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FAQ

Gasket Materials

Recently we have received questions from our Customers and Service Centers regarding the use of asbestos in the gaskets of Carrier Transicold container refrigeration units, particularly those used in compressors.

Effective from 1988 all asbestos gaskets had been replaced with a fibre based gasket containing no asbestos. These gaskets were used up until 1993 when the changeover to the current, coated steel gaskets was started, with the replacement of the valve plate gasket. All gaskets had been changed over to this current material by the end of 1996. On the switch over to non-

asbestos containing gaskets the part numbers did not change, just the material. This is normal when a part changes but maintains its fit, form, and function.

The simplest way to recognize an asbestos gasket is by its color.

Asbestos gaskets are fibrous and black or dark gray in color.

Non-asbestos fibre gaskets are blue or green in color.

The latest metallized gaskets appear to be metallic and are dark grey / black

The determination whether a compressor has or may have asbestos gaskets should not be done based on the date of manufacture of the compressor as there may have been service work carried out using asbestos gaskets even though the compressor was originally built after the factory changeover.

If there is any doubt as to whether a gasket contains asbestos it should be treated as if it does and all necessary precautions should be taken. Asbestos removal and disposal should be carried out with strict adherence to all local and National laws governing the handling of asbestos. If you would like more information about handling asbestos a useful link on the Internet is

<http://www.osha-slc.gov/SLTC/asbestos/index.html>
While the law is only applicable to the USA, the information is relevant to all.

Ralph de Mul



Please circulate this newsletter to all of your support personnel

Stepper Motor 'O' Ring

In the event of a leak from the Stepper Motor SMV body, the following inspection and repair procedure should be followed:

1. Check that the powerhead assembly is fully torqued to specification, 35-40 foot-lbs. If not, retorque the valve securing nut, clean any oil residue from the body and leak check the unit again.
2. If the leak is still present, replace the O-Ring from the powerhead assembly as follows.
 - Perform a low side pump down.
 - Remove the powerhead assembly by loosening the 2-1/8 inch diameter nut and sliding the powerhead out.
 - Remove the existing O-Ring from the assembly and install a new O-Ring, P/N 14-00263-23.
 - Install the powerhead assembly and torque to 35-40ft-lbs.
 - Evacuate the opened side of the system before opening the system to refrigerant

NOTE: Always replace the O-Ring if the powerhead is removed for any reason. Installing the old O-Ring may cause a bigger leak due to the O-Ring being pinched out.

Zvonko Asprovski

Dataview for DOS Tips

"File to Large" or "Out of Memory" message

When using a PC to download the Datalogger, there must be a sufficient amount of free conventional memory in DOS mode. If your PC does not have enough free memory, you may get a message stating that the "DCX file is too large", or you may get a file with no data in it. There are two methods you can try to deal with this problem:

1. Run rptview.exe from the Dataview directory to look at your files. This method uses less memory and is faster than standard Dataview.
2. Dataview requires a minimum of 575K of free conventional memory in DOS mode to operate. There are three DOS modes:
 1. DOS Window. (MS-DOS prompt)
 2. Restart computer in MS-DOS mode. (From shut-down menu)
 3. Pure DOS. At boot-up, press the F8 button, then choose "command prompt only".

Option 3 will always give you the largest amount of free conventional memory and is the recommended way to run DataView

Unable to print

DOS Dataview has a fixed set of printer drivers (HP Laserjet, Epson Dot Matrix) and many printers are not compatible with these drivers. If your printer is not compatible with the Dataview drivers, you will not be able to directly print the data reports. An alternative way to view your data report is to "Print to a File".

1. Under Printer set-up, select "File" for "Printer Port".
2. Select "Text Only" for "Printer Type".
3. Save Printer set-up, then press "Go".
4. Text file is printed to the Dataview/Prn_Fls directory
5. File may now be opened in Word or Excel.

This method will only allow printing of text data as the graphical data cannot be copied to the text file.

