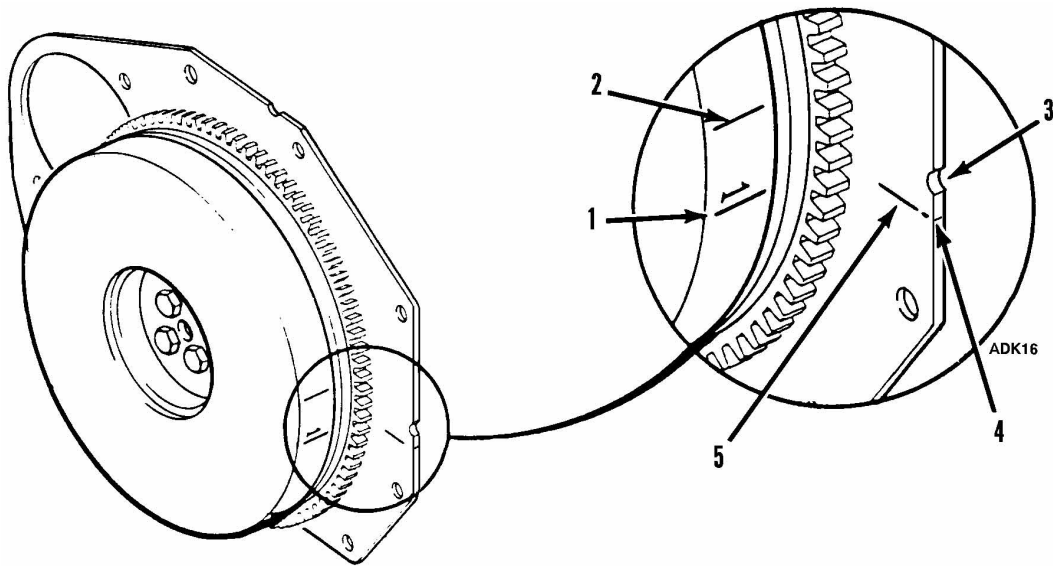
The unit has one solenoid to control the high speed function. The speed of the engine should be checked with the use of a stroboscope tachometer (see Tool Catalog).

Timing the Injection Pump to the Engine

There are two different types of timing procedures used on the engine. One procedure involves checking to make sure the cylinders are timed correctly to each other, and the second procedure times the injection pump correctly to the engine. If the cylinders are not timed correctly to each other, it is of no value to time the injection pump to the engine because one or two of the three cylinders would be out of time. The individual plungers in the injection pump are timed to each other by the use of spacers in the pump plunger base. It is rare that an injection pump would change individual cylinder timing unless it had been through some type of repair process, but if all other possible problems with a rough running engine have been checked, and especially if the engine's injection pump has been replaced or repaired recently, it may be beneficial to check individual cylinder timing. Because the possibility of incorrect individual cylinder timing is so minimal, the procedure for timing the pump to the engine will be covered first. The procedure for individual cylinder timing is very similar to timing the injection pump so it will be covered last.



CAUTION: *The cylinders on the engine are numbered from the flywheel end to the water pump end. The number 1 cylinder is next to the flywheel. The number 2 cylinder is the center cylinder. The number 3 cylinder is next to the water pump. The timing marks on the flywheel are matched to this system.*



1.	TDC Mark	4.	File V-Notch Here
2.	Injection Timing Mark	5.	Timing Mark
3.	Round Notch		

Figure 39: Timing Marks


1. Rotate the engine in the direction of rotation (clockwise as viewed from the water pump end) until the number 1 cylinder (closest to flywheel) is at approximately top dead center of the compression stroke. The valve cover should be removed to identify the compression stroke. Both rocker arms of the number 1 cylinder will be loose. Check to see that the number 1 cylinder top dead center mark on the flywheel is aligned with the timing mark on the starter mounting plate.


NOTE: *The timing marks for each of the three cylinders are stamped 120 degrees apart. Top dead center marks are identified by the number of the cylinder stamped next to them. Injection timing marks are unmarked. The timing marks on the engine can be difficult to align. This is because the timing mark on the starter mounting plate is near the air cleaner, on the side of the plates that faces the flywheel. It cannot be seen when looking through the engine side door opening unless you use a mirror.*

The timing mark on the starter mounting plate is a line stamped on the side of the plate facing the flywheel. To locate the timing mark, feel the back side of the plate 0.4 in. (10 mm) below the center of round notch in the edge of the plate. To make it easier to align the timing marks, file a V-notch in the edge of the plate in line with the timing mark on the plate.

2. Remove the injection line from the number 1 injector and the injection pump. Remove the delivery valve holder, delivery valve and spring. Care must be taken to prevent dirt from entering the fuel injection system. Replace the delivery valve holder and delivery valve.
3. Install a drip valve on the nozzle holder.

- Energize the fuel pump and fuel solenoid by using the Interface Board Test mode to energize the Fuel On Relay (K9). See the μ P-T Microprocessor Diagnosis Manual, for information about the Interface Board Test mode.

 **CAUTION:** The 8S wire on the starter motor should be disconnected.

 **CAUTION:** Loosen the injection lines on the injection nozzles of the number 2 and 3 cylinders to prevent any possibility of the engine firing.

- The engine should be close to the top dead center position with the plunger port in the pump closed. No fuel should flow from the drip tube.
- Turn the engine backwards past the injection timing mark until fuel flows from the drip tube.
- Slowly rotate the engine in the direction of rotation while watching the drip tube. When the fuel flow slows to approximately one drip every 10 to 15 seconds, check the timing marks. They should be lined up.
- If the timing marks did not line up, a shim or shims will have to be added or subtracted from the injection pump. Adding shims will retard the injection timing, subtracting shims will advance the timing. Increasing or decreasing shim thickness by 0.004 in. (0.1 mm) will change the timing by 1 degree.*
- After shims have been added or subtracted, recheck the timing.
- When the injection pump has been correctly timed to the engine, remove the pump and put a light coat of silicone gasket sealer on the shim pack and the pump, or dip the new shims in lacquer thinner to activate the sealer.
- Reinstall the pump, and torque the nuts to 18 to 20 ft-lb (24 to 27 N•m).
- Reinstall the delivery valve and spring. Torque the delivery valve holder to 30 ft-lb (41 N•m).

- Reinstall the injector lines, bleed the air from the nozzles, and test run the engine.

Timing Individual Cylinder Injection

This procedure should be used when a poor running engine has had all possible problems checked but continues to run badly. If the injection pump has been repaired or replaced, the chance of individual cylinder timing problems has a greater possibility of occurring.

To check individual cylinder timing, follow the pump timing procedure but instead of changing shims to adjust pump timing, check the timing of number 2 and number 3 injector to the engine after checking number 1. The cylinders should time on their respective flywheel timing marks.

If the injection pump plungers are not correctly timed to each other, the pump must be removed and sent to a diesel injection equipment repair shop for calibration.

NOTE: The order of the flywheel timing marks is 1, 2, 3, but the firing order is 1, 3, 2. This is because the engine fires every 240 degrees of crankshaft rotation. Therefore, when checking individual cylinder timing check number 1 first then rotate the engine past number 2 to number 3 and check number 3. Then rotate the engine past number 1 to number 2 and check number 2.

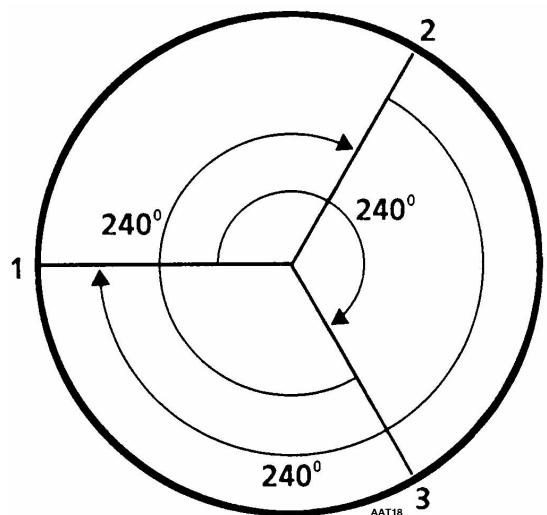


Figure 40: Individual Cylinder Timing and Firing Order

Adjust Engine Valve Clearance

1. Remove the valve cover. Torque 18 mm diameter head bolts prior to adjusting the valves: 26.8 ft-lb (36.3 N•m). Valve clearance should be checked after every 2000 operating hours, maximum. It is very important that valves be adjusted to the correct specifications for satisfactory engine operation. Insufficient valve clearance will result in compression loss and misfiring of cylinders resulting in burned valves and seats. Excessive valve clearance will result in noisy valve operation and abnormal wear of the valves and rocker arms. The intake and exhaust valves are adjusted with the valve in the closed position.
2. The intake valve and exhaust valve are adjusted to 0.006 to 0.010 in. (0.15 to 0.2 mm) with the temperature at 70 F (21 C).

Turn the engine by using the belt on the crankshaft pulley. Rotate the engine in the direction of rotation (clockwise as viewed next to the flywheel) from the water pump end.



CAUTION: *Make sure the fuel rack is off to prevent the engine from starting.*

- a. Turn the engine so number 1 cylinder is on compression with piston to TDC. Both push rods should turn freely. Adjust both valves on number 1 cylinder.
 - b. Revolve the crankshaft 240° to TDC mark on number 3 cylinder, and adjust both valves.
 - c. Turn the crankshaft 240° to align TDC mark of number 2 cylinder, and adjust both valves.
 - d. *Be sure* to tighten locking nut while holding the ball head screw in position.
3. Install the valve cover making sure that the gasket is in position.

Fuel Limit Screw

The fuel limit screw is not adjustable. It is equipped with an anti-tamper cap to fulfill requirements for CARB (California Air Resources Board) emission regulations. Service technicians must be CARB certified to perform service on fuel limit screw for equipment operating in California. All other equipment can be serviced per recent service bulletins with special tools and procedures. California service technicians should see your local Thermo King dealer for recent bulletins.

Engine Mounts

The engine mounting system contains three vibration mounts, two snubber mounts, and a chain restraining mount.

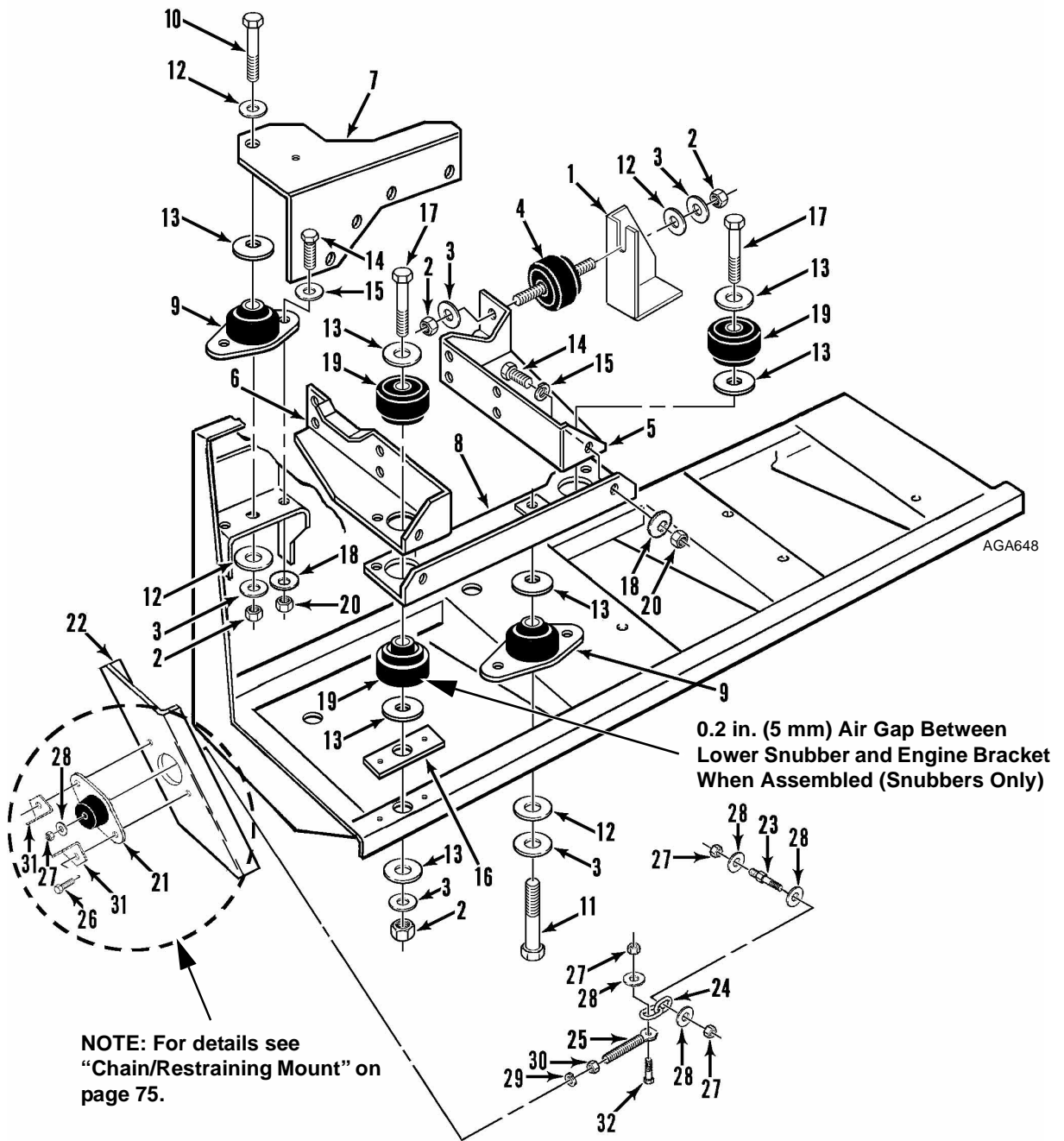


Figure 41: Engine Mounting Components

1.	Restraining Bracket	14.	Mount Screw
	Bracket Screw	15.	Flatwasher
	Belleville Washer	16.	Wear Plate Mount
	Nut		Wear Plate Rivet
2.	Nut	17.	Engine Screw
3.	Belleville Washer	18.	Belleville Washer
4.	Vibration Mount	19.	Vibration Engine Mount (set of two)
5.	Engine Mount (roadside)	20.	Nut
6.	Engine Mount (curbside)		Thread (Blue) Sealer
7.	Engine Mount (upper)	21.	Vibration Mount
	Screw (socket head, 10 x 1.5, 25 mm lg)	22.	Bracket
	Screw (socket head, 10 x 1.25, 20 mm lg)	23.	Stud
	Screw (hex head, 10 x 1.25, 20 mm lg)	24.	Chain
	Belleville Washer	25.	Eye Bolt
8.	Engine Mount (front)	26.	Mount Screw
	Mount Screw		Flatwasher
	Flatwasher		Nut
	Belleville Washer	27.	Nut
	Nut	28.	Flatwasher
9.	Vibration Mount	29.	Lockwasher
10.	Engine Screw	30.	Nut
11.	Engine Screw	31.	Gauge Bracket
12.	Special Washer	32.	Chain Screw
13.	Special Washer		

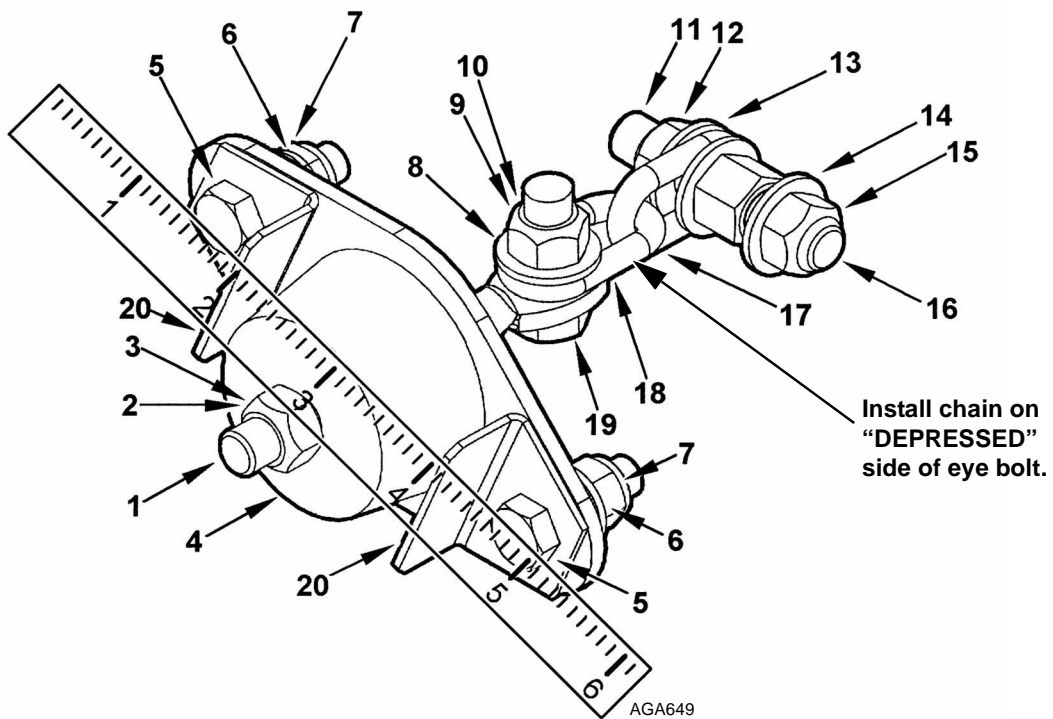
Engine Mounting Components for Figure 41

Restraining Mount Adjustment

Install belts and remove slack. After belt tension has been set (no slack). Check seating in pulleys. Then proceed to tighten locknut (#2) to compress the mount until the top of mount is in the same plane as the gauge brackets (#20). Use straight

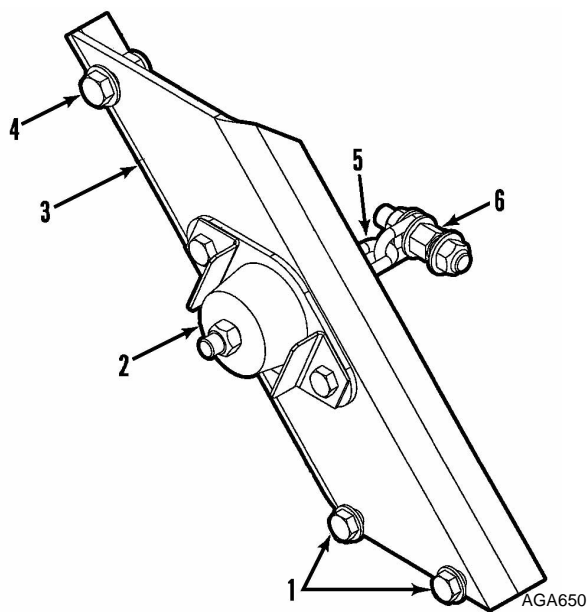
edge to verify. Next, retighten belts using TK Gauge (see Tool Catalog). Set belt tension to a reading of 55 to 60. Recheck restraining mount alignment using a straight edge.

This is a blowup of balloon items for “Engine Mounting Components” on page 73.



1.	Eye Bolt	10.	Locknut (HH)
2.	Locknut (3/8 in.)	11.	Stud
3.	Belleville Washer (3/8 in.)	12.	Locknut (HH)
4.	Vibration Mount	13.	Flatwasher (3/8 Galv.)
5.	Screw	14.	See Note 9.
6.	Flatwasher	15.	Locknut (HH)
7.	Nyloc Nut	16.	This End Through Existing Hole In Engine Flange
8.	Flatwasher (3/8 Galv.)	17.	2-Link Chain
9.	NOTE: Do not torque nuts to the normal 3/8 torque specification. This would cause unnecessary distortion of the flatwashers. A snug fit is all that is required.	18.	Always install chain on indented side of eye bolt
		19.	Screw (3/8 in. SS)
		20.	Gauge Bracket

Figure 42: Chain/Restraining Mount



1.	Screw (5/16-18 SS); Flatwasher (5/16); Nylock Nut (5/16-18 SS)	4.	Screw (3/8-16 SS); Flatwasher (3/8); Nylock Nut (3/8-16 SS)
2.	Vibration Mount	5.	2-Link Chain
3.	Mount Frame Bracket	6.	This End Through Existing Hole In Engine Flange

Figure 43: Chain/Restraining Mount Bracket

Integral Fuel Solenoid

The fuel solenoid is located on the end of the fuel injection pump.

Operation of the engine is controlled by the operation of the fuel solenoid and the throttle (high speed) solenoid. The fuel solenoid consists of a spring loaded plunger and electro-magnetic coil. When the engine is Off, spring tension on the plunger maintains the plunger's "out" position. When pushed out, this causes the governor linkage to move the injection pump rack to the "Fuel Off" position.

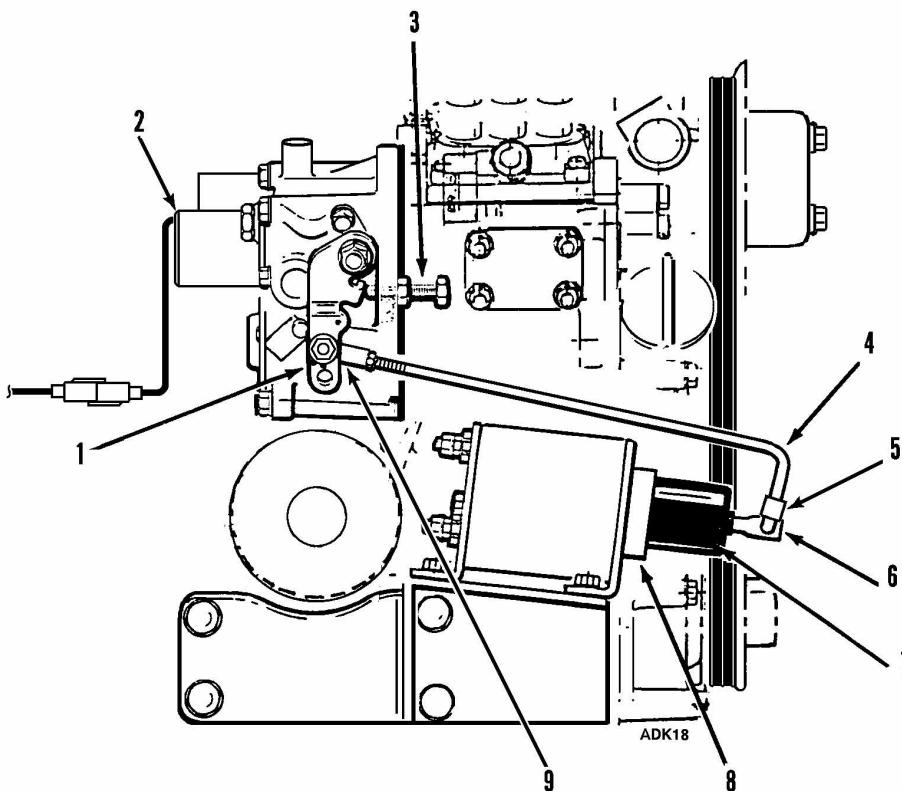
When the fuel solenoid is energized, current is applied to the coil creating an electro-magnetic field, which pulls the plunger in. When in the

"pulled-in" position, the plunger releases tension on the governor linkage. The governor linkage then moves the fuel injector rack, thus controlling the fuel flow and placing it in the "Fuel On" position.

