Installation Instructions

CSHD and CSHN/CSHL Compressors

Installation and Service

⚠ SAFETY WARNING

Only qualified personnel should install and service the equipment. The installation, starting up, and servicing of heating, ventilating, and air-conditioning equipment can be hazardous and requires specific knowledge and training. Improperly installed, adjusted or altered equipment by an unqualified person could result in death or serious injury. When working on the equipment, observe all precautions in the literature and on the tags, stickers, and labels that are attached to the equipment.

January 2021 **COM-SVN01D-EN**

Introduction

Read this manual thoroughly before operating or servicing this unit.

Warnings, Cautions, and Notices

Safety advisories appear throughout this manual as required. Your personal safety and the proper operation of this machine depend upon the strict observance of these precautions.

The three types of advisories are defined as follows:

⚠WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

⚠CAUTION Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury. It could also be used to alert against unsafe practices.

NOTICE Indicates a situation that could result in equipment or property-damage only accidents.

Important Environmental Concerns

Scientific research has shown that certain man-made chemicals can affect the earth's naturally occurring stratospheric ozone layer when released to the atmosphere. In particular, several of the identified chemicals that may affect the ozone layer are refrigerants that contain Chlorine, Fluorine and Carbon (CFCs) and those containing Hydrogen, Chlorine, Fluorine and Carbon (HCFCs). Not all refrigerants containing these compounds have the same potential impact to the environment. Trane advocates the responsible handling of all refrigerants-including industry replacements for CFCs and HCFCs such as saturated or unsaturated HFCs and HCFCs.

Important Responsible Refrigerant Practices

Trane believes that responsible refrigerant practices are important to the environment, our customers, and the air conditioning industry. All technicians who handle refrigerants must be certified according to local rules. For the USA, the Federal Clean Air Act (Section 608) sets forth the requirements for handling, reclaiming, recovering and recycling of certain refrigerants and the equipment that is used in these service procedures. In addition, some states or municipalities may have additional requirements that must also be adhered to for responsible management of refrigerants. Know the applicable laws and follow them.

⚠WARNING

Proper Field Wiring and Grounding Required!

Failure to follow code could result in death or serious injury. All field wiring MUST be performed by qualified personnel. Improperly installed and grounded field wiring poses FIRE and ELECTROCUTION hazards. To avoid these hazards, you MUST follow requirements for field wiring installation and grounding as described in NEC and your local/state electrical codes.

⚠WARNING

Personal Protective Equipment (PPE) Required!

Failure to wear proper PPE for the job being undertaken could result in death or serious injury. Technicians, in order to protect themselves from potential electrical, mechanical, and chemical hazards, MUST follow precautions in this manual and on the tags, stickers, and labels, as well as the instructions below:

- **Before installing/servicing this unit, technicians MUST put on all PPE required for the work being undertaken (Examples; cut resistant gloves/sleeves, butyl gloves, safety glasses, hard hat/bump cap, fall protection, electrical PPE and arc flash clothing). ALWAYS refer to appropriate Safety Data Sheets (SDS) and OSHA guidelines for proper PPE.**
- **When working with or around hazardous chemicals, ALWAYS refer to the appropriate SDS and OSHA/GHS (Global Harmonized System of Classification and Labeling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection and handling instructions.**
- **If there is a risk of energized electrical contact, arc, or flash, technicians MUST put on all PPE in accordance with OSHA, NFPA 70E, or other country-specific requirements for arc flash protection, PRIOR to servicing the unit. NEVER PERFORM ANY SWITCHING, DISCONNECTING, OR VOLTAGE TESTING WITHOUT PROPER ELECTRICAL PPE AND ARC FLASH CLOTHING. ENSURE ELECTRICAL METERS AND EQUIPMENT ARE PROPERLY RATED FOR INTENDED VOLTAGE.**

⚠WARNING

Follow EHS Policies!

Failure to follow instructions below could result in death or serious injury.

- **All Trane personnel must follow the company's Environmental, Health and Safety (EHS) policies when performing work such as hot work, electrical, fall protection, lockout/tagout, refrigerant handling, etc. Where local regulations are more stringent than these policies, those regulations supersede these policies.**
- **Non-Trane personnel should always follow local regulations.**

⚠WARNING

R-410A Refrigerant under Higher Pressure than R-22!

Failure to use proper equipment or components as described below, could result in equipment failing and possibly exploding, which could result in death, serious injury, or equipment damage.

The units described in this manual use R-410A refrigerant which operates at higher pressures than R-22. Use ONLY R-410A rated service equipment or components with these units. For specific handling concerns with R- 410A, please contact your local Trane representative.

⚠WARNING

Explosion Hazard and Deadly Gases!