Shawn Bretherton

2000 TechLine Newsletters

Volume 5

Number 1 (January/February)

- **Feature Article** - CA Control Functions (Continued)
- **TechTip** - RMU Modem Installation
- **TechTip** - Multimeters
- **General** - Training School Location Change
- **General** - Training School Schedule
- **General** - 1999 Newsletter Listing

Number 2 (March/April)

- **Feature Article** - CA Control Functions (Conclusion)
- **General** - Training School Schedule
- **General** - Conversion Chart
- **General** - Mechanical Refrigeration (The Basics)
- **General** - Suction Modulation (Stepper Motors)

Number 3 (June/July)

- **TechTip** - Sensor Alarms - AL54/56 & DAL 70/71
- **TechTip** - Help Us, Help You
- **TechTip** - Controller Configuration Jumper
- **FAQ** - Antifreeze/Water Mix Ratio
- **General** - Training School Schedule

Number 4 (August/September)

- **TechTip** - Oxygen Sensor Calibrations
- **TechTip** - The Manifold Gauge Set
- **TechTip** - Stepper Valve System Checkout
- **FAQ** - Gen-set Engine Replacements
- **General** - Training School Schedule
- **TechTip** - Model Configuration, Controller Types and Software Versions

Number 5 (October/November)

- **TechTip** - Testing Your Knowledge
- **TechTip** - Stepper Valve Checkout (Internal)
- **TechTip** - Thermostatic Expansion Valves (TXV)
- **TechTip** - DataReader
- **FAQ** - Filter-Drier's
- **General** - Training School Schedule

Notes: Copies of each of these articles can be found under the Container Products Group (CPG) Information Center located on our web site at: <http://www.carrier.refrigeration.com> or they can be ordered by contacting our Technical Publications Department at Tel : +1 (315)-432-6485 or Fax : +1 (315)-432-7683.

A listing of previously released articles, prior to 1999, can be found in the July 1999 (Vol 4, No 2) Issue. Neil La Count

General

Training School Schedule

Here is a brief look at container training being offered for the next 3 months.

Additional training information can be found on the Internet and can be accessed from the Service Center Locator. This information shows schools for the next 6 months, and is updated monthly. Watch for the revised format on the web coming within the next 2 months

Access it from the bottom of the Service Center locator page at: <http://www.carrier.refrigeration.com>

Date	Program	Location	No..	Language
APRIL 2001				
2 - 4	3 day Container Update	Rotterdam, The Netherlands	562	English
5 - 6	2 day Product Familiar	Rotterdam, The Netherlands	563	English
2 - 6	1 week Container	Syracuse, NY, USA	565	English
2 - 6	1 week Container	Santiago, Chile	566	English
23 - 25	3 day Container Update	San Pedro Sula, Honduras	570	Spanish
23 - 25	3 day Container Update	Casablanca, Morocco	571	English
23 - 27	1 week Container	Jacksonville, FL, USA	572	English
30 - 5/01	2 day Product Familiar	Oakland, CA, USA	575	English
MAY 2001				
2 - 3	2 day CA school	Oakland, CA, USA	576	English
7 - 11	1 week Container	Long Beach, CA, USA	577	English
14 - 15	2 day Product Familiar	Bangkok, Thailand	579	English
14 - 18	1 week Container	Qingdao, China	580	English
21 - 25	1 week Container	Pusan, Korea	583	English
22 - 23	2 day Product Familiar	Kuching, Malaysia	585	English
28 - 30	3 day Container Update	Pusan, Korea	586	English
June 5-6	2 day Product Familiar	Syracuse, NY, USA	587	English

TechTip

Combination Return Air Sensor

There is some confusion about where or how the new Combination Return Air Sensor should be used. Introduced into production in May 2000 this new sensor combines two Return Air Sensors into a single housing, and takes the place of the separate RRS and RTS sensors previously used. The replacement part number for the Combination Return Air Sensor is 12-00500-01SV. Container Service Bulletin CTR-SER00-06 was published at the time of the release.

Prior to the introduction of this Combination Return Air Sensor, the same replacement part (12-00395-01SV) could be used for both the Supply and Return sensors. This replacement sensor was actually a Supply sensor as it had the plastic overmoulding which ensures proper positioning into the supply air stream. However, this sensor could also be used as a Return Air Sensor as well.

With the introduction of the Combination Return Air Sensor, there are now two replacement sensors which are not interchangeable.

All replacements for **Supply Air Sensor** (SRS or STS) must use Single sensor package, (12-00395-01S).

Replacements for **Return Air Sensors** on equipment manu

factured with two single sensors can have either the Combination Return Air Sensor (12-00500-01SV) which replaces both of the original sensors, or a Single Sensor Package (12-00395-01SV) for replacement of just one sensor.

Replacements for **Return Air Sensors** on equipment manufactured with the Combination Return Air Sensor should use the Combination Return Air Sensor (12-00500-01SV).

The Combination Return Air Sensor **must not** be used as a replacement for a Supply Air Sensor as it does not have the overmoulding required to position it in the Supply air stream accurately

Shawn Bretherton/ Zhu Li Hua



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