Adjustments made to the throttle (high) speed solenoid change governor spring tension which in turn adjust speed settings.

Fuel Solenoid Diagnostic and Replacement

See the Interface Board diagnostic procedures in the ThermoGuard μ P-T Microprocessor Controller Diagnosis Manual.



1.	Throttle Lever	6.	Eye Bolt
2.	Fuel Solenoid	7.	Boot
3.	Low Speed Adjustment Screw	8.	Throttle Solenoid
4.	Rod	9.	Ball Joint
5.	Clip		

Figure 44: Integral Fuel Solenoid Components

Engine Speed Adjustments

Low Speed Adjustment

1. Start the unit and let it run until the engine is warmed up.
2. Run the engine in low speed and check the engine speed. The engine speed should be 1625 ± 25 RPM.
3. If the engine speed is not correct, loosen the jam nut on the low speed adjustment screw.
4. Turn the low speed adjustment screw to change the engine speed. Turn the screw in to increase the engine speed. Turn the screw out to decrease the engine speed.
5. Set the engine speed at 1625 ± 25 RPM and tighten the jam nut.

High Speed Adjustment

1. Start the unit and let it run until the engine is warmed up.
2. Run the engine in high speed and check the engine speed. The engine speed should be 2450 ± 50 RPM.
3. If the engine speed is not correct, loosen the jam nut remove the clip from the solenoid rod, and remove the solenoid rod from the eye bolt.
4. Turn the solenoid rod to change the engine speed. Turn the solenoid rod clockwise to reduce the engine speed. Turn the solenoid rod counterclockwise to increase the engine speed.
5. Place the solenoid rod back in the eye bolt and check the engine speed.
6. Repeat steps 4 and 5 until the engine speed is 2450 ± 50 RPM. Then fasten the solenoid rod to the eye bolt with the clip and tighten the jam nut.

Belts

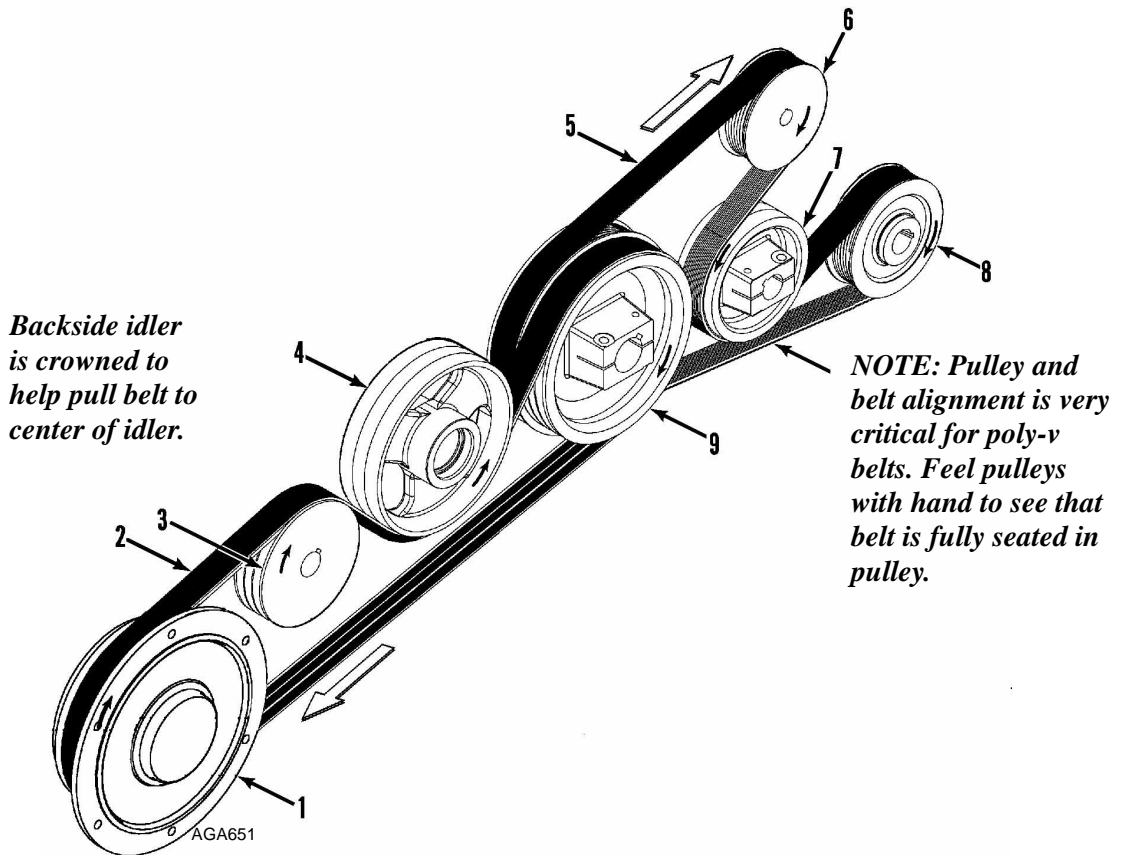
The unit uses only two belts to transfer power from the engine and the electric motor to the alternator, compressor, and evaporator fans.

Engine/Electric Motor Belt

The engine/electric motor belt is a 3V belt that also drives the engine side evaporator fan. Use the following procedure to adjust this belt.

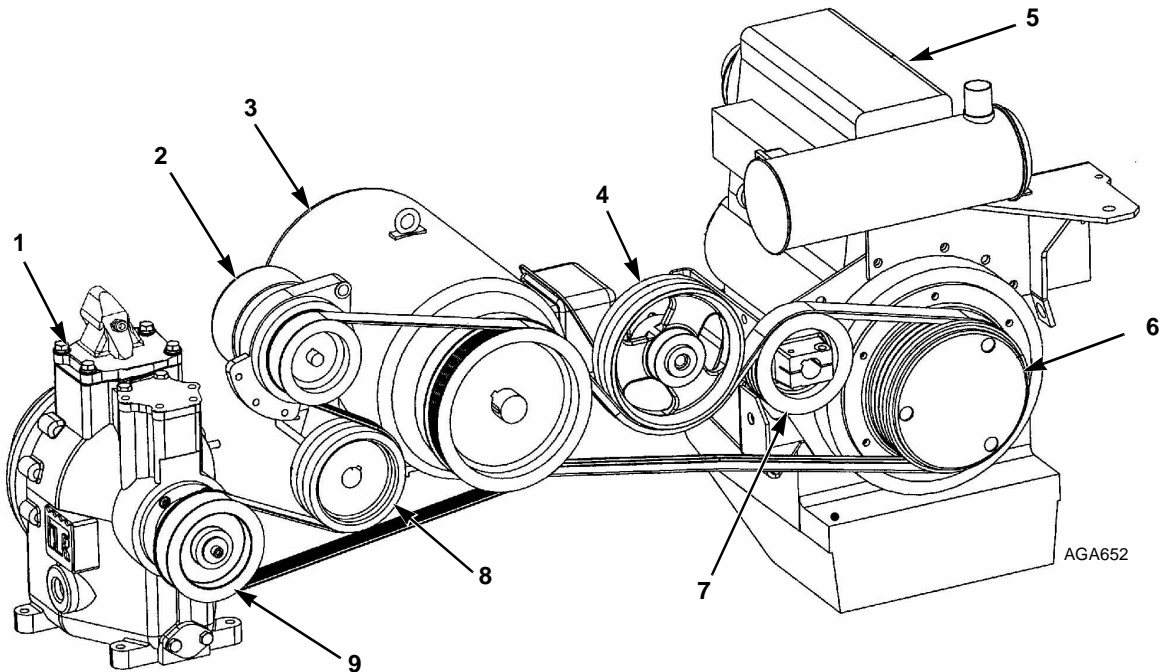
1. Loosen the idler pulley mounting bolt.

2. Loosen the locknut on the idler pulley adjustment bolt. This bolt is located directly above the idler pulley on the idler pulley mounting bracket.
3. Turn the idler pulley adjustment bolt to obtain the proper belt tension (field reset—55 to 60 on TK gauge).
4. Tighten the locknut on the idler pulley adjustment bolt and tighten the idler pulley mounting bolt.



1.	Engine Clutch Pulley	6.	Alternator Pulley
2.	Locate Belt Tension Gauge Here	7.	Evaporator Fan Pulley (Flat) Crowned
3.	Evaporator Fan Pulley (Grooved)	8.	Compressor Pulley
4.	Idler Pulley	9.	Electric Motor
5.	Locate Belt Tension Gauge Here		

Figure 45: Front View Belt Arrangement



1.	Scroll Compressor	6.	Engine—Clutch
2.	Alternator	7.	Evaporator Fan Pulley
3.	Electric Motor	8.	Evaporator Fan Pulley
4.	Idler Pulley—Belt Tension	9.	Compressor Pulley
5.	Engine		

Figure 46: Rear View Belt and Pulley Layout

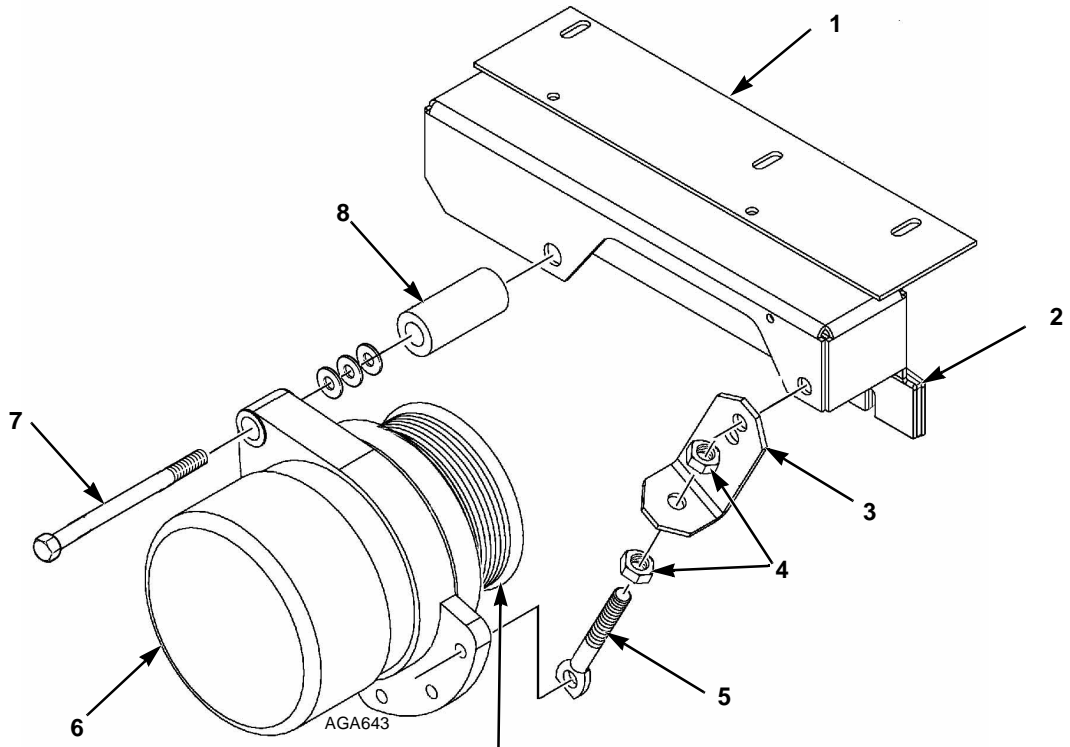
Electric Motor/Compressor Belt

The electric motor/compressor belt is a poly-v belt that also drives the compressor side evaporator fan and the alternator. Use the following procedure and see Figure 47 on page 81 to adjust this belt.

1. Loosen the alternator pivot bolt.
2. Loosen the locknut below the adjusting bracket on the eye bolt. This bolt is located directly to the compressor side of the alternator.
3. Turn the locknut above the adjusting bracket on the eye bolt to obtain the proper belt tension (field reset—55 to 60 on TK gauge).
4. Tighten the lower locknut on the eye bolt and then tighten alternator pivot bolt.

Alternator Adjustment

Shims may be used to facilitate alignment during alternator installation. Use adjustment strap and eye bolt to ensure belt tension reading is between 55 to 65 on TK gauge.



NOTE: It is critical that the belt be correctly seated in pulley. First and last edge of grooves are higher to improve seating of belts.

1.	Mounting Bracket	5.	Eye Bolt
2.	Shims	6.	Alternator
3.	Adjusting Bracket	7.	Pivot Bolt
4.	Locknuts	8.	Spacer

NOTE: Use the hole on the alternator that allows proper belt tension and shortest length of eye bolt extended.

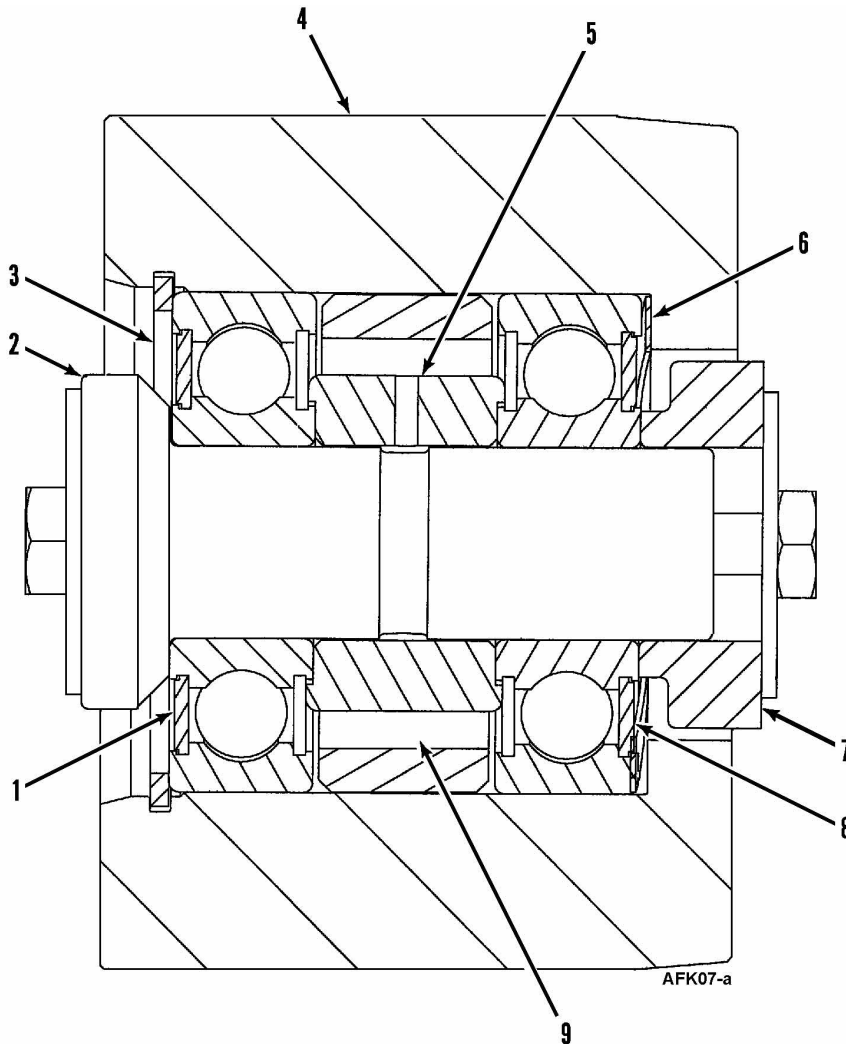
Figure 47: Alternator Mounting and Belt Tension Adjustment

Idler Pulley Bearing and Seal Installation

NOTE: See the Parts manual for the bearing assembly part number.

To perform a bearing and seal change the following procedure is recommended.

1. Remove idler pulley from unit.
2. Remove retaining snap ring and discard the two bearings.



1.	Seal side of Bearing <i>NOTE: If bearing has two seals, one seal must be removed.</i>	5.	Bearing Spacer
2.	Idler Pulley Spindle	6.	Wave Washer to Stop Outer Races from Spinning (Same as on Electric Motor Bearings)
3.	Retaining Ring (Snap Ring)	7.	Spindle Collar
4.	Pulley	8.	Wave Washer Next to Seal Side of Bearing
		9.	Fill Void 1/2 Full of Shell Alvania EP2 (1085A34H02)

Figure 48: Idler Pulley Assembly

Assembly Instructions

1. Stack items on an assembly pin that supports pulley.
2. Install wave washer, one ball bearing (seal side out) and bearing spacer on pin.
3. Install grease slinger and add grease. Fill cavity 1/2 full between bearings. Use Shell Alvania EP2 (see Tool Catalog).
4. Install second ball bearing (seal side out) and retaining ring (snap ring). Use arbor press to seat snap ring.

NOTE: If bearing has two seals, one seal must be removed.

5. Install the pulley assembly back into the unit.

Refrigeration Maintenance

Evacuation

Evacuation is Important and is Critical to System Performance!

It has been determined through testing and system analysis that refrigeration systems which contain non-condensables such as nitrogen and/or air can be overcharged with refrigerant when charged using the sight glass method. An overcharge of refrigerant will cause compressor damage.

Therefore, Thermo King recommends that all repairs to the refrigeration system include the removal and reclamation (cleaning) of the refrigerant, followed by a thorough evacuation using the proper tools and procedures. (See attached tool list and evacuation procedures.)

The primary objective of evacuation is to bring the system's pressure to a low micron level to ensure the removal of moisture and non-condensables. There are however, certain other principles which must be observed. These are:

- Evacuate from 3-points to access both sides of check valves and solenoids. Energize solenoids during evacuation to prevent trapping of refrigerant or non-condensables.
- Always leave service valve caps on during evacuation and do not exercise the valve stems while the unit is in a deep vacuum. Packing glands on older valves are prone to leak.
- Never attempt evacuation without a micron or vacuum gauge. The micron gauge will help determine:
 - a. If the pump is capable of pulling a deep vacuum.
 - b. When the vacuum pump oil is contaminated.
 - c. If the vacuum hoses and valves are leak free.
 - d. If the unit is leak free.
 - e. How long you should evacuate the unit.
 - f. That the unit is still in a deep vacuum before any lines are disconnected or refrigerant is added.

NOTE: The attached evacuation procedures have been written to be used with the Thermo King Evacuation System (see Tool Catalog). However, the principles of 3-point evacuation and the use of a micron gauge during evacuation should always be practiced.

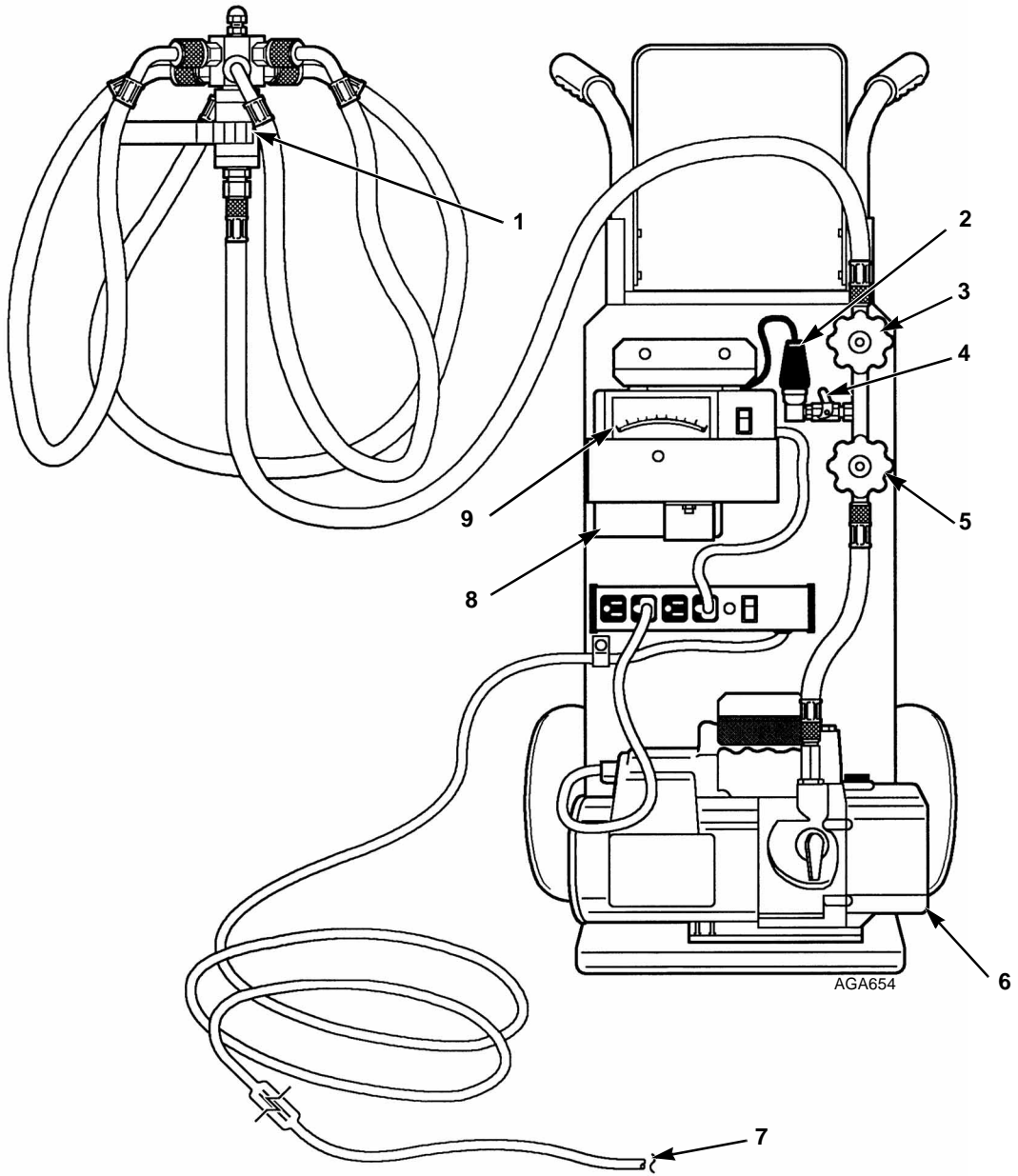
See the diagram of the Thermo King Evacuation Station and note the location of the valves.

Valve #1 (V-1): Is in the open position when the pump is running to evacuate the hoses and/or the unit. When V-1 is closed, the pump has been isolated from the hoses and/or the unit.

Valve #2 (V-2): Is in the open position during unit evacuation. In the closed position, V-2 isolates the micron gauge and thermistor assembly from the hoses and/or the unit.