Failure to follow all proper safe refrigerant handling practices could result in death or serious injury.

Never solder, braze or weld on refrigerant lines or any unit components that are above atmospheric pressure or where refrigerant may be present. Always remove refrigerant by following the guidelines established by the EPA Federal Clean Air Act or other state or local codes as appropriate. After refrigerant removal, use dry nitrogen to bring system back to atmospheric pressure before opening system for repairs. Mixtures of refrigerants and air under pressure may become combustible in the presence of an ignition source leading to an explosion. Excessive heat from soldering, brazing or welding with refrigerant vapors present can form highly toxic gases and extremely corrosive acids.

⚠WARNING

Explosion Hazard!

Failure to follow these instructions could result in death or serious injury or equipment or property-only damage.

Use only dry nitrogen with a pressure regulator for pressurizing unit. Do not use acetylene, oxygen or compressed air or mixtures containing them for pressure testing. Do not use mixtures of a hydrogen containing refrigerant and air above atmospheric pressure for pressure testing as they may become flammable and could result in an explosion. Refrigerant, when used as a trace gas should only be mixed with dry nitrogen for pressurizing units.

⚠WARNING

Hazardous Service Procedures!

Failure to follow all precautions in this manual and on the tags, stickers, and labels could result in death or serious injury.

Technicians, in order to protect themselves from potential electrical, mechanical, and chemical hazards, MUST follow precautions in this manual and on the tags, stickers, and labels, as well as the following instructions: Unless specified otherwise, disconnect all electrical power including remote disconnect and discharge all energy storing devices such as capacitors before servicing. Follow proper lockout/tagout procedures to ensure the power can not be inadvertently energized.When necessary to work with live electrical components, have a qualified licensed electrician or other individual who has been trained in handling live electrical components perform these tasks.

⚠WARNING

Hazardous Conditions!

Observe and follow the "Warning" and "Notices" labels on the compressor. Failure to follow these instructions could result in death or serious injury or damage to the equipment.

NOTICE

Use Proper Charging and Crankcase Heater Operation Procedures!

Failure to utilize proper charging and crankcase heater procedure will result in compressor failure. Refer to unit IOM or "Charging the System," p. 19 and "Verification Before Start-Up," p. 19 in this manual for the proper procedures.

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Revision History

- Updated Model Number Descriptions chapter.
- Updated Torque values table in General Information chapter.
- Updated Oil change factory table in General Information chapter.
- Updated Compressor weight with full oil charge table in General Information chapter.
- The following figures are updated in General information chapter:
  - Figure 4. Model CSHD/CSHL
  - Figure 5. Model CSHD
- The following figures are updated in Removal and Installation chapter:
  - Figure 11. CSHN wiring diagram
  - Figure 12. CSHD wiring diagram
- Running edits.

Table of Contents

Overview

The purpose of this document is to provide installation and service information for Trane CSHD and CSHN compressors.

This document is not meant to be provide a step-by-step procedure, but is intended to identify procedures or precautions that may be unique to a Trane compressor and should be taken into account to properly and safely remove, install, and troubleshoot the compressor.

Each installation has its unique set of circumstances which also must be taken into account by the service technician.

Literature Referenced

For additional information, this literature includes references to "unit Installation, Operation, and Maintenance (IOM) manuals". The following table lists these IOMs by unit type:

Unit Type	**IOM[a]**
Air-Cooled Scroll Chillers Model CGAM 20–130 Ton	CG-SVX17*-EN
IntelliPak™ II Commercial Single-Zone Rooftop Air Conditioners	RT-SVX24*-EN
IntelliPak Single-Zone Rooftop Air Conditioners	RT-SVX10*-EN
Voyager™ 12½–25 Ton Gas/Electric	RT-SVX26*-EN
Voyager 12½–20 Ton Heat Pump	RT-SVX33*-EN
Voyager 27½–50 Ton	RT-SVX34*-EN
Split System Heat Pump Condensers, R-410 a 6-20 Tons	SSP-SVX14*-EN
Split System Cooling Condensers, R-410a 6-25 Tons	SS-SVX10*-EN
Remote Split System Units and Remote Chillers Air Cooled Condensing Units	SS-SVX11*-EN
IntelliPak Commercial Self-Contained Signature Series 20-110 Tons	SCXF-SVX01*-EN

(a) Installation, Operation, and Maintenance (IOM) manuals listed here are current as of Februaryl 2015. Check e-Library for the most recent version.