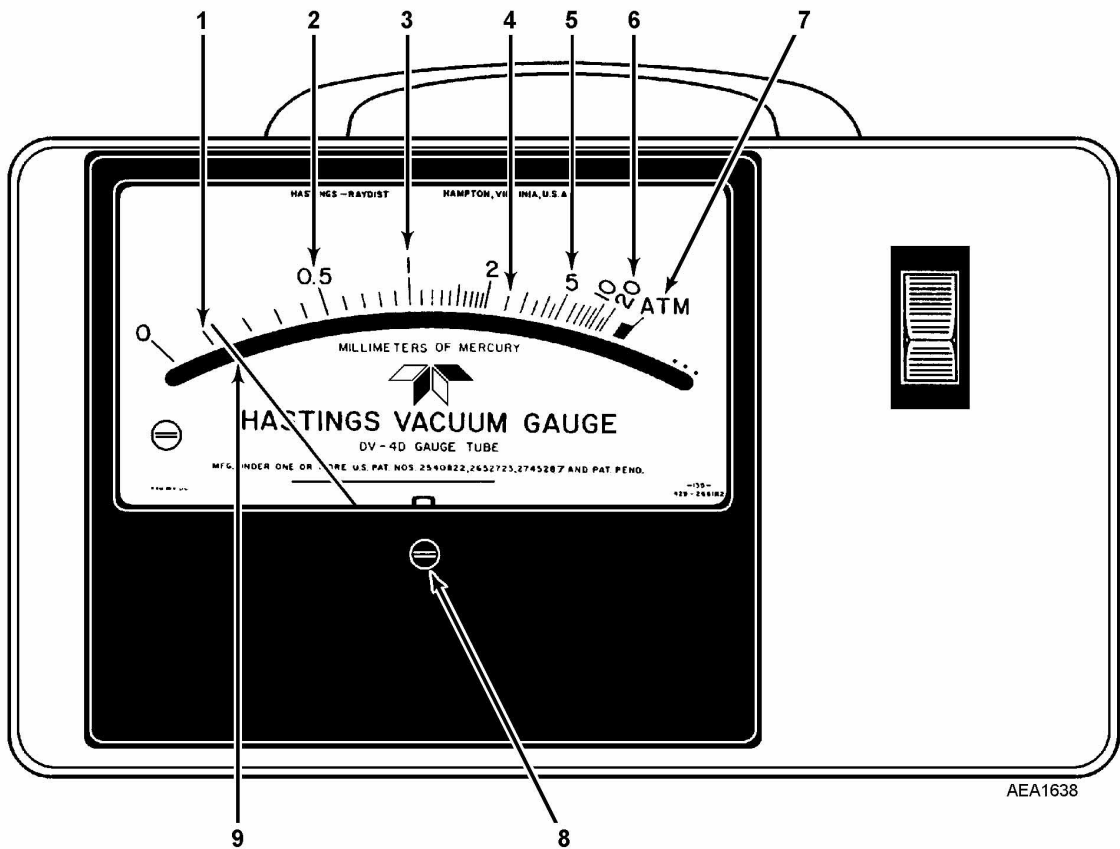
Valve #3 (V-3): Is in the open position during unit evacuation. When closed, V-3 isolates the micron gauge and the vacuum pump from the other evacuation hoses.

Valve #4 (V-4): Is in the open position during unit evacuation. When closed, V-4 isolates the evacuation hoses and the unit from the evacuation system.



1.	V-4	6.	Two Stage Vacuum Pump
2.	Thermistor	7.	To 110 Vac Power
3.	V-3	8.	Calibration Standard
4.	V-2	9.	Vacuum or Micron Gauge
5.	V-1		

Figure 49: Evacuation Station



AEA1638

1.	100 Microns
2.	500 Microns
3.	1000 Microns
4.	2500 Microns
5.	5000 Microns
6.	20,000 Microns
7.	Atmospheric Pressure
8.	Calibration Adjustment Screw
9.	Example: Meter needle shown at calibration position when Calibration Standard specifies 0.15 mm Hg.

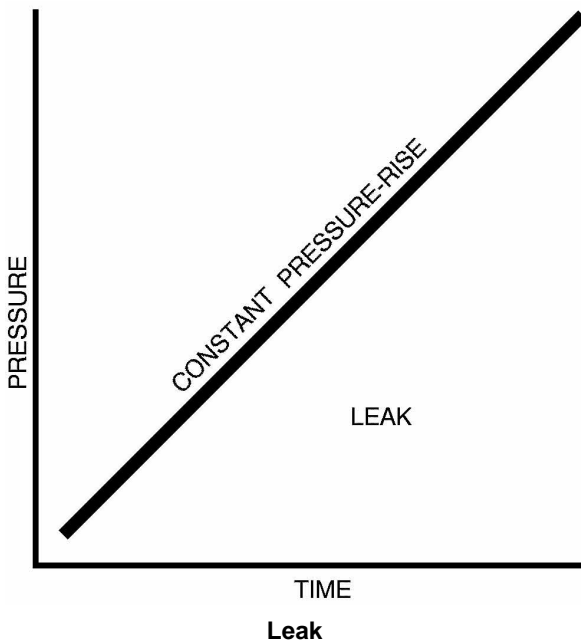
Figure 50: Vacuum Gauge

Set Up and Test of Evacuation Equipment

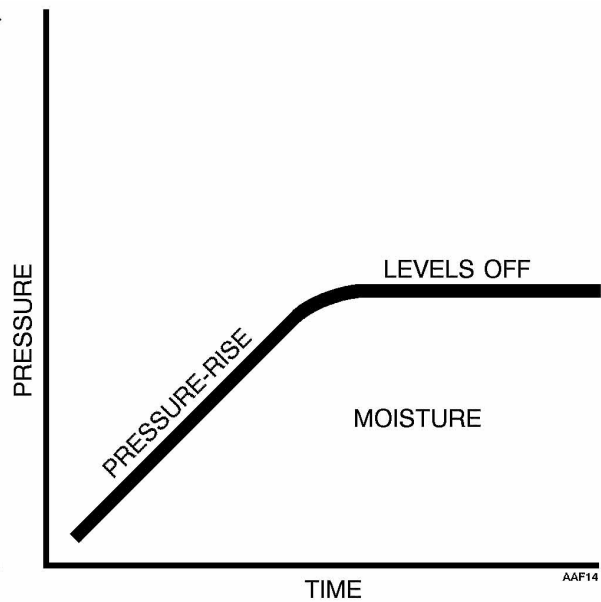
NOTE: See the previous two pages for the following discussion.

1. Connect the evacuation system to a 110 Vac power supply. Connect a gauge manifold and refrigerant supply to the fitting above valve V-4. Turn the micron gauge On.
2. Close valves V-1, V-3 and V-4. Valve V-2 is open.
3. Turn the vacuum pump On.
4. Open valve V-1 at the pump. The micron gauge needle will move to the left. (See micron gauge scale diagram—previous page).
5. With the pump still operating, open valve V-3. If the micron reading does not return to a level of less than 500 microns, locate and correct the problem before continuing.
6. With the vacuum pump still operating, open valve V-4. The micron level will rise momentarily. If the micron reading does not return to a level of less than 500 microns, locate and correct the problem before continuing.

NOTE: If the vacuum pump is okay, and there are no leaks between V-1 and V-3, the micron gauge should show less than 500 microns. If not, locate and correct the problem.



Leak



Moisture

AAF14

Isolate the pump from the system by closing the proper valve. Watch the movement of the vacuum gauge needle. If the needle continues to rise, this is an indication that a leak exists in the unit or the connecting line. The leak must then be located and eliminated.

Should the needle show a pressure rise but finally level off to practically a constant mark, this is an indication that the system is vacuum tight but is still too wet, requiring additional dehydration and pumping time.

7. Evacuate hoses to 100 microns or lowest achievable level below 500 microns.
8. Once 100 microns is reached, close valve V-1 at the pump. Turn the vacuum pump Off.
9. Observe the micron gauge reading. The vacuum rise should not exceed 1500 microns in 5 minutes.
10. If the rise is above 1500 microns in 5 minutes, check all hoses and connections for leaks. Hoses with moisture present will require additional evacuation time to achieve satisfactory results.

NOTE: Dirty vacuum pump oil or a defective vacuum pump will prevent a low micron reading. Hoses and fittings can be isolated individually to identify leaks.

Unit Evacuation

NOTE: Do not attempt to evacuate the unit until the evacuation equipment has been tested and its performance has been verified.

1. Prepare the unit for evacuation. Recover refrigerant to 0 psig (0 kPa).

NOTE: New Federal Regulations may require your recovery machine to pull the system's pressures lower than 0 psig [0 kPa].



CAUTION: Do not attempt to evacuate a unit until you are certain that the unit is leak free. A unit with less than a full refrigerant charge should be thoroughly leak checked and all leaks must be repaired.

2. Install hoses on the receiver tank, suction service valve and discharge port.
3. Connect a gauge manifold and refrigerant supply to the spare access port on valve V-4. Bottle valve closed.
4. Start the vacuum pump and open valves V-1, V-2, V-3, V-4.
5. Evacuate the system to 500 microns or the lowest achievable level between 500 and 1000 microns.

NOTE: The presence of refrigerant in the compressor oil may prevent a low micron reading from being achieved. The oil can continue to "outgas" for long periods of time. If the micron level appears to stall after 1/2 hour or 45 minutes between 1000 and 1500 microns, back seat the suction service valve and observe the micron gauge. A sharp drop in the micron reading (300 to 500 microns) would indicate that refrigerant is present in the oil or a leak exists in the compressor area.

6. When the desired micron level has been achieved (500 to 1000 microns), close valve V-1 at the pump. Turn the pump to Off.
7. Observe the reading on the micron gauge after 5 minutes have elapsed. The vacuum rise should not exceed 2000 microns. If the vacuum level exceeds 2000 microns after 5 minutes, a leak is present or additional evacuation time is required.
8. If the vacuum level is acceptable, start the pump and open valve V-1 to evacuate the pressure rise (5 minutes).
9. Close valve V-1 and stop the pump. Observe the micron gauge to confirm that the system remains in a deep vacuum. Close valve V-4. The unit is ready to charge.

Unit Charging

NOTE: Before charging, make sure that the refrigerant lines from the gauge manifold to the refrigerant supply bottle have been evacuated or purged.

1. Close valve V-3 and open valve V-4.
2. Set the refrigerant supply bottle for liquid. Open the gauge manifold hand valve, and charge liquid refrigerant until the system has the proper charge or until the system will take no more liquid. The remainder of the charge will be added as a liquid through the suction service valve if more refrigerant is required.
3. After the liquid refrigerant is added, close the gauge manifold hand valve.
4. Back seat (close) the receiver outlet valve. Remove the evacuation station hoses.

5. If the unit is not fully charged, attach the gauge manifold set to the suction service valve and the discharge service port (see Figure 53 on page 93).
6. Open the refrigerant supply valve for liquid.
7. Start the unit and use the Service Test mode to run the unit in high speed cool. See the μ P-T Microprocessor Diagnosis Manual for information about the Service Test mode.
8. Observe the suction pressure and slowly open the gauge manifold hand valve to allow liquid refrigerant to flow into the suction service valve. Control the liquid flow so the suction pressure increases approximately 20 psig (138 kPa). Maintain a discharge pressure of at least 275 psig (1896 kPa).
9. Add refrigerant until the ball in the receiver tank sight glass rises to the middle of the sight glass, then close the gauge manifold hand valve. Make sure the liquid level does not rise above the top of the sight glass.
10. Continue to operate the unit in high speed cool for another 10 minutes and check the refrigerant level in the receiver tank sight glass. If the level has dropped, add liquid refrigerant until the level stabilizes near the middle of the sight glass. Do not exceed the recommended refrigerant charge for the unit model.

Remove Refrigerant Hoses

1. A low leak fitting must be used on hoses when Schrader port fittings are encountered on units (unit Off).
2. With a low leak fitting on the discharge gauge line, remove this line from the unit.
3. Back seat the receiver tank service valve (run the unit until a 3 to 5 psig [21 to 35 kPa] reading is obtained on the suction gauge). Stop the unit.
4. Back seat the suction service valve and remove all remaining hoses.
5. Install and tighten service port and valve stem caps.
6. Unit is ready for a functional check out.

Refrigerant Leaks

Use a reliable leak detector (e.g., electronic detector) to leak test the refrigeration system. Inspect for signs of oil leakage which is the first sign of a leak in the refrigeration system.

NOTE: *It is normal for compressor shaft seals to have a slightly oily film.*

Refrigerant Charge

Testing the Refrigerant Charge with an Empty Box

If the unit has an insufficient charge of refrigerant, the evaporator will be “starved” and the box temperature will rise even though the unit is operating. The suction pressure will drop as the refrigerant charge decreases. The charge may be determined by inspection of the refrigeration through the receiver tank sight glass with the following conditions established:

1. Place a test box over the evaporator.
2. Place a thermometer (see Tool Catalog) test lead in the box near the evaporator return air opening.
3. Install the gauge manifold.
4. Run the unit on high speed cool until the air in the box indicates 0 F (-18 C). By allowing the box to leak a small amount, you will be able to maintain 0 F (-18 C).
5. The discharge or head pressure gauge should read 275 psig (1896 kPa).

If the pressure is below this, it can be raised by covering a portion of the condenser coil with a piece of cardboard.

6. The compound gauge should be indicating 13 to 18 psig (90 to 124 kPa) gauge pressure.
If there is any doubt about the unit gauge, check the calibration.
7. Under these conditions, the ball in the receiver tank sight glass should be floating. If there is no indication of refrigerant in the receiver tank sight glass, the unit is low on refrigerant.

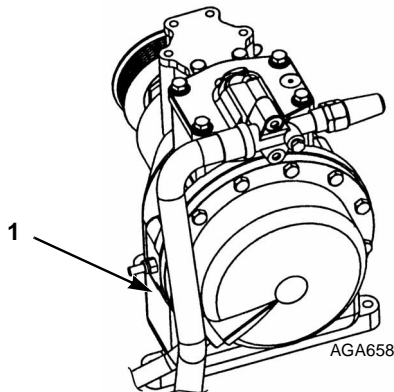
Testing the Refrigerant Charge with a Loaded Box

1. Install a gauge manifold (optional).
2. Run the unit on the high speed cool.
3. Cover at least three quarters of the condenser to drive any excess refrigerant from the condenser into the receiver tank.
4. As the head pressure is rising, check the receiver tank sight glass. The ball should be floating. If there is no indication of refrigerant in the receiver tank sight glass, the unit is low on refrigerant.

NOTE: *If the ball floats, there is sufficient refrigerant in the unit for that load at that particular box temperature. This test does not determine if the unit contains a full charge of refrigerant.*

Checking Compressor Oil

The compressor oil should be checked when there is evidence of oil loss (oil leaks) or when components in the refrigeration system have been removed for service or replacement. The oil level in the compressor oil sight glass should be 1/2 to 3/4 full.



1.	Compressor Oil Sight Glass Location
----	-------------------------------------

Figure 51: Scroll Compressor

To check compressor oil level with an ambient air temperature above 50 F (10 C):

Install a gauge manifold (see Figure 53 on page 93).

Operate the unit on high speed cool with a 10 psig (69 kPa) minimum suction pressure and 185 psig (1275 kPa) minimum discharge pressure for 15 minutes or more.

After the unit has maintained the above conditions for 15 minutes, observe the oil level. The oil should be 1/4 to 1/2 up in the sight glass.



CAUTION: *Oil is under pressure. See instructions for adding oil.*

To check compressor oil level with an ambient air temperature below 50 F (10 C):

Run the unit through a complete Defrost cycle. After completing the Defrost cycle, run the unit on Cool for ten minutes. Observe the oil level. The oil should be 1/4 to 1/2 up in the sight glass.

If the evaporator temperature is above 32 F (0 C), it will be necessary to force defrost. To force defrost, use the relay board test.

If the box is empty, you can run the unit on the Heat cycle instead of the Defrost cycle.

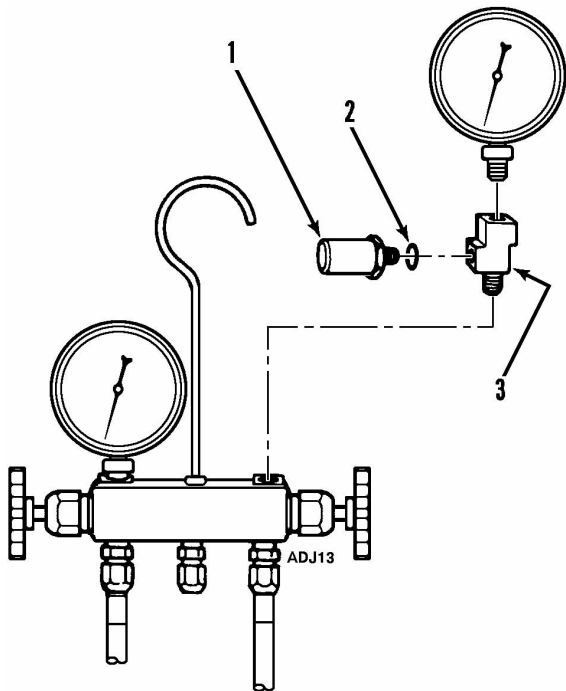
NOTE: *Use refrigeration compressor oil ONLY. R-404A systems use a special Ester oil (see Tool Catalog). Required for Scroll compressors.*

Oil can be added to the compressor through the Schrader valve on suction adapter (see Figure 56 on page 98) while the unit is running. Take precautions to prevent contaminants from entering the system while adding oil. Also see “Scroll Compressor Oil Change” on page 101.

High Pressure Cutout (HPCO)

The high pressure cutout is located on the discharge line. If the discharge pressure rises above 470 psig (3241 kPa), the switch opens the 8H circuit to stop the unit. To test the switch, rework a gauge manifold per illustration.

1. Connect the gauge manifold to the discharge service port with a heavy duty, black jacketed thick wall #HCA 144 hose with a 900 psig (6204 kPa) working pressure rating.



1.	Relief Valve
2.	O-ring
3.	Adapter Tee Weather Head

Figure 52: High Pressure Cutout Manifold

2. Set the thermostat well below the box temperature so that the unit will be in High Speed Cool.

3. Raise the discharge pressure of the compressor by blocking the condenser coil air flow by covering the roadside condenser grille with a piece of cardboard.

NOTE: *The discharge pressure should never be allowed to exceed a pressure of 470 psig (3241 kPa) on R-404A systems.*

4. Failure of the HPCO system to stop compressor operation should be investigated first by checking the control circuit operation and secondly by HPCO switch replacement.

Low Side Pump Down

CAUTION: *Do not pull scroll compressor into a deep vacuum to perform routine maintenance procedures.*

NOTE: *Operate the unit in COOL for 2 to 5 minutes before performing the low side pump down.*

1. Install a gauge manifold to the suction service valve and the discharge service port.
2. Operate the unit in low speed cool.
3. Close the receiver tank outlet valve and allow the low side to pump down to 0 to 5 in. Hg vacuum (0 to -17 kPa).

CAUTION: *Do not run scroll compressor in a vacuum for more than a few seconds.*

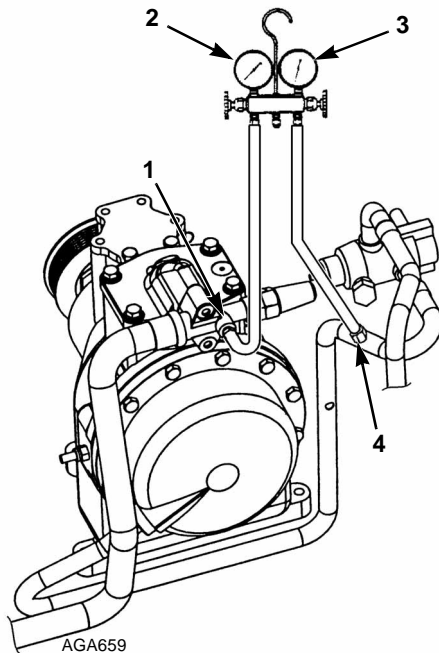
4. Turn the unit Off.
5. Prepare to perform service on the low side by equalizing the high side and low side pressures through the gauge manifold.
6. Equalize low side pressure to 1 to 2 psig (7 to 14 kPa).

NOTE: *Repeat the pump down procedure if the pressures equalize above 20 psig (138 kPa). If acceptable low pressures cannot be achieved after the third pump down, the refrigerant must be recovered to perform service on the low side.*

Refrigeration System Checks

NOTE: The Scroll compressor can not be pumped down. Check the compressor efficiency using the following procedure.

1. Install a gauge manifold set. Attach the compound (low pressure) gauge to the service port on the suction service valve. Attach the high pressure gauge to the discharge service port.



1.	Suction Service Valve
2.	Compound Gauge
3.	High Pressure Gauge (0 to 500 psig)
4.	Discharge Service Port

Figure 53: Gauge Manifold Installation

2. Run the unit in high speed cool until the system pressures stabilize.
3. Note the head pressure on the high pressure gauge.

4. Cover the condenser and check the head pressure. The compressor should be able to increase the head pressure at least 100 psig (689 kPa). The compressor is probably faulty if it cannot raise the head pressure 100 psig (689 kPa).

Check the rest of the system by checking the system pressures and the refrigerant flow in heat and cool. The suction and discharge pressures should be within the normal ranges for a standard unit. Check the temperatures of the refrigeration lines by hand to check the refrigerant flow.

Three-way Valve Condenser Pressure Bypass Check Valve

The condenser pressure bypass check valve is built into the three-way valve. This check valve controls the bypass flow of refrigerant gas between the condenser inlet line and compressor discharge line.

The check valve is closed when the unit is running on cool, or whenever the discharge pressure is higher than the condenser pressure.

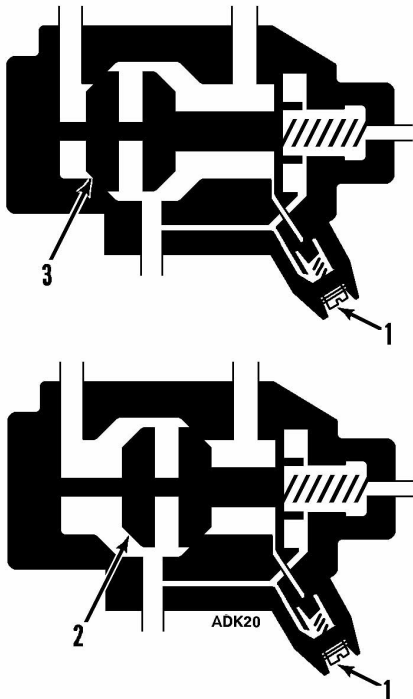
When the unit is running on defrost or heat, if the condenser pressure is higher than the discharge pressure, the check valve opens and the condenser pressure is bled off until it drops to the level of the discharge pressure. The purpose of the valve is to improve heating/defrosting ability and three-way valve response.

To check the operation of the valve:

1. Remove the condenser pressure bypass check valve cap from the three-way valve.
2. Using a screwdriver, gently turn the check valve stem in until the valve is front seated.
3. Install a service gauge manifold set on compressor.
4. Close (front seat) the receiver tank outlet valve.

5. Operate the unit on cool, and pump down the low side to 0 in. (0 kPa) of vacuum.
6. Stop the unit. The condenser and suction pressures should remain stable, indicating no leaks.
7. Shift the three-way valve to heat position using relay board test. Low side gauge will raise slightly. High side gauge will drop to approximately 30 to 50 psig (207 to 345 kPa). Gauges will equalize.

8. Gauges will remain in this position (approximately 30 to 50 psig [207 to 345 kPa]) if the three-way valve seals properly toward the condenser and the condenser pressure bypass check valve seals properly.
9. Back seat condenser pressure bypass check valve stem against snap ring. Both gauges should rise indicating the condenser pressure bypass check valve is properly releasing condenser pressure into the discharge tube and evaporator.
10. Replace the cap on the condenser pressure bypass check valve.
11. Open the receiver tank return outlet valve, remove the gauges and return the unit to normal operation.



1.	Check Valve
2.	Heating/Defrost Position
3.	Cooling Position

Figure 54: Three-way Valve Condenser Pressure Bypass Check Valve

Discharge Pressure Regulator Valve

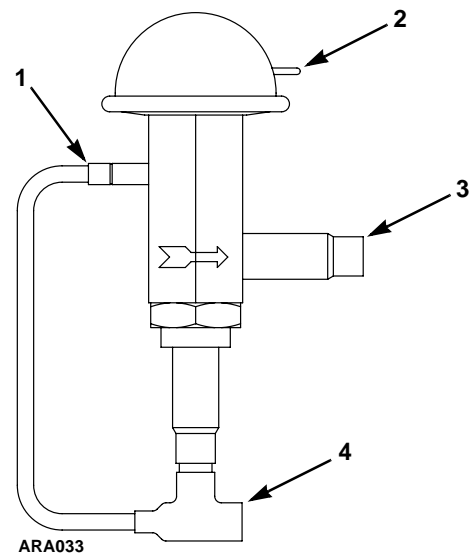
This unit is equipped with a discharge pressure regulator valve, which is located in the hot gas line between the hot gas valve and the evaporator coil distributor head. The discharge pressure regulator valve maintains the compressor discharge pressure at 340 to 400 psig (2344 to 2758 kPa) during heat and defrost operation. These higher discharge pressures create higher discharge temperatures, resulting in enhanced heating capabilities.

The compressor discharge pressure is sensed at the equalizer line on the valve. The valve dome is pre-charged with nitrogen at a pressure of 325 psig (2241 kPa) at 70 F (21 C). The valve opens and closes as the discharge pressure varies to maintain the discharge pressure between 340 and 400 psig (2344 and 2758 kPa). The arrow on the valve indicates the direction of flow.

The discharge pressure regulator valve is not repairable and must be replaced as an assembly.



CAUTION: Before removing the valve, cut the crimped charging line on the dome to release the pressurized nitrogen. This will allow the valve to open completely and equalize the refrigerant pressures before the refrigeration system is opened.



1.	Equalizer Line
2.	Charging Line
3.	Outlet
4.	Inlet

Figure 55: Discharge Pressure Regulator Valve Assembly

Refrigeration Service Operations

NOTE: *It is generally good practice to replace the filter drier whenever the high side is opened or when the low side is opened for an extended period of time.*

Accumulator

Removal

1. Pump down the low side and equalize the pressure to slightly positive.
2. Unsolder the inlet and outlet refrigerant suction lines from the accumulator tank.
3. Unbolt and remove the accumulator from the unit.

Installation

1. Place the accumulator in the unit and tighten the mounting bolts.
2. Solder the inlet and outlet suction lines to the accumulator tank.
3. Pressurize the low side and test for refrigerant leaks. If no leaks are found, *evacuate the low side.*
4. Open the refrigeration valves and place the unit in operation. Check refrigerant charge and compressor oil and add as required.

Compressor

Removal

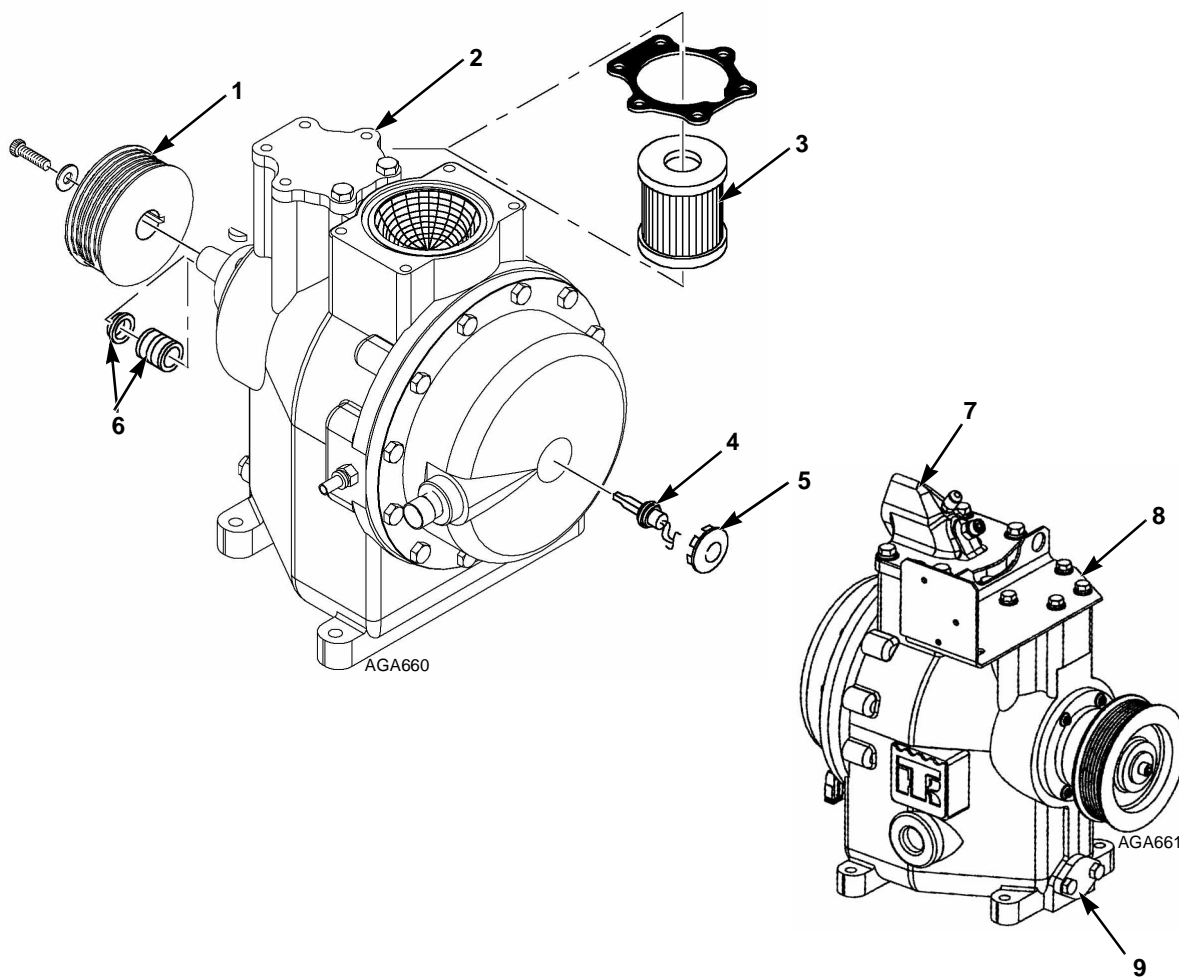
1. Remove the refrigerant from the unit using approved methods.
2. Loosen and remove the compressor/electric motor belt from the compressor pulley.
3. Unsolder the discharge line, liquid injection line, and unbolt the suction valve from the compressor.

4. Disconnect the high temperature cutout switch, the pilot solenoid line, and unsolder liquid injection line.
5. Remove the compressor stabilization bracket and the compressor mounting bolts.
6. Lift the compressor out of the unit. Keep the compressor ports covered to prevent dust, dirt, etc., from falling into the compressor.

NOTE: *When the compressor is removed from the unit, the oil level should be noted, or the oil removed from the compressor should be measured so that the same amount of oil can be added before placing the replacement compressor in the unit.*

Installation

1. Lift the compressor into the unit and install the mounting bolts and the stabilization bracket.
2. Install the service valves using new gaskets soaked in refrigeration oil.
3. Reconnect the high temperature cutout switch, the pilot solenoid line, and liquid injection line.
4. Pressurize the compressor and test for refrigerant leaks.
5. If no leaks are found, *evacuate the system.* Replace the compressor/electric motor belt and adjust the tension.
6. Charge the system with refrigerant.
7. Operate the unit at least 30 minutes and then inspect the oil level in the compressor. Add or remove oil if necessary.
8. Check the refrigerant charge and add refrigerant if needed.



1.	Pulley	6.	Shaft Seal Assembly
2.	Oil Filter Cover Plate	7.	Suction Adapter
3.	Oil Filter	8.	Compressor Stabilization Bracket
4.	High Temperature Cutout Switch	9.	Oil Drain Cap
5.	Cap		

Figure 56: Compressor Components

Shaft Seal Change Procedure

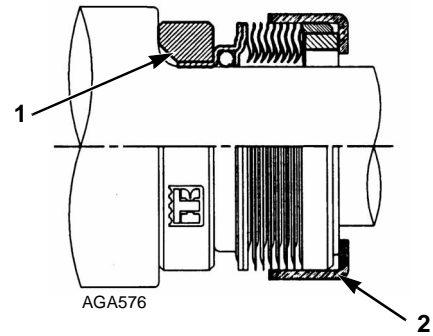
Thermo King recommends changing the compressor shaft seal when there is a major system interruption, such as component replacement or total loss of refrigerant charge. When the shaft seal is changed, Thermo King also recommends changing the oil and oil filter.

The steps for changing the shaft seal are as follows:

1. Recover refrigerant. Equalize pressure to slightly positive.
2. Remove compressor.
3. Remove drive pulley and Woodruff key from the shaft.
4. Clean shaft seal cover of excess dirt.
5. Remove four Torx head screws from shaft seal cover.
6. Carefully pry the shaft seal cover out of compressor body using flats at top and bottom of shaft seal cover.
7. Remove the old hard ring, lip seal, and o-rings from the seal cover.
8. Loosen the set screws that secure the bellows to the shaft. These set screws typically use an 1/8 inch Allen wrench which is provided with the new seal.
9. Remove the old bellows from the shaft. Use a small prybar or screwdriver on each side of the bellows, but do not scratch the shaft when removing the bellows. Be careful not to lose the spacer that is on the shaft.
10. Ensure the spacer is properly located on the shaft flat.
11. Back out the set screws from the new bellows and apply a small amount of removable thread locking compound (Loctite™ see Tool Catalog) to the set screw threads.

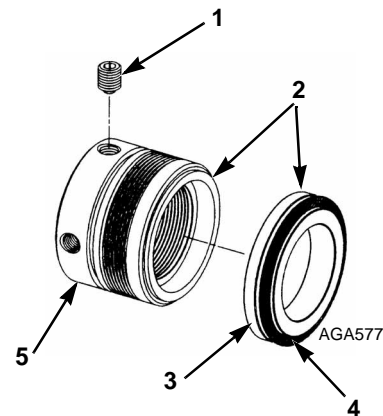


CAUTION: *Keep the orange protective cap in position until final assembly.*



1.	Clamp Ring
2.	Orange Protective Cap

Figure 57: Cross Section of Set Screw Type Bellows



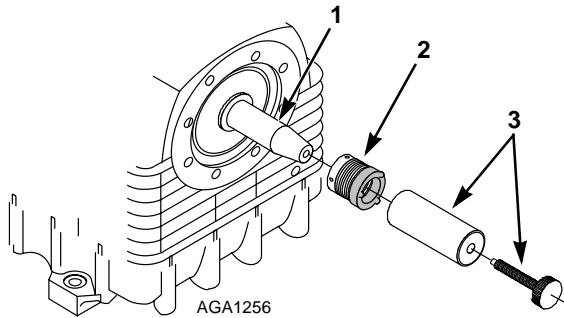
1.	Set Screw
2.	Seal Faces
3.	Hard Ring
4.	O-ring
5.	Bellows

Figure 58: Set Screw Type Bellows Seal

12. Apply clean compressor oil to the o-ring inside the bellows and place the bellows on the shaft. Leave the orange protective cap on the bellows.

- Use seal installation tool (see Tool Catalog) to install the bellows squarely on the shaft. Clean the seal installation tool and place it on the shaft. Turn the knob until the tool bottoms out.

NOTE: The following illustration shows the seal installation tool being used on a reciprocating compressor. The same procedure applies to the scroll compressor.



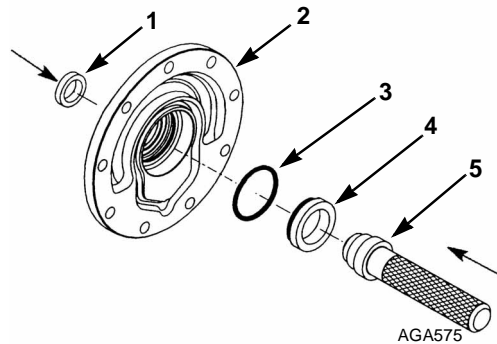
1.	Crankshaft
2.	Bellows
3.	Seal Installation Tool

Figure 59: Bellows Installation with Tool

- Tighten the set screws to approximately 45 in.-lb (5.0 N•m) with the Allen wrench provided.
- Remove the seal installation tool.
- Install the new lip seal in the seal cover with the lip side facing out and the flat side facing toward the compressor.
- Apply clean compressor oil to the new o-ring and install it in the seal cover. Apply clean compressor oil to the new hard ring. Ensure that the hard ring installation tool (see Tool Catalog) is clean. Use the hard ring installation tool to push the hard ring (with the polished surface toward the installation tool) fully into the seal cover. Do not pinch the o-ring.

If the installation tool is not available, use the pad in the new seal packaging to protect the polished surface of the hard ring during assembly. A substitute installation tool should have a diameter approximately the same size as the O.D. of the polished surface.

NOTE: The following illustration shows the seal installation tool being used on a reciprocating compressor seal cover. The same procedure applies to the scroll compressor seal cover.



1.	Lip Seal
2.	Seal Cover
3.	O-ring
4.	Hard Ring—Install with Polished Surface Toward Compressor
5.	Hard Ring Installation Tool

Figure 60: Lip Seal and Hard Ring Installation

CAUTION: Do NOT touch or damage the polished seal face surfaces.

- Remove the orange protective cap. Clean the hard ring and the primary ring (bronze ring) with the alcohol wipes found in package labeled “1”. Then clean the polished mating surfaces of both rings with the lint free dry wipes from package number “2”. Apply clean compressor oil to polished surfaces of the seal and to the lip seal from package number “3” before assembling.

CAUTION: Oil applied to the seal faces must be absolutely clean.

19. Lubricate the new seal cover o-ring with compressor oil (see Tool Catalog) and install on the seal cover.
20. Install the seal cover on the body and torque screws to 100 to 110 in-lb (11.2 to 12.4 N•m). Do not bump the hard ring into the end of the shaft during assembly.
21. Install the Woodruff key and drive pulley. Torque the pulley bolt to 30 to 35 ft.-lb (41 to 47 N•m).

Parts List (Required)	
Seal Cover O-ring	See Tool Catalog
Use Seal Kit	See Tool Catalog

Parts List (As Needed)	
Torx Screws	See Tool Catalog

Compressor Oil Filter Replacement

Thermo King recommends changing the compressor oil filter when there is a major system interruption, such as component replacement or total loss of refrigerant charge. When the oil filter is changed, Thermo King also recommends changing the oil.

1. Recover refrigerant. Equalize pressure to slightly positive.
2. Clean oil filter cover plate area of excess dirt.
3. Remove compressor stabilization bracket, cover plate and spring, noting the location of hex screws for proper installation.
4. Scrape gasket off compressor body and cover plate.
5. Remove oil filter and o-ring.
6. Clean oil filter cavity of any noticeable debris.
7. Lubricate new o-ring with compressor oil.
8. Press oil filter and o-ring over stem in compressor body until seated.
9. Lubricate new gasket with compressor oil.

10. Install spring, new gasket, cover plate, and compressor stabilization bracket using hex screws, torquing to 290 to 310 in-lb (34 to 36 N•m). Be certain to install hex screws in their original location.

Parts List (Required)	
Oil Filter and O-ring	See Tool Catalog
Gasket	See Tool Catalog

Parts List (As Needed)	
Cover Plate	See Tool Catalog
Spring	See Tool Catalog
Torx Screws	See Tool Catalog

Scroll Compressor Oil Change

1. Recover refrigerant. Equalize pressure to slightly positive.
2. Clean oil drain cap area (bottom and bottom rear of compressor) of excess dirt.
3. Remove oil drain plug from bottom rear of compressor to drain oil. Measure amount of oil drained from compressor.
4. Remove two screws and oil drain cap from compressor.
5. Scrape gasket from oil drain cap and body.
6. Remove spring, screen and screen cover from body.
7. Clean screen and cover.
8. Replace screen cover, ensuring notch in cover is aligned with notch in body.
9. Lubricate new gasket with compressor oil.
10. Replace screen, spring, gasket, oil drain cap and screws.
11. Torque screws to 290 to 310 in-lb (34 to 36 N•m).
12. Lubricate o-ring on oil drain plug with compressor oil.
13. Install oil drain plug and torque to 100 to 110 in-lb (11.2 to 12.4 N•m).

14. Remove the oil filter cover.
15. Measure oil removed and add an equal amount or add 40 oz (1.2l) of compressor oil (see Tool Catalog), by pouring oil into the oil filter cavity.
16. Replace oil filter cover.

Other Parts Which May Be Used (As Needed) Are:	
Torx Head Screws	See Tool Catalog
Oil Drain Cap	See Tool Catalog
Spring	See Tool Catalog
Screen	See Tool Catalog
Screen Cover	See Tool Catalog

High Temperature Cutout Switch Change Procedure

NOTE: *Thermo King recommends changing the high temperature cutout switch whenever the insulation on the leads has been broken or there is other reason to suspect a defective switch.*

The steps for changing the high temperature cutout switch are as follows:

1. Cut through silicone sealant surrounding plastic cap.
2. Pry plastic cap out of top cap.
3. Remove switch by pulling it out of top cap well.
4. Clean all debris out of top cap well and off of top cap surface.
5. Apply 0.25 to 0.50 cubic centimeters of dielectric compound into thermal well.
6. Apply 0.25 to 0.50 cubic centimeters of dielectric compound between switch element and kapton sleeve.
7. Fold kapton sleeve over, fully protecting switch.
8. Firmly press switch into thermal well by rubber boot.
9. Completely fill remaining void in thermal well with silicone to protect against water infiltration.

10. Press new protective plastic cap in place with wire channel pointed down. Cap will snap into place when in proper location.

Parts List (As Needed)	
Switch Assembly	See Tool Catalog
Plastic Cap	See Tool Catalog
Dielectric Compound	See Tool Catalog
Silicone Sealant	N/A

Liquid Injection Fitting Change Procedure

The steps for changing the liquid injection fitting are as follows:

1. Recover refrigerant. Equalize pressure to slightly positive.
2. Clean compressor body in area of liquid injection fitting.
3. Sweat tubing out of liquid injection fitting.
4. Visually inspect screen in liquid injection fitting.
5. If plugged, carefully remove liquid injection fitting from compressor body.
6. Install new o-ring on new liquid injection fitting.
7. Lubricate new o-ring with Mobil™ oil (see Tool Catalog).
8. Carefully thread new liquid injection fitting through compressor body into steel block on the inside. Make sure the fitting is not cross-threaded in the steel block.
9. Torque liquid injection fitting to 100 to 120 in-lb (11.2 to 13.6 N•m).
10. Re-attach tubing to liquid injection fitting.
11. Pressurize the unit and check for leaks.
12. Evacuate the unit and recharge system.

Parts List (As Needed)	
O-ring	See Tool Catalog
Liquid Injection Fitting	See Tool Catalog

Condenser/Radiator Coil

Removal

1. Remove the refrigerant charge.
2. Remove the grille assembly.
3. Drain engine coolant from the expansion tank and disconnect the coolant hoses from the condenser/radiator coil.
4. Unsolder the hot gas inlet tube and liquid refrigerant line connections.
5. Unbolt and remove the condenser/radiator coil.

Installation

1. Clean the tubes for soldering.
2. Place the coil in the unit and install the mounting hardware.
3. Solder the inlet line and liquid line refrigerant connections.
4. Pressurize the refrigeration system and test for leaks. If no leaks are found, *evacuate the system*.
5. Connect the coolant hoses to the radiator and refill the expansion tank with 50/50 ethylene glycol/water solution.
6. Recharge the unit with refrigerant and check the compressor oil.
7. Reinstall the front grille.

Receiver Outlet Check Valve

Removal

1. Pump down the low side and equalize the pressure to slightly positive.
2. Place a heat sink on the check valve.
3. Unsolder lines and remove the check valve.

Installation



CAUTION: *A heat sink must be used on the in-line check valve when it is being soldered in place to prevent damage to the neoprene seal.*

1. Clean the tubes for soldering.
2. Place the check valve in position. The arrow on the valve body indicates the direction of refrigeration flow through valve.
3. Place a heat sink on the check valve.
4. Solder the inlet and outlet connections.
5. Pressurize the low side and test for leaks. If no leaks are found, evacuate the low side.
6. Open the refrigeration valves and place the unit in operation. Check the refrigerant charge and the compressor oil. Add as required.

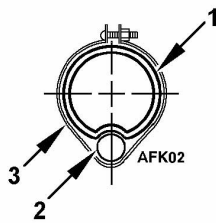
Liquid Injection Valve

Removal

1. Pump down the unit and recover charge.
2. Remove the feeler bulb from the discharge line clamp. Note the position of the feeler on the discharge line.
NOTE: *There is a dimple in the bottom of discharge tube to nest the liquid injection valve bulb.*
3. Unsolder the inlet/outlet lines from the liquid injection valve.
4. Remove liquid injection valve mounting bolts and remove the liquid injection valve from the unit.

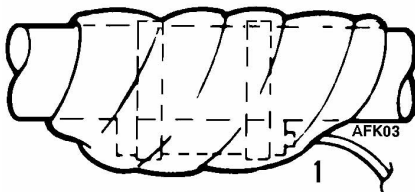
Installation

1. Install and bolt the liquid injection valve assembly in the unit.
2. Solder (95-5 Solder) the inlet liquid line and the outlet line to the injection valve.
3. Solder (95-5 Solder) the inlet line to the valve.
4. Clean the dimple surface of the compressor discharge line to a bright polished condition. Install the feeler bulb clamps and the feeler bulb on the bottom of the outlet line in its former position. The feeler bulb must make good contact with the outlet line or the operation will be faulty. Wrap with sheet cork and then wrap with asphalt cork.
5. Pressurize the unit and test for leaks. If no leaks are found, *evacuate the unit and recharge*.



1.	Compressor Outlet
2.	Capillary Tube Nesting in Dimple
3.	End View

Figure 61: Location of Injection Valve Bulb



1.	Side View
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Figure 62: Completely Wrap Bulb with Tape

6. Open the refrigeration valves and place the unit in operation.
7. Test the unit to see that the valve is properly installed.

Dehydrator (Filter-Drier)

Removal

1. Pump down the refrigeration system and equalize the pressure to slightly positive.
2. Disconnect the nuts at the end of the drier.
3. Loosen the mounting hardware and remove the drier.

Installation

1. Install the new drier and tighten the mounting screws and nuts. Install new o-rings.
2. Install and tighten the inlet nut to the receiver tank outlet valve line (inlet end of drier is labeled "IN"). Hold the drier with a back-up wrench on the hex behind the flare fitting.
3. Release a small amount of refrigerant to purge the air through the drier. Then tighten outlet nut on the dehydrator to the evaporator line.
4. Pressurize the system and inspect for leaks. If no leaks are found, open the refrigeration valves and place the unit in operation.