Model Number Descriptions

CSHD125K0A0M

Digits 1, 2, 3, 4 — Model Type

CSHD = 6.2–15 Tons
CSHN = 15–30 Tons
CSHL = 30 Tons, LSPM motor

Digits 5, 6, 7 — Nominal Capacity

075 = 075 MBtu/h CSHD
089 = 089 MBtu/h CSHD[1]
092 = 092 MBtu/h CSHD[1]
103 = 103 MBtu/h CSHD
105 = 105 MBtu/h CSHD[1]
110 = 110 MBtu/h CSHD[1]
120 = 120 MBtu/h CSHD[1]
125 = 125 MBtu/h CSHD[1]
136 = 136 MBtu/h CSHD[1]
142 = 142 MBtu/h CSHD[1]
155 = 155 MBtu/h CSHD[1]
161 = 161 MBtu/h CSHD[1]
175 = 175 MBtu/h CSHD[1]
183 = 183 MBtu/h CSHD[1]
176 = 176 MBtu/h CSHN
184 = 184 MBtu/h CSHN[1]
240 = 240 MBtu/h CSHN
250 = 250 MBtu/h CSHN[1]
315 = 315 MBtu/h CSHN
374 = 374 MBtu/h CSHN/CSHL

Digit 8 — Voltage

J = 200–230/60/3
K = 460/60/3, 380–415/50/3
D = 575/60/3
X = 380/60/3

Digit 9 — Unloading

0 = No Unloading

Digit 10 — Design Sequence

Factory Assigned

Digit 11 — Motor Protection Type

0 = Internal Line Break
H = 24 Vac
K = 115/230 Vac

Digit 12 — Basic Compressor Configuration

M = Standard volume ratio,
Suction and discharge tube
T = Standard volume ratio,
Suction and discharge Rotolock
R = Low volume ratio,
Suction and discharge tube

[1] These models also have low volume ratio optimized options, besides the standard volume ratio options. See digit 12.

General Information

Table 1. Torque values

Item	Torque
CSHD Rotolock equalizer nut 1-3/4	133 ± 10 N·m; 98 ± 7 ft·lb
CSHN Rotolock equalizer nut 2-1/4	133 ± 5 N·m; 98± 7 ft·lb
CSHD Terminal screws #10-32 X 0.5 in	2.75 ± 0.25 N·m; 25 ± 2 in·lb
CSHN Terminal set screw and nut	3.4 ± 0.25 N·m; 30 ± 2 in·lb
Ground screw (CSHD and CSHN)	1.90 ± 0.25 N·m; 17 ± 2 in·lb
Terminal box cover	2.15 ± 0.25 N·m; 19 ± 2 in·lb

Note: *With rotolock fittings, always use two wrenches: one to back-up on the sleeve and one to tighten the nut. Proper torquing of the rotolock nut is important to insure a leak-free joint.*

POE Oil

Table 2. Oil charge factory

Model	Pints	Liters	Trane Part Number
CSHD103	5.0	2.4	OIL00078, OIL00080
CSHD075-092	6.3	3.1	OIL00078, OIL00080
CSHD105–161	7.0	3.3	OIL00078, OIL00080
CSHD 175, 183	7.6	3.6	OIL00078, OIL00080
CSHN176–315	14.2	6.7	OIL00078, OIL00080
CSHN374/CSHL374	15.2	7.2	OIL00078, OIL00080

Notes:
1. OIL00078—1 quart container
2. OIL00080—1 gallon container
3. Oil amount and type is also printed on the nameplate.
4. Use only Trane-approved oils and do not mix oils.

Oil Handling

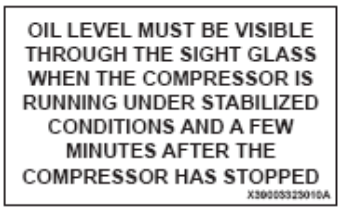
POE oil is very hydroscopic, which means it absorbs moisture very readily. Therefore, it is important to properly handle the oil.

POE Oil handling guidelines

- Always use the smallest container size required for the job requirements.
- Always leave the oil container tightly sealed until time of use.
- Do not reuse oil that has been opened.

Oil Level

Figure 1. Compressor oil label



The oil should be visible through the oil sightglass both during operation and when the compressor(s) is off. Oil level slightly below the sightglass, but still visible is acceptable.

Single compressor. The oil level should be stable in the sightglass.

Tandem and trio compressors.