Evaporator Coil

Removal

1. Remove the refrigerant charge.
2. Remove the evaporator top panel.
3. Disconnect the expansion valve from the distributor. Disconnect the air switch hoses.
4. Unsolder the suction line and drain pan hot gas line from the evaporator coil.
5. Disconnect the electric heaters and high temperature cutout switch on Model 50 units.
6. Remove the mounting bolts and slide the coil from the evaporator housing.

Installation

1. Place the evaporator coil in the housing.
2. Install the mounting bolts and tighten.
3. Clean the tubes for soldering.
4. Solder the suction line and drain pan hot gas line connections to the evaporator coil.
5. Connect the distributor to the expansion valve assembly.
6. Connect the air switch hoses and install the high temperature cutout switch and electric heaters (Model 50).
7. Pressurize the low side and test for leaks. If no leaks are found, *evacuate the unit*.
8. Open the refrigeration valves and place the unit in operation. Install the refrigerant charge and compressor oil and add as required.

Expansion Valve Assembly

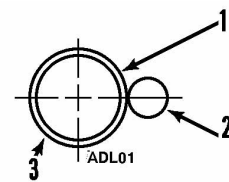
Removal

1. Pump down the low side and equalize pressure to slightly positive.
2. Remove the feeler bulb from the suction line clamp. Note the position of the feeler bulb on the suction line.
3. Unsolder the equalizer line from the expansion valve.
4. Unsolder the inlet liquid line and the distributor from the expansion valve.
5. Remove the expansion valve mounting bolt and remove the expansion valve from the unit.

Installation

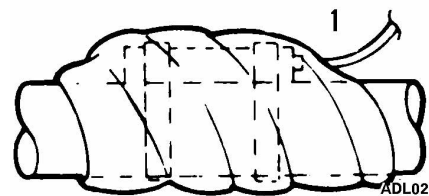
1. Install and bolt the expansion valve assembly in the unit.
2. Solder (95-5 Solder) the inlet liquid line and the distributor to the expansion valve.

3. Solder (95-5 Solder) the equalizer line to the expansion valve.
4. Clean the suction line to a bright polished condition. Install the feeler bulb clamps and the feeler bulb on the side of the suction line in its former position. The feeler bulb must make good contact with the suction line or the operation will be faulty. Wrap with insulating tape.
5. Pressurize the low side and test for leaks. If no leaks are found, *evacuate the low side*.



1.	Suction Line
2.	Capillary Bulb
3.	End View

Figure 63: Location of Expansion Valve Bulb



1.	Top View
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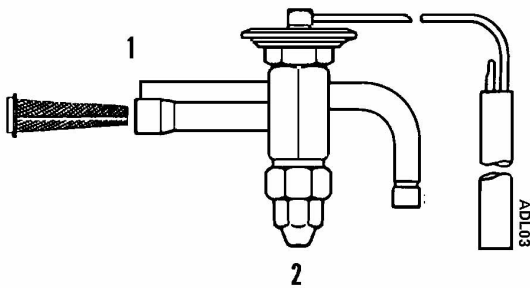
Figure 64: Completely Wrap Bulb with Tape

6. Open the refrigeration valves and place the unit in operation.
7. Test the unit to see that the expansion valve is properly installed.

Cleaning In-line Screen

1. Perform a low side pump down; bleed pressure back to 1 psig (7 kPa).
2. Remove the liquid line fitting.
3. A small tool with a slight hook may be needed to pull screen from the expansion valve.
4. Clean the screen and reinstall.

NOTE: *Outlet screen points toward the distributor.*



1.	Solder-in Expansion Valve Screen
2.	Solder-in Type

Figure 65: Expansion Valve

Heat Exchanger

Removal

1. Remove the refrigerant charge.
2. Remove the evaporator top cover.
3. Remove the mounting bolts that hold the heat exchanger on the bulkhead.
4. Disconnect the equalizer line from the suction line.
5. Disconnect liquid outlet line flare nut from the expansion valve.
6. Note the position of the feeler bulb on the side of the suction line. Remove the expansion valve feeler bulb from the suction tube.
7. Unsolder the suction line at the evaporator coil end.

8. Unsolder the remaining outlet suction line and inlet liquid line connections from the condenser side of the bulkhead. Remove putty from around the lines before unsoldering the connections.
9. Lift the heat exchanger assembly out of the evaporator housing.

Installation

1. Clean the tubes for soldering.
2. Place the heat exchanger assembly in the evaporator housing and install the mounting hardware loosely.
3. Solder liquid inlet and suction outlet line connections on the condenser side of the bulkhead. Seal openings through bulkhead with putty when refrigerant lines have cooled off.
4. Tighten the heat exchanger mounting hardware securely.
5. Solder suction line connection to the evaporator coil.
6. Connect the equalizer line flare fitting to the suction line and liquid outlet line flare fitting to the expansion valve.
7. Pressurize the low side and test for leaks. If no leaks are found, evacuate the unit.
8. Clean the suction tube to a bright polished condition. Install the feeler bulb clamps and feeler bulb on the side of the suction line in its former position. The feeler bulb must make good contact with the suction line or operation will be faulty. Wrap with insulating tape.
9. Open the refrigeration valves and place the unit in operation. Install refrigerant charge.
10. Test the unit to see that the expansion valve is properly installed.

High Pressure Cutout Switch

Removal

1. Front seat the three-way valve bypass check valve
2. Start the unit and pump down the low side.
3. Stop the unit.
4. Shift the unit into heat using the relay board test.
5. Disconnect the wires and remove the high pressure cutout switch from the discharge tube.

Installation

1. Apply a refrigerant Loctite™ to the threads of the high pressure cutout switch.
2. Install and tighten high pressure cutout switch and reconnect the wires.
3. Pressurize the refrigeration system and test for leaks. If no leaks are found, evacuate the system.
4. Open (back seat) the three-way valve bypass check valve.

High Pressure Relief Valve

Removal

1. Remove the refrigerant charge.
2. Unscrew and remove the high pressure relief valve.

Installation

1. Apply a refrigerant Loctite™ to the threads of the high pressure relief valve.
2. Install and tighten the high pressure relief valve.
3. Pressurize the refrigeration system and test for leaks. If no leaks are found, evacuate the system.
4. Recharge the unit with refrigerant and check the compressor oil.

Pilot Solenoid

Removal

1. Recover refrigerant from the unit.
2. Disconnect the lines to the solenoid and immediately cap to prevent moisture and air from entering the system.

NOTE: The lines from the three-way valve to the pilot solenoid will leak refrigerant at a high velocity and should be capped.

3. Disconnect the electrical wires and remove the pilot solenoid.

Installation

1. Replace the pilot solenoid in the unit.
2. Remove the caps from the lines and connect lines to the pilot solenoid. Connect line from the three-way valve first. Connect wires to the valve.
3. Evacuate and charge the unit with refrigerant.
4. Open (back seat) the three-way valve bypass check valve.
5. Check for leaks.

Receiver Tank

Removal

1. Remove the refrigerant charge.
2. Unsolder the inlet tube from the receiver tank.
3. Unsolder the filter drier line from the receiver tank outlet tube.
4. Unbolt the mounting brackets and remove the receiver tank from the unit.

Installation

1. Place the receiver tank in the unit and install the mounting bolts and nuts loosely. Position the receiver tank so the sight glass is clearly visible and the outlet tube lines up.
2. Solder the inlet tube to the receiver tank.

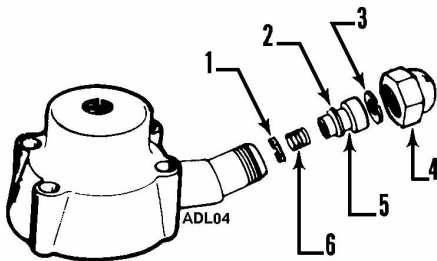
3. Solder the filter drier line to the receiver tank outlet valve.
4. Tighten the receiver tank mounting hardware securely.
5. Pressurize the refrigeration system and check for leaks. If no leaks are found, evacuate the system.
6. Recharge the unit with refrigerant.

Three-Way Valve Condenser Pressure Bypass Check Valve Repair

Removal

1. Remove the refrigerant charge.
2. Unscrew the condenser pressure bypass check valve cap from the check valve.
3. Remove the snap ring.
4. Unscrew the check valve stem by using a screwdriver in the slot provided.

NOTE: Spring and valve are held in by the stem. While removing the stem, use care so the spring and valve are not lost.



1.	Teflon Check Valve	4.	Cap
2.	O-ring	5.	Stem
3.	Snap Ring	6.	Spring

Figure 66: Condenser Pressure Bypass Check Valve

5. Remove the spring and Teflon valve.
6. Inspect the check valve seat in the three-way valve.
7. If replacement parts are needed, a kit must be used which includes the Teflon valve, spring, o-ring, valve stem and snap ring.

Installation

1. Coat the o-ring with compressor oil (use same type of oil that is used in the system) and install it on the check valve stem.
2. Insert the spring into the hole in the check valve stem and then install the Teflon check valve on the other end of the spring with the hole in the valve towards the spring.
3. Coat the entire assembly with compressor oil and install the assembly into the check valve seat in the three-way valve.

CAUTION: The Teflon valve must be inserted with the flat side against the valve seat to ensure proper sealing.

4. Screw the check valve stem into the three-way valve until the snap ring can be installed.
 5. Install the snap ring.
 6. Unscrew (back seat) the check valve stem against the snap ring.
- NOTE:** Valve stem must be back seated during normal unit operation.
7. Coat sealing area in cap with compressor oil (use same type of oil that is used in the system), install and tighten the cap on the three-way valve.
 8. Pressurize the refrigeration system and test for leaks. If no leaks are found, evacuate the system.
 9. Recharge the unit.

Three-way Valve Repair

NOTE: The three-way valve can be repaired in the unit if leakage or damage to the Teflon seals should occur.

Removal

1. Remove the refrigerant charge.
2. Clean the exterior surface of the valve.
3. Remove the 1/4 in. copper line from the three-way valve to the pilot solenoid.
4. Loosen the four 1/4 in. Allen head screws (do not remove); use tool (see Tool Catalog) to break the gasket at each side of the center section.



CAUTION: Do not force the tool into the brass or against the bolts.

5. Unsolder the condenser line from the condenser.
6. Remove the 4 bolts from the valve.
7. Remove the top cap and spring.
8. Remove the spring clip. Observe the slot in the spool shaft and slide piston away from this slot.
9. Remove the piston.
10. Remove the center section and stem assembly.
11. Inspect the following parts for wear and damage:

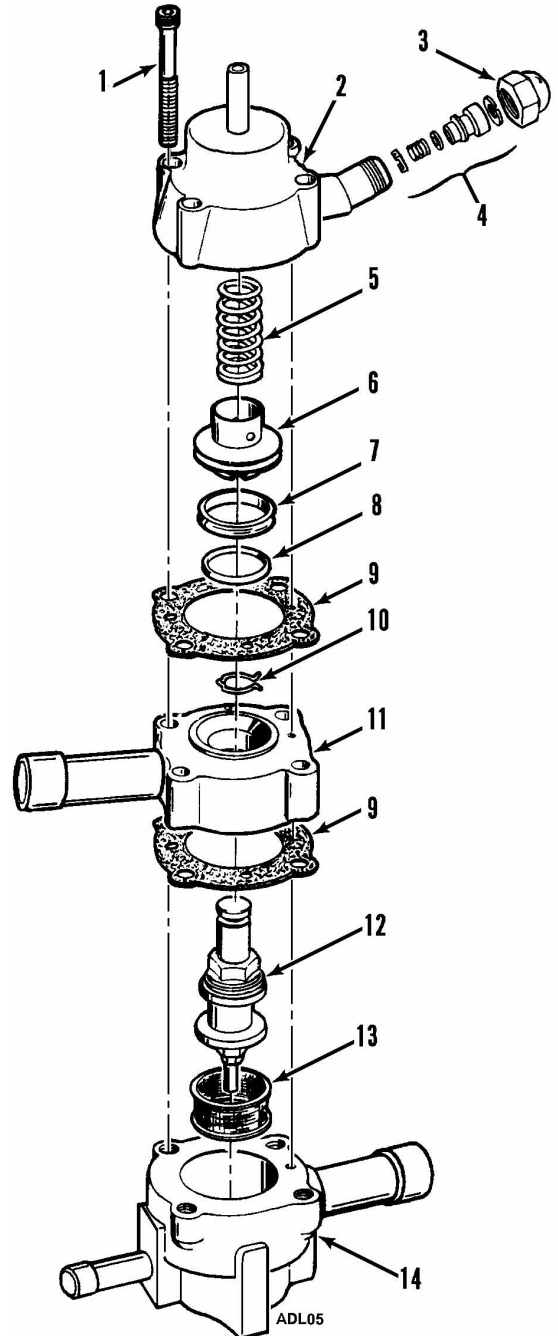
- a. Bottom cap sealing and support areas
- b. Center section, sealing surface
- c. Top cap, sealing and support surface

The following parts will be discarded:

- a. Stem assembly
- b. All gaskets
- c. Teflon seal and o-ring

12. Remove the screen.

NOTE: The valve body cannot be reconditioned. Seat positions change and improper sealing will result.



1.	Screw	8.	O-ring
2.	Top Cap	9.	Gasket
3.	Cap	10.	Clip
4.	Check Valve Assembly	11.	Seat
5.	Spring	12.	Stem Assembly
6.	Piston	13.	Screen
7.	Teflon Seal	14.	Bottom Cap

Figure 67: Three-way Valve Assembly

Installation

NOTE: *Three-way valve kit is used to repair three-way valves (see Tool Catalog).*

After cleaning and inspecting all parts, reassemble the valve. Clean solder off the condenser line and condenser head with sandpaper and tubing brush.

1. Install the screen into the bottom cap.
2. Install new stem into the center section.
3. Install new gaskets on both sides of the valve body. Dip gaskets in compressor oil (use same type of oil that is used in the system) before installing.
4. Install a new o-ring on the piston, then place the Teflon seal over the o-ring.
5. Install the piston on the stem and attach with spring clip.

NOTE: *The Teflon seal will stretch when it is installed. To prevent this from becoming permanent (and possibly malfunction), the top cap must be installed immediately.*

6. Install the spring and top cap.
7. Line up the passageways in the cap and body. Failure to line up the holes will result in improper operation of the valve.
8. Install bolts and tighten in rotating sequence.
9. Solder condenser line to the condenser inlet.
10. Install pilot solenoid line and pressurize system with refrigerant to check for leaks.
11. If there are no leaks, evacuate the system and recharge with refrigerant.
12. Run the unit to check for proper three-way valve operation.

R-404A

The refrigeration industry has introduced a new refrigerant called R-404A. This refrigeration is classified as a Hydro-fluorocarbon (HFC) because it contains hydrogen fluorine and carbon. It does not contain chlorine.

The capacities of these new refrigerants are similar for box temperatures above 0 F (-18 C). At temperatures below 0 F (-18 C), HFC refrigerant capacities are slightly less than CFC refrigerants.

Unit Identification

Units charged with R-404A are identified by the following methods:

1. HFC-404A will be stamped on the unit's serial plate.
2. "HFC" may be incorporated in the model designation on the sides of the unit.
3. Decals will be applied to unit as shown below:



Figure 68: R404A Decal

Availability

Refrigerant 404A is available from wholesalers. The price will depend upon the quantity purchased. Thirty (30), 50 and 125 containers are available.

Leak Detection

Leaks can be detected by a Halogen leak detector such as the G.E. H10G or portable leak detector (see Tool Catalog). See Truck and Trailer Service Bulletin T&T 048 for additional details.

Compressor Oil

As of January 1, 1993, Thermo King Corporation has chosen to use a compressor oil called Polyol Ester (POE)—also called ester based oil. POE oil is compatible with R-404A and can be used in low temperature applications. This oil is available from service parts (see Tool Catalog). *Required for Scroll compressors.*

Compressors Shipped with POE Oil

Thermo King Scroll compressors are charged with Polyol Ester oil (POE). All gauge fittings are 1/4 inch fittings.



CAUTION: POLYOL ESTER (POE) IS THE ONLY OIL FOR USE WITH THERMO KING UNITS USING R-404A. IT SHOULD NOT BE ADDED TO STANDARD THERMO KING UNITS, NOR SHOULD THE STANDARD OR SYNTHETIC OIL BE ADDED TO SYSTEMS CONTAINING R-404A. COMBINING THE TWO OILS COULD RESULT IN DAMAGE TO THE SYSTEM.

Because Polyol Ester has an affinity for moisture, it must be kept in capped containers. In addition, it should be added as the last step in system repair. Rubber gloves are recommended when handling Polyol Ester because it may cause skin irritation.

Equipment Recommendations For Use With R-404A

Dedicated Equipment



CAUTION: Equipment that has been used with other refrigerants MUST NOT be used with R-404A refrigerants. Mixing R-404A with other refrigerants will cause contamination of the refrigerant. Using contaminated refrigerant will cause system failure.

Vacuum Pumps

When evacuating, a two stage three or five CFM pump is recommended. It is also recommended that dry nitrogen be used first. Ideally, a new vacuum pump should be used and dedicated for use with R-404A systems because residual refrigerants may remain in used vacuum pumps.

Pumps used with other Thermo King refrigerants may be used but extreme care should be taken to prevent contamination of R-404A systems with other refrigerants.

The Thermo King Evacuation Station is recommended. This station is available from service parts (see Tool Catalog). See Truck and Trailer Service Bulletin T&T 061 for additional details.

Use only recommended vacuum pump oils and change oil after every major evacuation. Vacuum pump oils are highly refined and the use of contaminated oils will prevent the desired vacuum from being obtained. Failure to follow these recommendations may result in conditions that will destroy the vacuum pump.

Gauge Manifold Sets

Gauge manifold sets that show the correct pressure-temperature relationship should be used. Gauge manifolds and manifold hoses used with other Thermo King refrigerants maybe used but extreme care should be taken to prevent contamination of the R-404A systems with other refrigerants. Purge manifold and hoses with dry nitrogen before using. *Never use equipment that may be contaminated with automotive type Polyalkylene Glycol (PAG) oils.*

System Clean-up

Existing clean up devices such as suction line filters and compressor oil filters may be used if they are thoroughly cleaned and new filter elements are installed. All standard compressor oils must be removed from clean-up devices to prevent contamination of R-404A systems. Dangerous contamination will result if other refrigerants or standard oils are introduced to R-404A systems.

NOTE: For additional information on parts and supplies, consult your local Thermo King dealer and the Thermo King Tool Catalog.

Refrigerant Recovery

Present systems can be adapted to the recovery of R-404A but should be dedicated to the recovery of these refrigerants. Consult the manufacturer of your recovery equipment for details.

Suction Pressure Regulator Valve

Removal

1. Pump down the low side and equalize pressure to slightly positive.
2. Release remaining pressure and unsolder suction pressure regulator valve from the accumulator tank and suction tube.

Installation

1. Clean the tubes for soldering.
2. Place the valve in position and solder connections.
3. Pressurize the low side and check for leaks.
4. If no leaks are found, evacuate the low side.
5. Open the refrigeration valves, and place the unit in operation. Check the refrigerant charge and add refrigerant as required.

Hilliard Clutch Maintenance

Large Truck Unit Centrifugal Clutch Change

The centrifugal clutch has three belt grooves and its engagement speed is 600 ± 100 RPM.

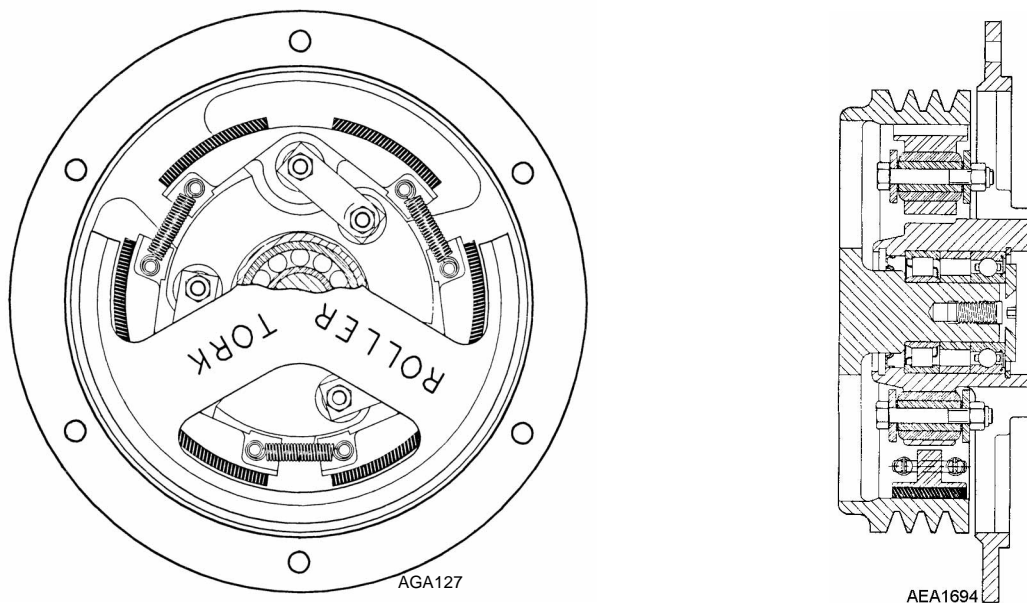
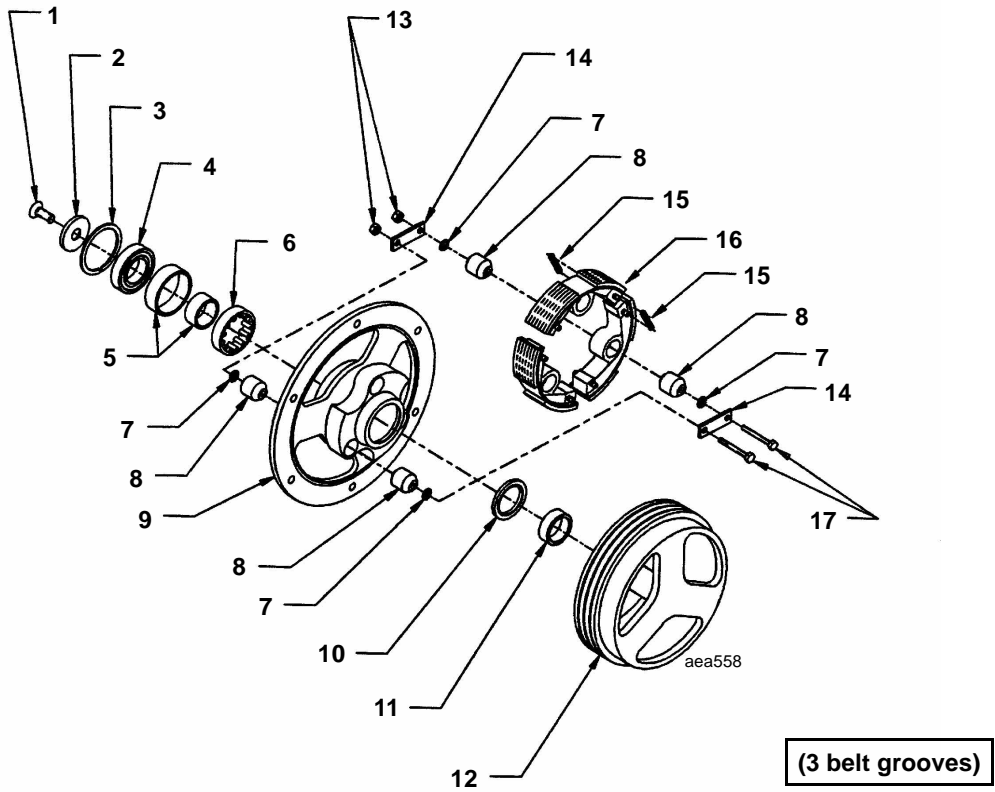


Figure 69: Front View and Cross Section



(3 belt grooves)

1.	Screw	10.	Grease Seal
2.	Washer	11.	Roller Bearing Inner Race
3.	Snap-Ring	12.	Pulley Housing
4.	Ball Bearing	13.	Elastic Stop Nuts (6)
5.	Large & Small Spacers	14.	Connector Link (6)
6.	Rolling Bearing	15.	Spring (6)
7.	Lockwasher (12)	16.	Shoe Assembly (3)
8.	Bushing (6)	17.	Screws (6)
9.	Hub		

Figure 70: Hilliard Centrifugal Clutch

Clutch Maintenance

Using an inspection mirror, inspect the clutch every 1000 hours of operation or yearly, whichever occurs first. If shoe wear is uneven on different shoes, remove the clutch, clean the shoes and drum, regrease bearings or replace if they are worn. Inspect anchor bushings, shoe lining and springs for wear and replace if necessary.

Tools Required

- Internal Retaining Ring Pliers
- 7/16 in. Wrench
- 7/32 in. Allen Wrench or 7/32 x 1/2 in. Socket Drive
- 1/2 in. Impact Tool
- Rubber or Plastic Hammer
- 7/16 in. Socket or Nut Driver
- Arbor Press with Various Sized Arbors
- Bearing Puller
- Ratchet (Optional)
- Torque Wrench

Grease

Mobil™ (Synthetic) (see Tool Catalog).

Disassembly Procedure

1. Remove retaining ring.
2. Remove the 3/8-16 flat head cap screw and washer.

NOTE: This screw was installed using *Loctite™* (see Tool Catalog) and will require the use of an impact tool for removal.

NOTE: A small amount of heat (propane or acetylene torch with small heating tip) applied to the cap screw head may be required to help loosen the screw.

3. Remove housing from hub by supporting hub (in a minimum of three places) in spoke area, and pressing on the housing shaft. The inner race of the roller bearing will remain on the housing shaft.

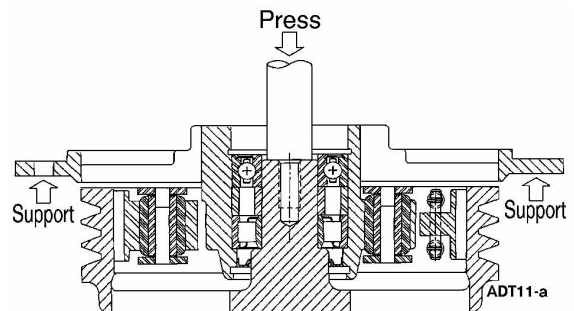


Figure 71: Housing Removal

4. Remove the nuts from six 1/4-28 link screws and remove screws, links, and lockwashers.
5. Remove the springs and shoes.
6. Pull oil seal and press bearings out of hub.

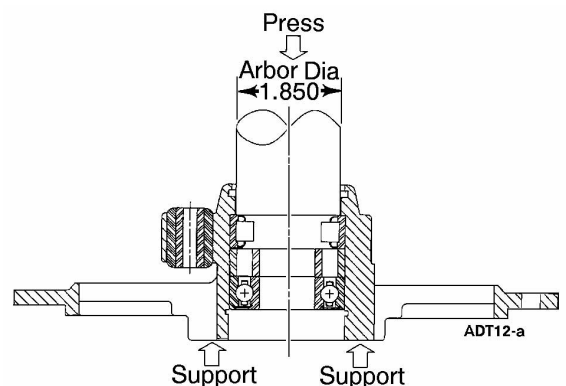


Figure 72: Bearing Removal

NOTE: Press tool should be slightly smaller than hub bore.

NOTE: Make sure the center of the hub is supported and not the outer rim of the hub, when pressing bearing out.

- Press bushings out of hub.

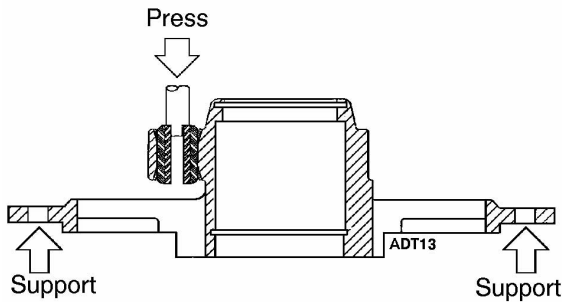


Figure 73: Bushing Removal

- Remove inner race of roller bearing from the housing shaft.

NOTE: This race had Loctite™ applied and was pressed in place. A puller will be required to remove it.

NOTE: Make sure the center of the housing is supported and not the outer drum of the housing.

Assembly Procedure (Using New Bearings and Seal)

- Press bushings into hub side opposite flange.

NOTE: It is important to press bushings in straight.

The bushings should also be centered in the hub socket leaving relatively equal amounts of bushing sticking out of the hub on each side.

A suggested simple tool for pressing in bushing to hub is a 1/4 in. screw x 3 in. or 4 in. long and 1/4 in. nut. Thread nut onto screw approximately 3/4 to 1 in.

Insert threaded end of screw into bushing. Lubricate bushing by dipping in clean water only. Then press into place.

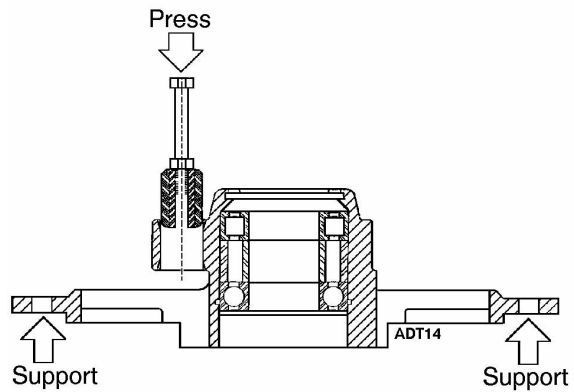


Figure 74: Bushing Insertion

***DO NOT USE SOAP OR OIL TO LUBRICATE BUSHING PRIOR TO ASSEMBLY.**

- Remove the inner race from the roller bearing, apply a small amount of Loctite™ (see Tool Catalog) to race I.D. and press onto the housing shaft, seating against the step.



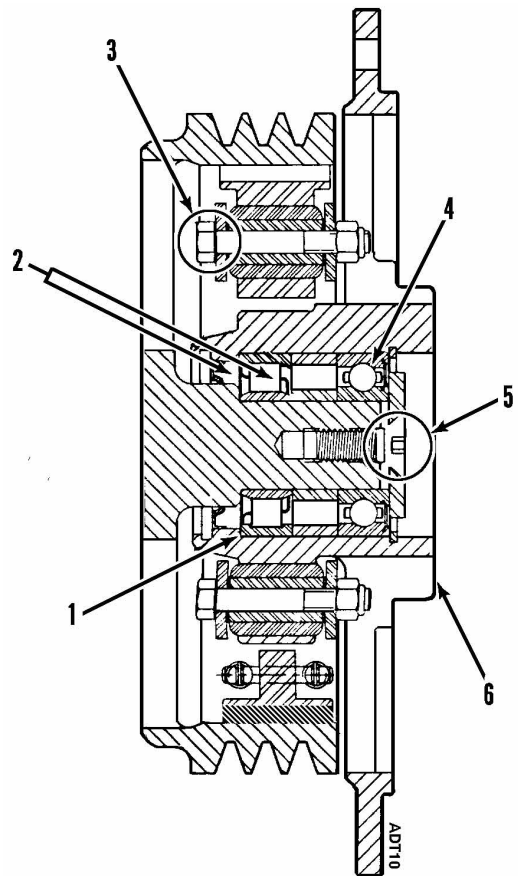
CAUTION: During all bearing assembly, care must be taken to prevent Loctite™ from entering bearing.

- Apply Loctite™ (see Tool Catalog) to O.D. of oil seal, then press seal in end of hub opposite the flange to a depth of approximately 1/16 in. below the surface.
- Apply a *small* amount of Loctite™ (see Tool Catalog) to O.D. of roller bearing and press into hub bore from the flange end until seated against the step in bore.
- Slip large and *small* spacer into hub I.D. seating against the roller bearing.

6. Apply Mobil™ (see Tool Catalog) grease to roller bearing and fill cavity between large and small spacers. A small amount of grease should also be applied to the seal lip and space between the seal and roller bearing.
7. Pack ball bearing with Mobil™ (see Tool Catalog) grease.
8. Apply a *small* amount of Loctite™ (see Tool Catalog) to O.D. of ball bearing and press into hub until seated against spacer. Wipe excess Loctite™ from hub.
9. Install retaining ring.
10. Position shoes in a circle on flat surface and install springs on shoes.
11. Position shoes on the hub.
12. Install 1/4-28 x 1-3/4 in. screws through links, then external tooth 1/4 in. lockwasher. Then slide through bushings in shoes and hub.
13. Install remaining lockwashers then links and 1/4-28 in. locknuts, torquing them to 110 ± 5 in.-lbs (12.5 ± 6 N•m).

NOTE: Shoes *MUST* be held tightly against hub while nuts are tightened.

14. Place the hub and shoe assembly into the housing and place flatwasher over the bearing.
15. Apply Loctite™ (see Tool Catalog) to 3/8-16 x 1 in. screw and install through washer into housing shaft. The housing and hub will be drawn together to the proper relative position as the screw is tightened. Tighten the screw to 30 to 35 ft.-lbs (41 to 48 N•m).



1.	Roller Bearing, Pack with Mobil™ (see Tool Catalog) grease
2.	Pack These Areas with Mobil™ (see Tool Catalog) grease at Assembly
3.	HEX HD Cap Screw (6X), 1-4/28 UNF X 1.75 Long. Torque to 110 ± 5 in.-lbs (12.5 ± 6 N•m) NOTE: Shoes must be disengaged while tightening 6 bolts and MUST be held tightly against hub while nuts are tightened.
4.	Bearing, Fill with Mobil™ (see Tool Catalog) grease Approximately 0.32 oz (70 to 80% full)
5.	3/8-16 UNC x 1.00 Long, Flat Head Socket Cap Screw with Nylox Insert / Apply Loctite™ (see Tool Catalog) and Torque to 30 to 35 ft.-lb (41 to 48 N•m)
6.	Serial Nameplate

Figure 75: Clutch

Structural Maintenance

Unit And Engine Mounting Bolts

Periodically check and tighten all unit and engine mounting bolts. Torque the unit mounting bolts to 60 ft-lb (81.3 N•m). Torque the engine mounting bolts to 50 ft-lb (68 N•m).

Unit Inspection

Inspect the unit during unit pretrip inspection and scheduled maintenance inspections for loose or broken wires or hardware, compressor oil leaks, or other physical damage which might affect unit performance and require repair or replacement of parts.

Condenser, Evaporator and Radiator Coils

Clean the coils during scheduled maintenance inspections. Remove any debris (e.g., leaves or plastic wrap) that reduces the air flow. Clean dirty coils with compressed air or a pressure washer. Be careful not to bend the fins when cleaning a coil. If possible, blow the air or water through the coil in the direction opposite the normal air flow. Repair bent fins and any other noticeable damage.



CAUTION: Air pressure should not be high enough to damage coil fins.

Fan Location

When mounting the fan and hub assembly on the fanshaft, position the assembly in the orifice with 30 to 35 percent of the blade width to the air discharge side for proper fan performance.

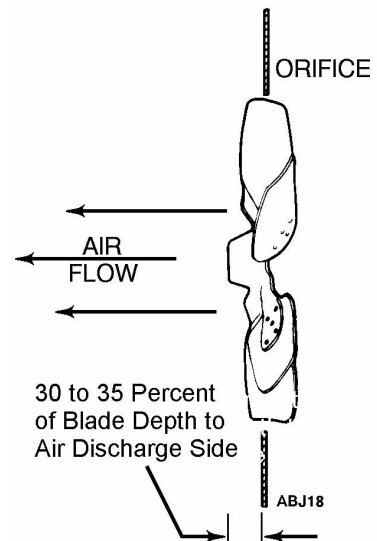


Figure 76: Fan Blade Position in Orifice

NOTE: One evaporator fan rotates clockwise (CW) and one evaporator fan rotates counterclockwise (CCW—on engine side of unit, viewed from inside the box).

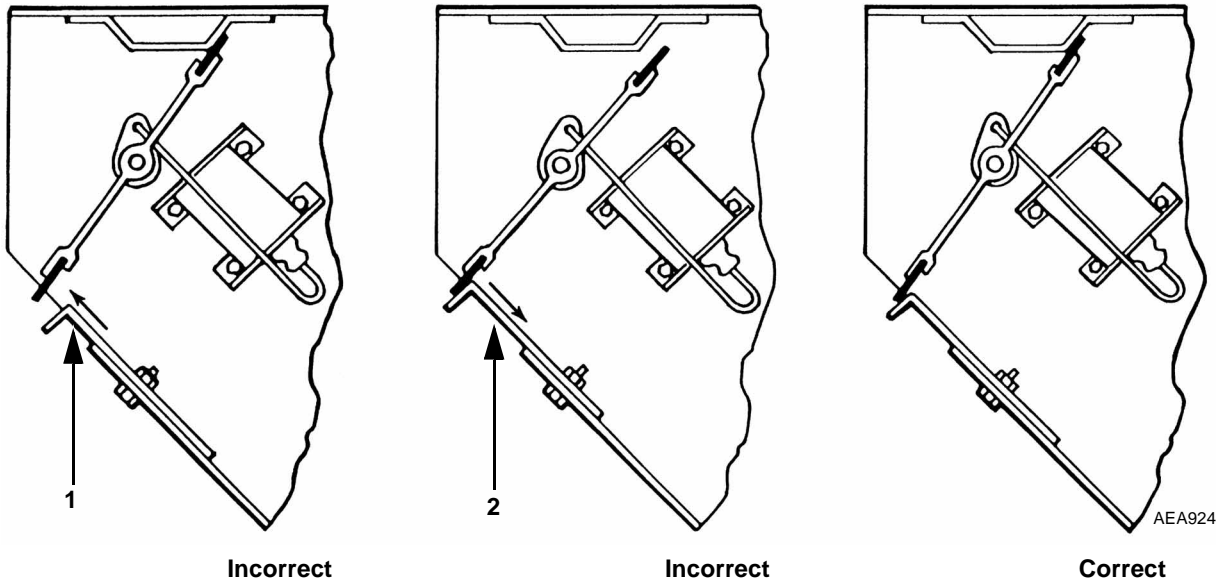
Defrost Damper

Check the damper during scheduled maintenance inspections for shaft wear, end play and sealing against air flow.

Position the damper so that the air flow is stopped top and bottom with the solenoid plunger bottomed.

1. If the damper does not close completely:
 - a. Energize damper solenoid by placing a jumper wire from 12 Vdc to No. 29 wire in the evaporator harness.
 - b. If damper blade closes, proceed to step 2. If not, proceed to step 1.c.
 - c. Remove the jumper wire, loosen the evaporator outlet adjustment angle and move so when energized, the damper will close.
 - d. Retighten the adjustment angle and repeat steps a. and b.

2. If the damper blade does not seal evenly along full width of blade:
 - a. Loosen the damper bearing blocks.
 - b. Manually close the damper so the blade makes contact at the top and bottom of the funnel, the full width of the blade.
 - c. Retighten damper bearing blocks.
 - d. Lube bearing block and shaft with low temperature grease (see Tool Catalog).



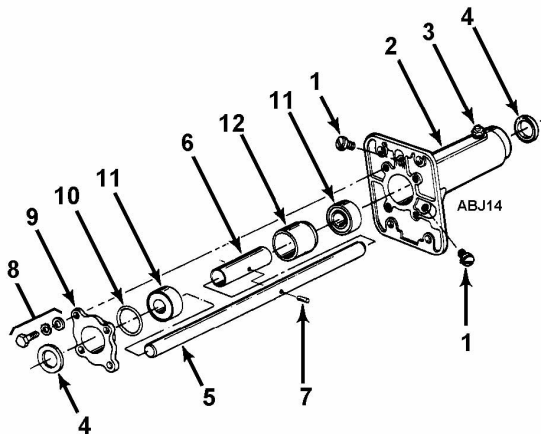
1.	Move Angle Down
2.	Move Angle Up

Figure 77: Defrost Damper Adjustment

Fanshaft Assembly

The unit is equipped with a one-piece fanshaft assembly that contains tapered roller bearings in a sealed oil reservoir. This assembly does not require any maintenance. There is a level plug and a fill plug, but they are not normally utilized except after removal and repair of the fanshaft assembly. The condenser end oil seal and the evaporator end oil seal should be checked during the pretrip inspection for oil leakage. If there is any sign of leakage, the fanshaft assembly should be removed and repaired.

NOTE: The fanshaft assembly requires a special lubricant (see Tool Catalog).



1.	Oil Plug Screw with O-ring
2.	Housing
3.	Breather Vent
4.	Oil Seal
5.	Shaft
6.	Sleeve
7.	Pin
8.	Screw with Flatwasher and Lockwasher
9.	Cap and Shims
10.	O-ring
11.	Roller Bearing
12.	Splash Guard Tube

Figure 78: Fan Shaft Assembly

Disassembly

1. Remove the fanshaft assembly from the unit. Remove both oil plugs and drain the oil from the housing.
2. After draining the oil from the housing, remove the four retaining bolts from the bearing retainer cap.

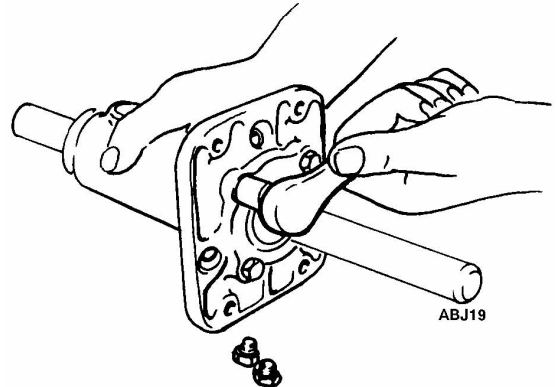


Figure 79: Removing Bearing Retainer Bolts

3. To remove the shaft from the assembly, tap the opposite end of the shaft with a soft hammer. After the shaft has been removed, clean all parts in clean solvent.

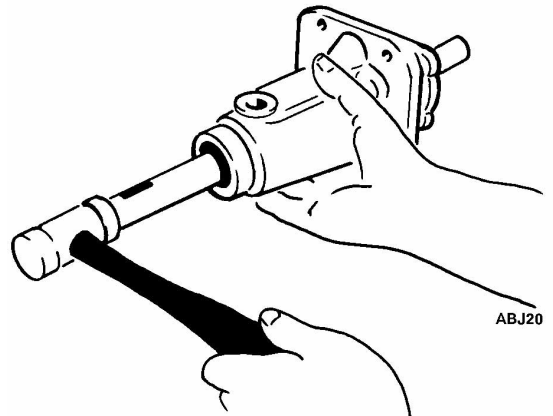


Figure 80: Removing Shaft

- Using a punch, remove the oil seal from the evaporator end of the assembly. With the seal removed, clean the housing in solvent.

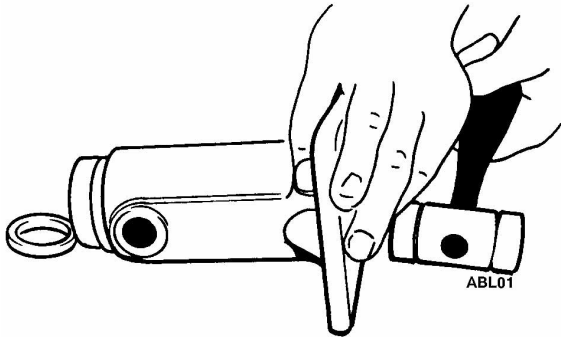


Figure 81: Removing Oil Seal

- Check the condition of the vent. If it is loose or damaged, it must be repaired or replaced.
- After all the parts are cleaned, inspect the bearings and bearing races for wear or damage.
- To replace the bearings, first remove the roll pin that is in the center of the shaft.

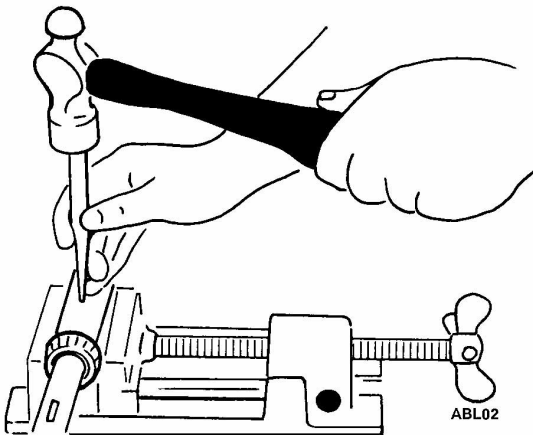


Figure 82: Removing Roll Pin

- With the roll pin removed, place a pipe over the shaft and drive one bearing down until the opposite bearing and bearing spacer release from the shaft.
- After removing one bearing and the bearing spacer, turn the shaft upside down and drive the other bearing off, using the pipe.
- The bearing races can now be driven out with a punch and replaced in the same manner.

Reassembly

- Install the new bearings on the shaft with a pipe in the same way they were removed.



Figure 83: Installing Bearings

- When replacing the bearing race on the evaporator end of the assembly, the splash guard will come out with the race. Reinstall the splash guard after replacing the bearing race.

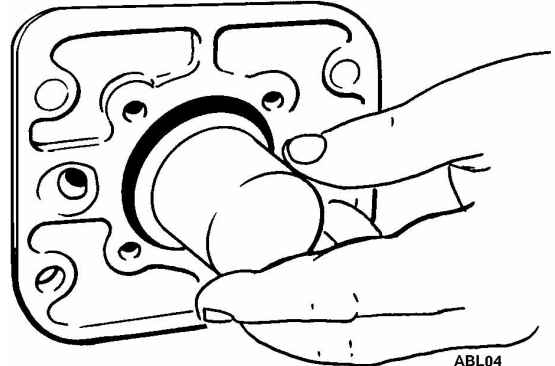


Figure 84: Installing Splash Guard

3. Install a new oil seal after replacing the bearing race and splash guard.

NOTE: *Tape shaft holes or keyway to prevent seal damage.*

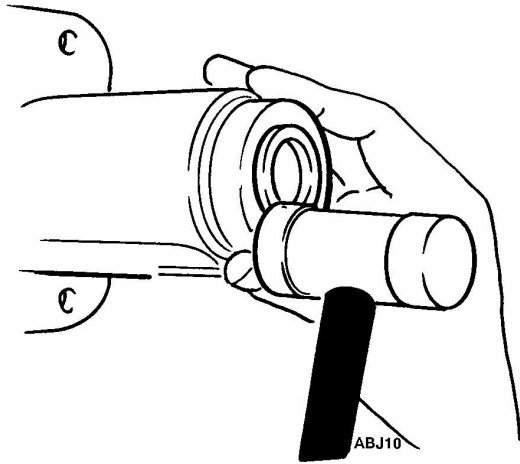


Figure 85: Installing Oil Seal

4. Place the shaft in the housing. Install a new seal in the retainer cap. Use the original shims and replace the o-ring if necessary.

NOTE: *Tape shaft holes or keyway to prevent seal damage.*

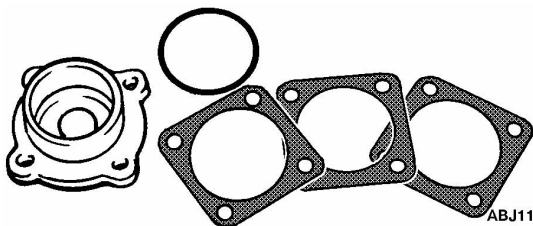


Figure 86: Shims and O-ring

5. Install the retainer cap assembly over the shaft, and then install the bolts.

6. Torque the bolts in a criss-cross pattern in equal steps to 80 in.-lbs (9.04 N•m).

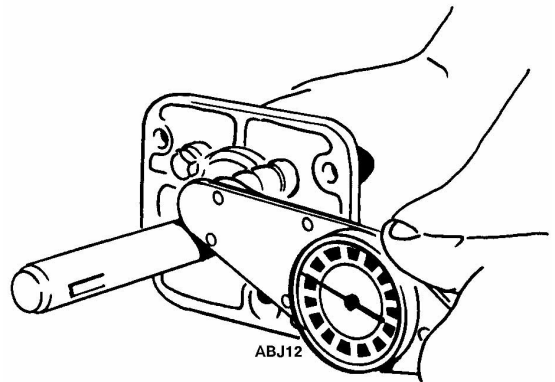


Figure 87: Torquing Retainer Plate Bolts

7. Lock the assembly in a vise and set up a dial indicator to read the end play. To measure the end play, rotate the shaft while pushing in one direction, and set the dial indicator to 0. Now rotate the shaft and pull in the opposite direction while reading the dial indicator. The end play should be 0.001 to 0.005 in. (0.025 to 0.127 mm). If the end play is incorrect, use different shims to obtain the correct end play.

Shims available from the Service Parts Department:

- 0.020 in. (0.500 mm)
- 0.007 in. (0.177 mm)
- 0.005 in. (0.127 mm)

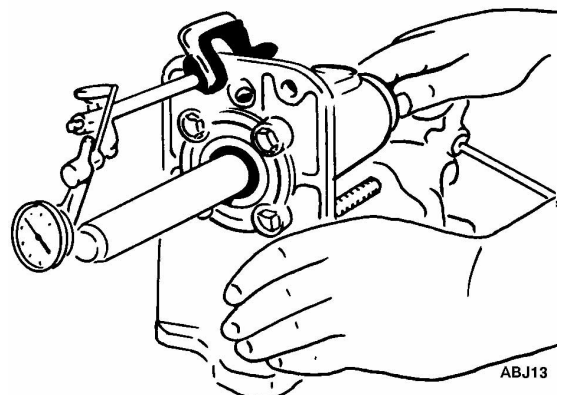


Figure 88: Checking End Play

8. After the correct end play is obtained, add grease for the bearings.

NOTE: Use ONLY Thermo King special fanshaft grease (see Tool Catalog) in this assembly.

Lock the assembly in a vise with the vent facing up. Pour grease through the top plug until it runs out of the side hole. The assembly holds 2.2 oz. (65 ml). Check the condition of the o-ring used on the plugs and replace if necessary. Install top and side plugs. Clean up any spillage.

9. Place the assembly on the workbench with the vent up. Rotate the shaft by hand. The shaft should be free enough to rotate without having to hold the housing.



CAUTION: When installing the fanshaft assembly, make sure that the vent is mounted facing up.

Mechanical Diagnosis

Condition	Possible Cause	Remedy
Unit switch On—nothing happens	Dead battery	Recharge or replace battery
	Remote switch Off (optional)	Turn On
	Circuit breaker open	Replace or reset
	Corroded battery connections	Clean and tighten
	Fusible link blown	Check for shorted main harness and replace fusible link
Unit switch On—indicator lights come on but engine does not crank	Battery low	Replace or recharge battery
	Circuit breaker open	Turn Off unit for 10 seconds
	Starter solenoid defective	Repair or replace
	Starter relay defective	Replace relay
	Corroded battery connections	Clean and tighten
	Starter clutch defective	Replace
	Starter defective	Repair or replace
Engine cranks but fails to start	Fuel solenoid defective	Replace solenoid
	No fuel or wrong fuel in tank	Fill fuel tank. After filling a completely empty tank, first bleed fuel system.
	Engine too cold	Use winter preheat procedure
	Glow plugs defective	Replace glow plugs
	Air in fuel system	Bleed fuel system. During this operation, it can also be determined if the fuel lines are tight and filters clean.
	Speed/run relay malfunction	Check relay or unit thermostat
	Insufficient compression	Measure compression pressure. If necessary, grind valves or replace piston
	Electric fuel pump not operating	Check pump for running and 8 to 10 psig (55 to 69 kPa). Repair or replace fuel pump
	Injection pump incorrectly timed	Adjust timing
	Faulty injection nozzle(s)	Repair injection nozzle or replace it
	Faulty injection pump	Have pump repaired

Condition	Possible Cause	Remedy
Engine stops after starting	Air in injection pump	Bleed fuel system
	Fuel filter obstructed	Replace filter element
	High water temperature coolant	Add coolant. Check for leaks
	Low oil pressure	Add oil. Check for leaks
	Vent of fuel tank obstructed	Remove obstruction
	Electric fuel pump not operating	Check pump for running and 8 to 10 psig (55 to 69 kPa). Repair or replace fuel pump
	Dry air cleaner plugged	Change filter element
	Fuel solenoid not energized	Check run circuit
	High refrigerant pressure	Locate and correct cause
Engine does not reach full power	Air or dirt in fuel system	Adjust
	Fuel line leaks	Tighten connections of fuel lines. If necessary, replace damaged lines
	Speed adjustment wrong	Adjust speed
	Electric fuel pump does not run	Check voltage. Repair or replace pump
	Fuel filter blocked	Install new filter
	Electric fuel pump filter dirty	Clean and replace diesel filter
	Delivery of fuel pump insufficient	Repair or replace pump
	Cylinder head gasket leaking	Replace gasket
	Piston rings worn, stuck or broken	Replace rings
	Cylinder worn	Replace or bore
	Leaking injection nozzle or irregular injection caused by fouling	Clean and repair nozzle
	Insufficient compression pressure due to faulty piston or valves	Check cylinder with compression tester. If necessary, grind valves or replace piston
	Air filter clogged	Clean air filter
	Fuel tank vent clogged	Unclog vent
	Injection rate too low	Adjust pump discharge rate
	Insufficient injection pressure	Readjust or replace nozzle
	Pump injects too early or too late	Adjust injection pump timing
	Air in fuel system	Bleed fuel system
	Air is drawn into fuel pump	Check all fuel lines and fittings
	Loose governor assembly	Check and repair governor assembly
	Restricted exhaust system	Clean or replace restricted parts

Condition	Possible Cause	Remedy
Engine is sooting heavily, emits thick black clouds of smoke (excessive fuel to air ratio)	Wrong fuel	Drain and refill with correct fuel
	Clogged air intake system	Clean air cleaner
	Restricted exhaust system	Clean or replace
	Opening pressure of nozzle is too low or needle sticks	Repair nozzle. Replace if necessary
	Injection amount too great	Have pump repaired
	Oil being drawn in	Check oil level in oil bath air filter
	Injection pump timing	Check timing of injection pump
	Excessive load	Check drive system and engine oil pressure
Engine knocks	Insufficient air	Clean air filter
	Air in fuel system	Bleed fuel system
	Engine is cold	Warm up
	Fuel return line plugged	Remove restriction
	Injection pump not timed	Retime injection pump
	Injection nozzle fouled or opening pressure too low	Clean, repair or replace injection nozzle
	Dirty radiator	Clean radiator
	Worn engine parts	Overhaul engine
Engine runs hot	Engine coolant is low	Add coolant slowly while engine is in operation
	Dirty or plugged radiator	Clean radiator
	Cooling system heavily scaled	Clean cooling system
	Water pump leaks	Repair or replace water pump
	Worn or loose belt	Replace belt or adjust
	Cylinder head gasket leaks (bubbles appear in radiator if cylinder gasket is leaking)	Replace cylinder head gasket. Correct gasket
	Faulty thermostat	Check or replace the thermostat
	Faulty temperature gauge	Replace gauge
Oil pressure too low or drops suddenly	Insufficient oil in pan	Refill oil base after correcting cause of loss
	Leak in oil line	Tighten oil line fittings
	Oil relief valve sticking	Disassemble and clean oil pressure regulator valve
	Faulty oil pressure gauge	Check oil line to oil pressure gauge to see if it is blocked. Check oil pressure gauge. Replace if necessary
	Worn oil pump, camshaft, main or connecting rod bearings, loose oil gallery plug, oil in water through crack	Repair engine

Mechanical Diagnosis

Condition	Possible Cause	Remedy
High oil consumption	Oil leakage	Check and eliminate possible causes
	Clogged air cleaner	Clean air cleaner
	Damaged valve seals	Replace seals on valve stem
	Worn valve stem or valve guides	Replace valves and valve guides
	Broken piston rings or cylinder bore worn or scored	Have engine repaired. Replace broken piston rings
	Crankcase breather clogged	Clean crankcase breather
Blue Smoke (oil consumption)	Excessive oil consumption	See "High oil consumption". Repair as necessary
White Smoke (fuel is not burning)	Cold engine	Allow engine to warm up
	Low compression	Check and eliminate possible causes. Repair as necessary
	Timing	Readjust timing
	Air or water in fuel	Bleed system. Replace filters, clean fuel system, drain and clean tank and check supply tank for water. Use known good fuel
	Insufficient preheat	Check glow plugs
Battery is not recharging	Loose alternator belt	Tighten belt
	Loose connections in electrical system	Check all electrical connections and charging system
	Worn brushes in alternator	Repair
	Voltage regulator faulty	Replace
	Battery defective	Replace
	Alternator defective	Repair or replace

Electric Standby (Optional) Diagnosis

Condition	Possible Cause	Remedy
Unit switch On— μP-T lights do not come on	Battery discharged	Charge or replace battery
	Electric motor reset switch tripping	Check for short circuit in unit wiring (high voltage)
	Fuse link blown	Replace fuse link
	Dirty battery terminals	Clean and retighten terminals
Unit switch On— μP-T lights come on but electric motor does not run	No standby power	Provide power to unit; check power at: <ol style="list-style-type: none"> 1. Power source 2. Power plug 3. Motor contactor hot side 4. Motor contactor load side (contactor closed) 5. Overload relay 6. Motor terminals
	Defective motor contactor	Repair or replace motor contactor
	Defective low oil pressure sensor	Replace low oil pressure sensor
	Overload relay tripping	Check for shorted motor windings or wires
	Control circuit breaker open	Reset circuit breaker and reset alarm codes
	Defective motor	Replace motor
	Batteries discharged	Charge or replace batteries
	Electric motor hums but does not run	Locked rotor (overload relay will open after a period of time)
Locked compressor		Repair compressor
Defective clutch on engine (locked up)		Repair or replace clutch
Low line voltage or no voltage on one leg		Bring voltage up to within 10% of motor rating

Electric Standby (Optional) Diagnosis

Condition	Possible Cause	Remedy
Contact chatter	Low battery voltage	Check voltage condition. Check momentary voltage dip during starting—low voltage prevents magnet sealing
	Defective or incorrect coil	Replace coil
	Poor contact in control circuit	Check auxiliary switch contacts and overload relay contacts. Check for loose connections in control circuits
Contact welding or freezing	Abnormal in-rush of current	Check or grounds, shorts or excessive motor load current
	Low voltage	Correct voltage condition. Check momentary voltage dip during starting
	Foreign matter prevents contacts from closing	Clean contacts
	Rapid cycling	Check for cause of short cycling (such as thermostat)
	Short circuit	Correct fault
Electric heaters do not heat—(optional) indicator lights come on	Defective heater contactor	Replace contactor
	HC wire open	Locate open and repair
Battery is not recharging	Loose connections in electrical system	Check all electrical connections and charging system
	Worn brushes in alternator	Replace brushes
	Voltage regulator faulty	Repair or replace regulator
	Battery defective	Replace battery
	Alternator defective	Repair or replace alternator
	Loose belt	Tighten belt
	Dirty battery terminals	Clean and retighten
	Alternator relay defective	Replace relay
Fuse F309 open	Replace fuse	

Refrigeration Diagnosis

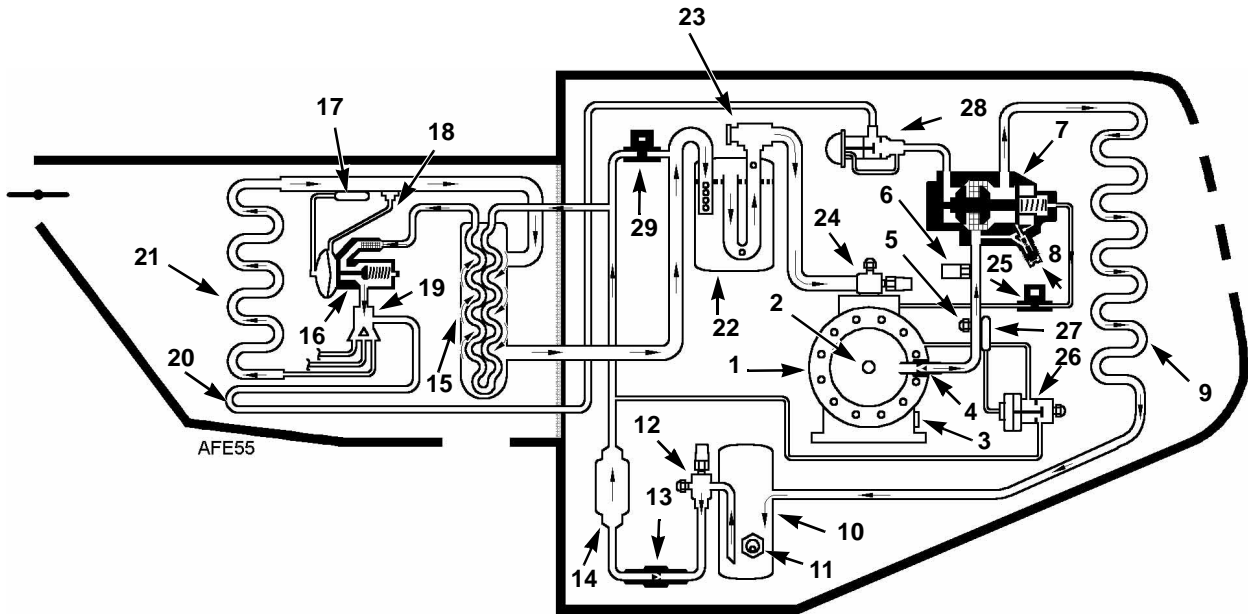
Rapid cycling between Cool and Heat	Unit cools in Heat and Defrost cycle	Unit heats in Refrigeration cycle	High head pressure	Low head pressure	No head pressure	High suction pressure	Low suction pressure	No suction pressure	Unit operating in a vacuum	Receiver sight glass empty	Suction line frosting back	Unable to pump down system	Unable to pull vacuum in low side	Unable to hold vacuum in low side	Noisy compressor	Unit not refrigerating	Unit not heating or defrosting	Symptom	Possible Causes
			•			•									•	•		Overcharge of refrigerant	
				•			•		•	•						•	•	Shortage of refrigerant	
				•				•	•							•	•	No refrigerant	
			•															Air through condenser too hot (ambient)	
			•															Air flow through condenser restricted	
				•			•			•								Air through condenser too cold (ambient)	
			•												•	•		Air in refrigerant system	
			•															Condenser fan blades bent or broken	
•																		Air short cycling around evaporator coil	
							•											Air through evaporator restricted	
							•		•		•							Evaporator needs defrosting	
				•									•					Compressor discharge valves leaking	
						•					•							Scroll compressor seals leaking	
																•		Too much compressor oil in system	
																•		Faulty oil pump in compressor	
																•		Loose compressor pulley	
																•		Compressor bearing loose or burned out	
			•								•	•	•	•				Broken discharge check valve in compressor	
						•										•		Expansion valve power element lost its charge	
										•								Expansion valve feeler bulb improperly mounted	

Refrigeration Diagnosis

Rapid cycling between Cool and Heat	Unit cools in Heat and Defrost cycle	Unit heats in Refrigeration cycle	High head pressure	Low head pressure	No head pressure	High suction pressure	Low suction pressure	No suction pressure	Unit operating in a vacuum	Receiver sight glass empty	Suction line frosting back	Unable to pump down system	Unable to pull vacuum in low side	Unable to hold vacuum in low side	Noisy compressor	Unit not refrigerating	Unit not heating or defrosting	Symptom	Possible Causes
						•					•					•			
						•					•							Expansion valve open too much	
							•										•	Expansion valve closed too much	
						•					•							Expansion valve needle eroded or leaking	
						•		•									•	Expansion valve partially closed by ice, dirt or wax	
						•					•						•	Liquid refrigerant entering compressor	
							•		•									Restricted line on the low side	
			•				•		•								•	Restricted line on the high side	
			•				•		•								•	Restricted drier	
																	•	Evaporator shutter open	
							•		•								•	Evaporator shutter stuck closed	
								•										Suction service valve back seated	
	•	•		•		•						•		•				•	Faulty three-way valve
	•	•										•						•	Faulty pilot solenoid
	•																	•	Loose or broken electrical connections
•						•	•		•									•	Thermostat or thermometer out of calibration
						•	•	•	•										Suction pressure gauge out of calibration
												•							Leaky receiver tank outlet valve
												•							Leaky bypass check valve
		•																•	DPR Valve Faulty

Cycle Diagrams

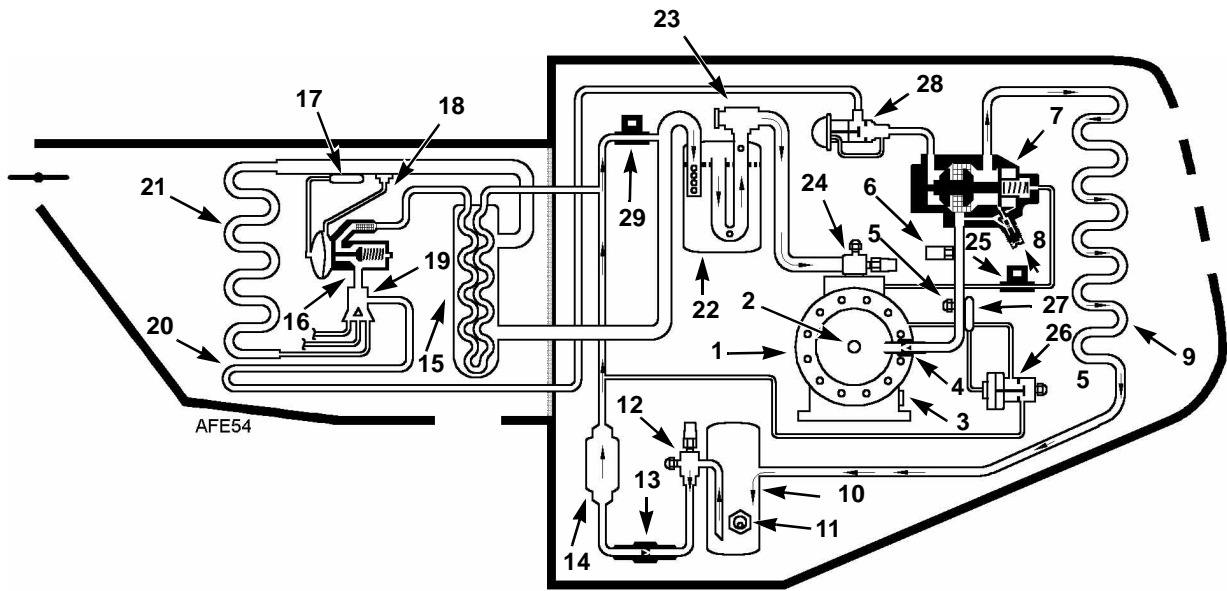
Cool Cycle



1.	Scroll Compressor	16.	Expansion Valve
2.	Compressor Temperature Sensor	17.	Expansion Valve Feeler Bulb
3.	Compressor Oil Sight Glass	18.	Equalizer Line
4.	Discharge Check Valve	19.	Distributor
5.	Discharge Service Port	20.	Drain Pan Heater
6.	High Pressure Relief Valve	21.	Evaporator Coil
7.	Three-way Valve	22.	Accumulator Tank
8.	Condenser Pressure By-pass Check Valve	23.	Suction Pressure Regulator
9.	Condenser Coil	24.	Suction Service Valve
10.	Receiver Tank	25.	Pilot Solenoid
11.	Receiver Tank Sight Glass	26.	Liquid Injection Valve
12.	Receiver Tank Outlet Valve	27.	Liquid Injection Valve Feeler Bulb
13.	Receiver Outlet Check Valve	28.	Discharge Pressure Regulator Valve
14.	Dehydrator	29.	TherMax™ Solenoid
15.	Heat Exchanger		

Figure 89: Cool Cycle Diagram

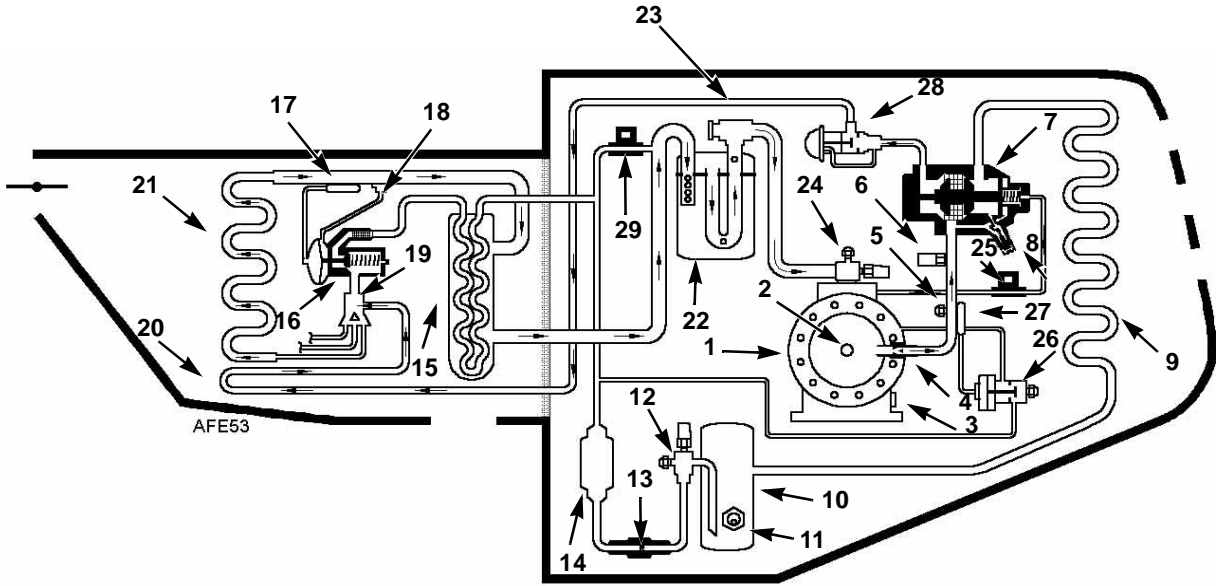
Condenser Evacuation Cycle



1.	Scroll Compressor	16.	Expansion Valve
2.	Compressor Temperature Sensor	17.	Expansion Valve Feeler Bulb
3.	Compressor Oil Sight Glass	18.	Equalizer Line
4.	Discharge Check Valve	19.	Distributor
5.	Discharge Service Port	20.	Drain Pan Heater
6.	High Pressure Relief Valve	21.	Evaporator Coil
7.	Three-way Valve	22.	Accumulator Tank
8.	Condenser Pressure By-pass Check Valve	23.	Suction Pressure Regulator
9.	Condenser Coil	24.	Suction Service Valve
10.	Receiver Tank	25.	Pilot Solenoid
11.	Receiver Tank Sight Glass	26.	Liquid Injection Valve
12.	Receiver Tank Outlet Valve	27.	Liquid Injection Valve Feeler Bulb
13.	Receiver Outlet Check Valve	28.	Discharge Pressure Regulator Valve
14.	Dehydrator	29.	TherMax™ Solenoid
15.	Heat Exchanger		

Figure 90: Condenser Evacuation Cycle Diagram

Heat/Defrost Cycle



1.	Scroll Compressor	16.	Expansion Valve
2.	Compressor Temperature Sensor	17.	Expansion Valve Feeler Bulb
3.	Compressor Oil Sight Glass	18.	Equalizer Line
4.	Discharge Check Valve	19.	Distributor
5.	Discharge Service Port	20.	Drain Pan Heater
6.	High Pressure Relief Valve	21.	Evaporator Coil
7.	Three-way Valve	22.	Accumulator Tank
8.	Condenser Pressure By-pass Check Valve	23.	Suction Pressure Regulator
9.	Condenser Coil	24.	Suction Service Valve
10.	Receiver Tank	25.	Pilot Solenoid
11.	Receiver Tank Sight Glass	26.	Liquid Injection Valve
12.	Receiver Tank Outlet Valve	27.	Liquid Injection Valve Feeler Bulb
13.	Receiver Outlet Check Valve	28.	Discharge Pressure Regulator Valve
14.	Dehydrator	29.	TherMax™ Solenoid
15.	Heat Exchanger		

Figure 91: Heat/Defrost Cycle Diagram

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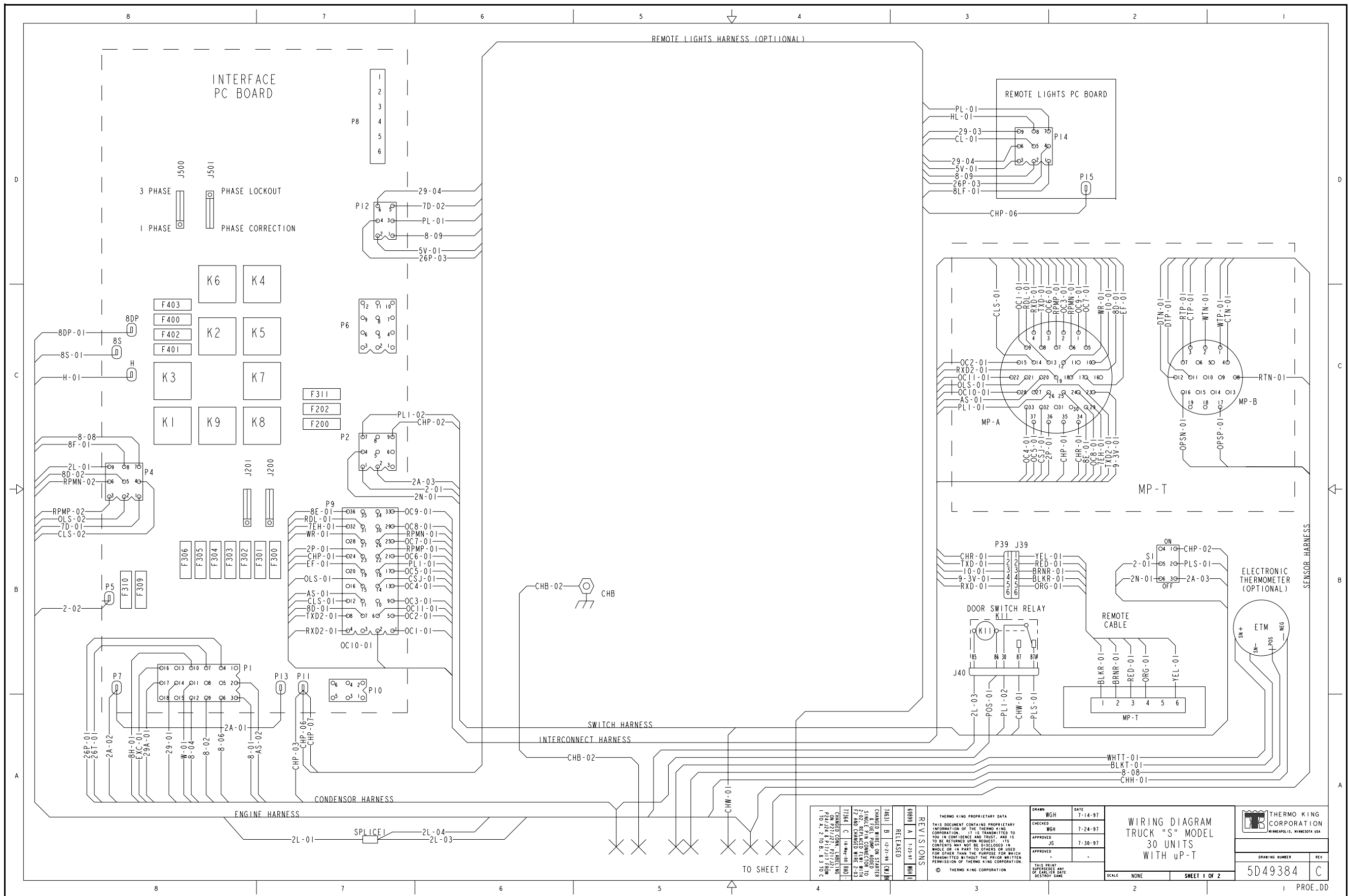
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Truck "S" Model 30 Units with μ P-T Wiring Diagram—Page 1 of 2



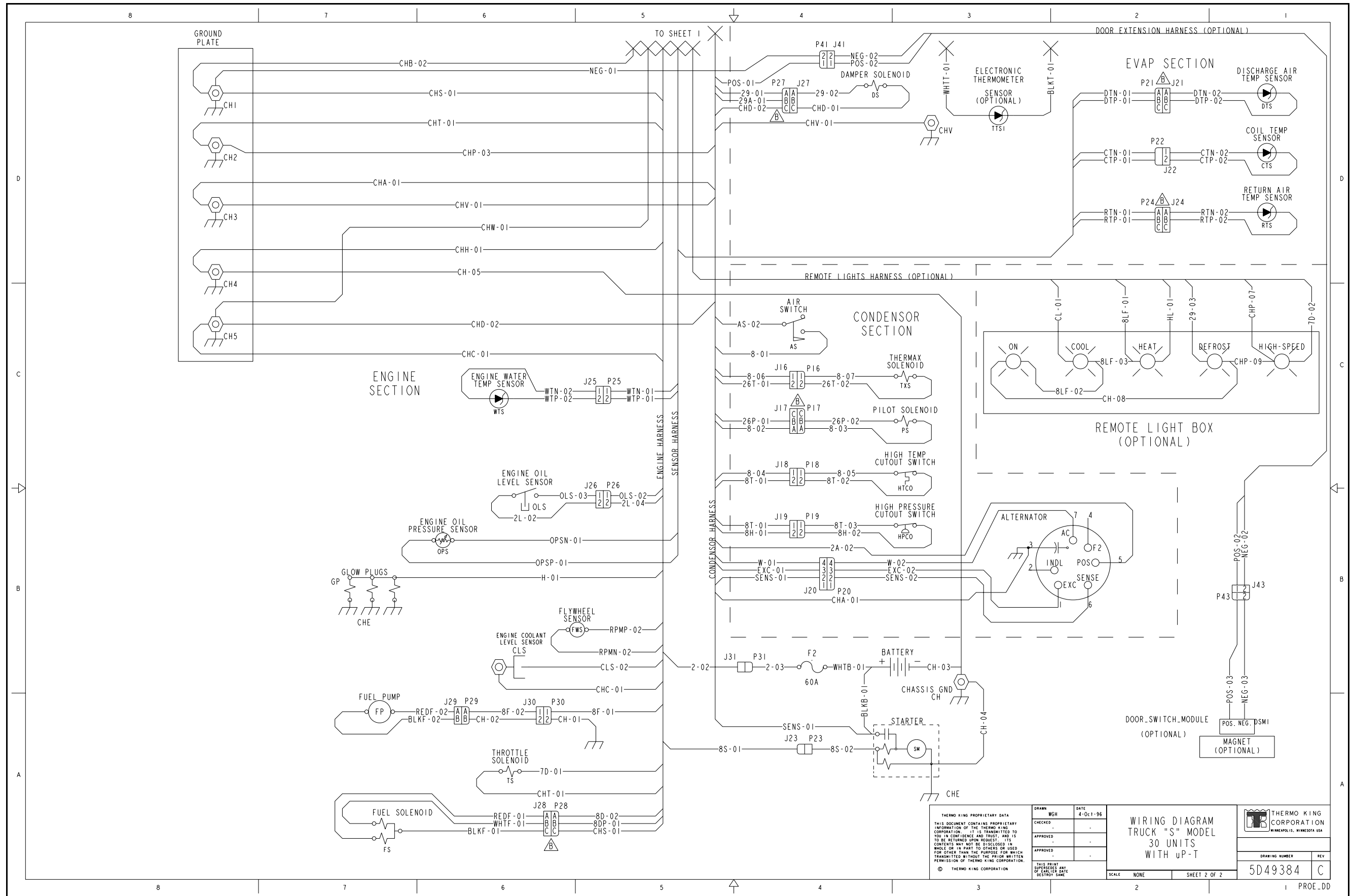
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REVISIONS 1 RELEASED 2 CHANGED WIRING ON STARTER 3 SPLIT POWER ADDED TO 2-02, REMOVED FUSE WITH 2-02 AND CHANGED WIRE 2-03 4 CHANGED CONN. LABELING PER 17424 & 17471 FROM 1 TO A, 2 TO B, 3 TO C	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200

WIRING DIAGRAM
 TRUCK "S" MODEL
 30 UNITS
 WITH μ P-T

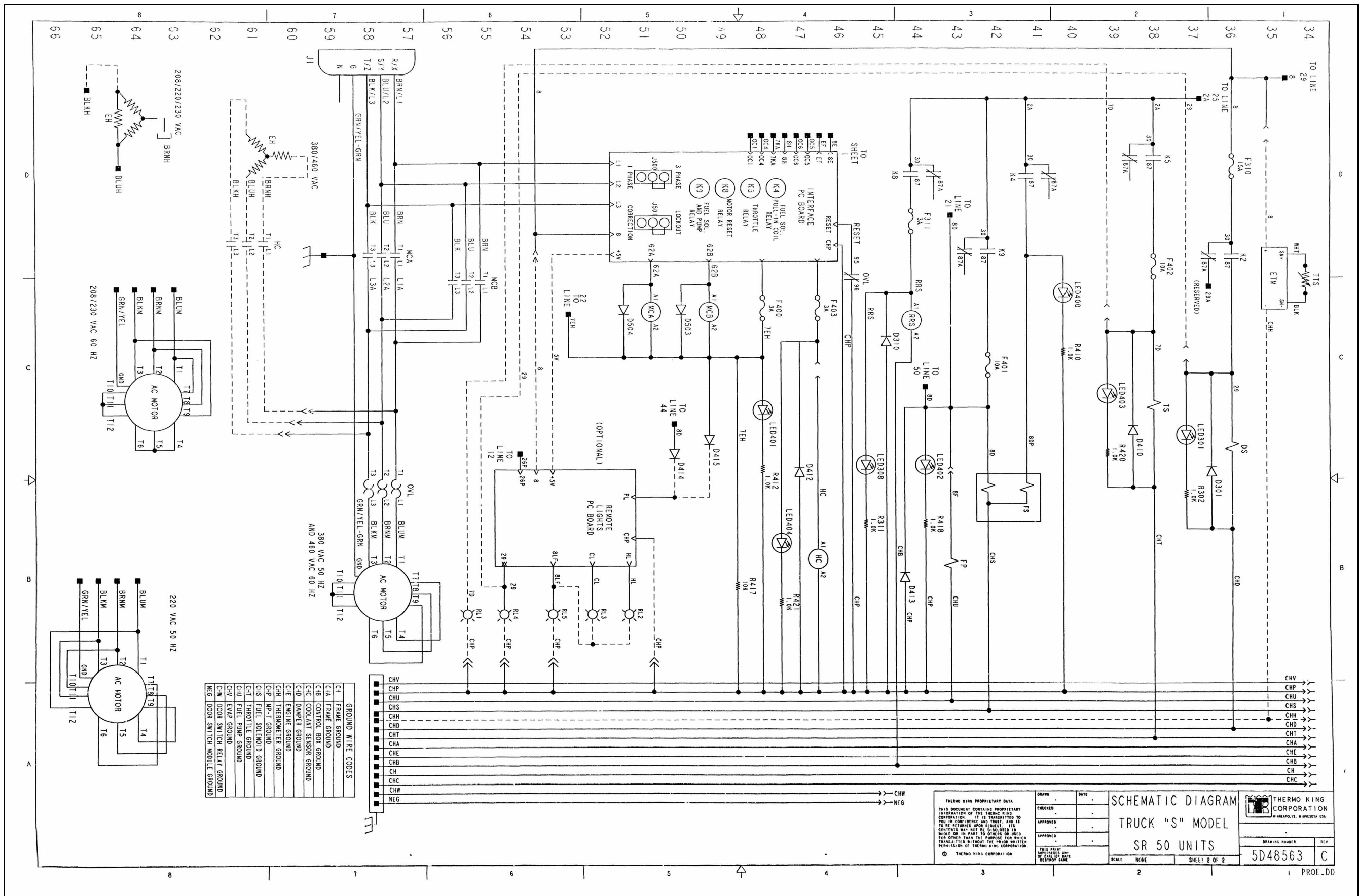
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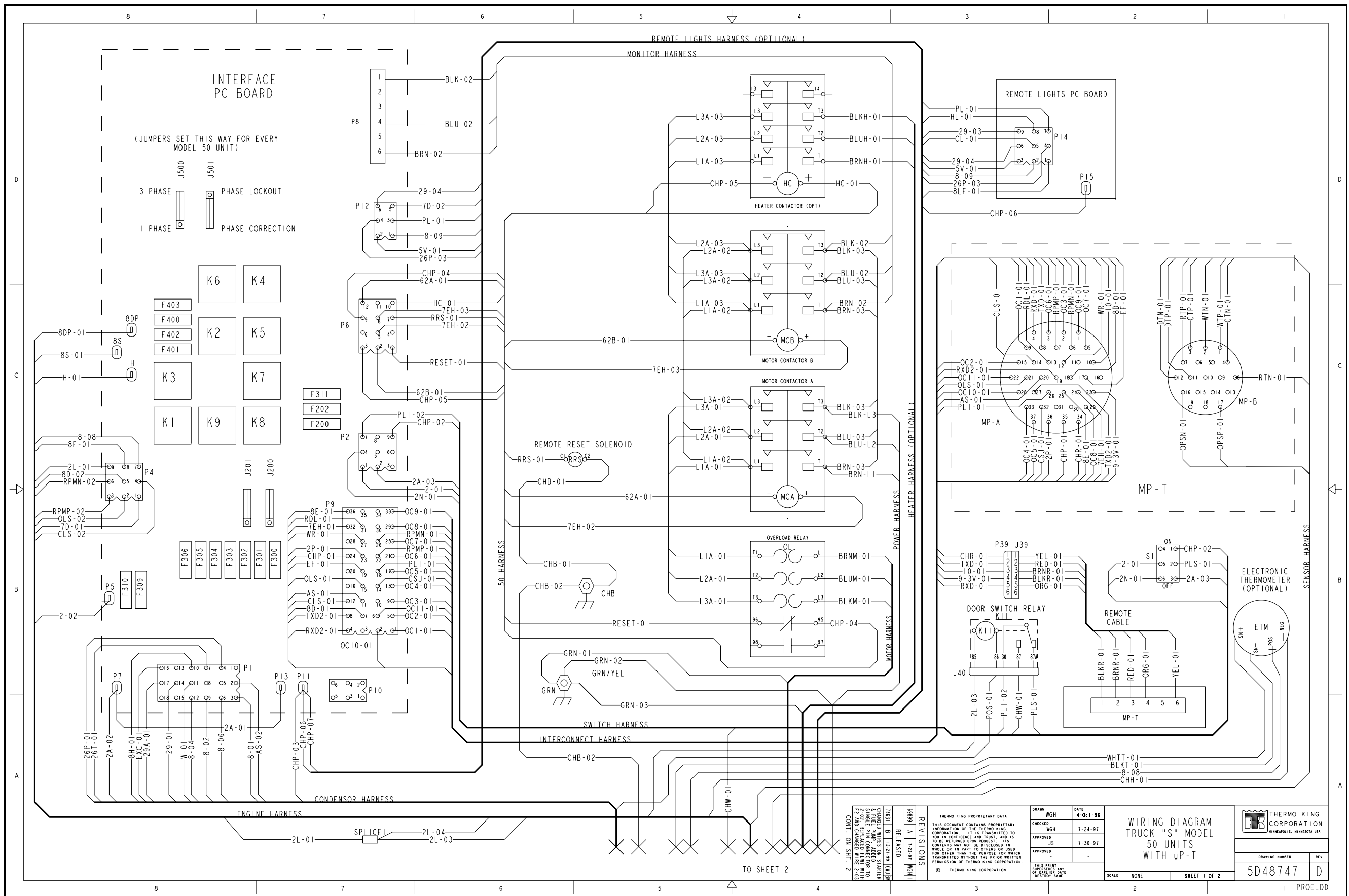
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Truck "S" Model 50 Units with μ P-T Wiring Diagram—Page 1 of 2

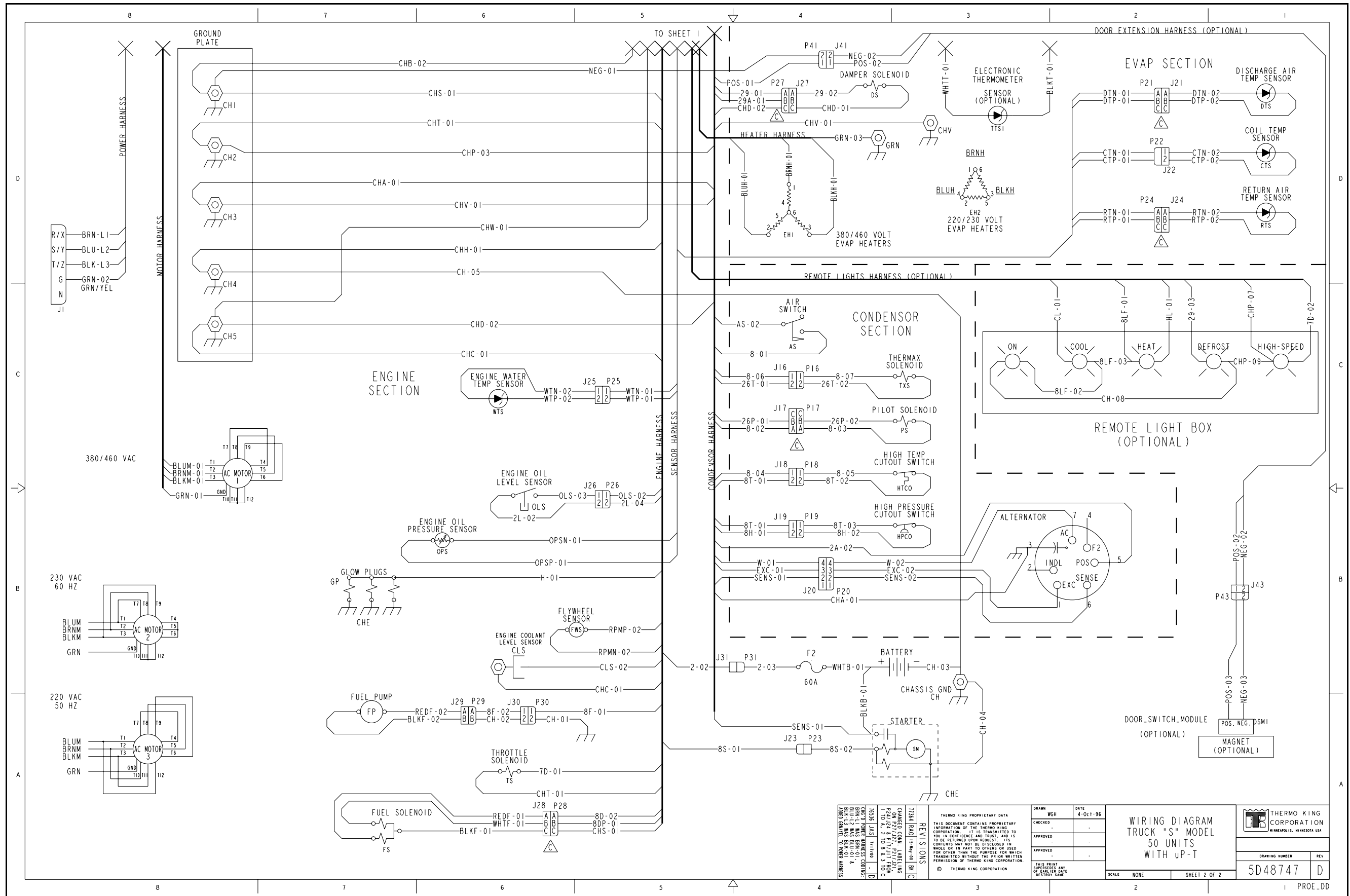


CHANGED WIRING ON STARTER
5 SINGLE PIN CONNECTOR TO
2-20A REMANUFACTURED WITH
2-20A REMANUFACTURED WITH 20A
CONV. ON SH. 2

REV	DATE	BY	CHK
1	7-24-97	WSH	WSH
2	7-30-97	WSH	WSH

WIRING DIAGRAM
TRUCK "S" MODEL
50 UNITS
WITH μ P-T

THERMO KING CORPORATION MINNEAPOLIS, MINNESOTA USA	
DRAWING NUMBER	REV
5D48747	D



REVISIONS

REV	DATE	DESCRIPTION
1	10/1/96	ISSUE FOR PRODUCTION
2	10/1/96	REVISED TO ADD 220VAC MOTOR WIRING
3	10/1/96	REVISED TO ADD 230VAC MOTOR WIRING
4	10/1/96	REVISED TO ADD 380VAC MOTOR WIRING

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WIRING DIAGRAM
 TRUCK "S" MODEL
 50 UNITS
 WITH μ P-T

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DRAWING NUMBER	REV
5048747	D
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NONE	