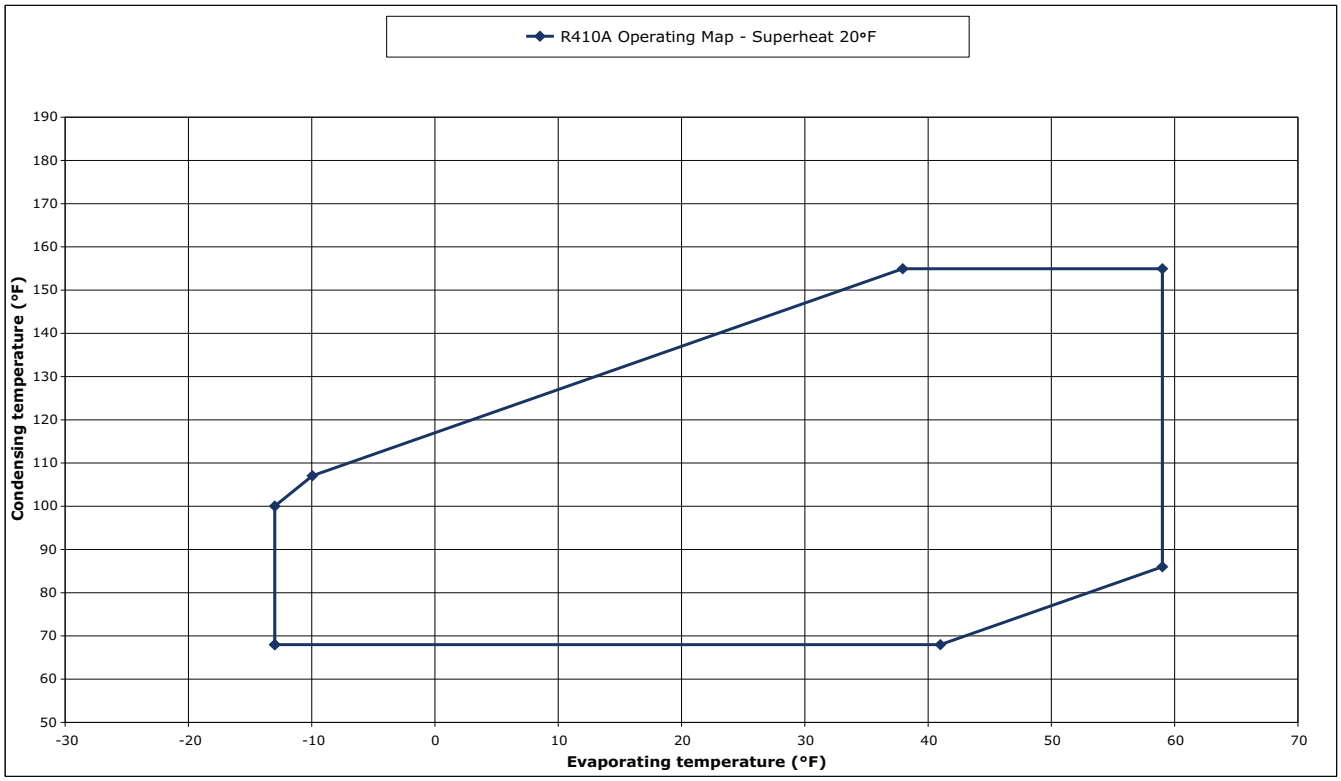
- **Operation**—The oil level will vary depending on the operating condition.
- **Unloaded condition**—The running compressor will have a higher oil level than the off compressor(s).
- **Loaded condition**—Oil should be visible through all of the compressor sight glasses. Some may have a higher level than others, but this is not abnormal.
- **Off**—After several minutes, the oil levels should be the same in each compressor and should be visible in the sightglass. This is the best method to determine if the system has sufficient oil.

Units overcharged with oil will operate with degraded performance and could lead to compressor damage.

Operating Envelope

The compressor must be operated within the published operating envelope.

Figure 2. Operating envelope



Refrigerant Type

CSHD and CSHN/CSHL compressors are approved for use with R-410A refrigerant only. Any use of hydrocarbon refrigerants or air is strictly prohibited!

Transportation, Handling, and Storage

The compressor must be handled in the vertical position (maximum 15-degree offset from vertical). Should the compressor be handled in an upside down position, its suitability for its use can not be guaranteed.

NOTICE

Improper Handling!

Improper handling of the compressor resulting from being handled or transported in the upside position, dropped or tipped over could result in internal damage to the compressor and it is recommended that the compressor not be put into service.

Damage to compressor or packaging should be reported to the shipper immediately.

Use a proper method of lifting the compressor, both lifting ears must be used with a spreader bar.

⚠WARNING

Heavy Object!

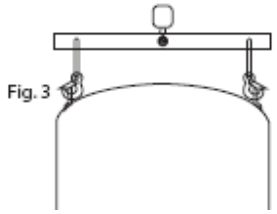
Failure to follow instructions below could result in unit dropping which could result in death or serious injury,

and equipment or property-only damage. Ensure that all the lifting equipment used is properly rated for the weight of the unit being lifted. Each of the cables (chains or slings), hooks, and shackles used to lift the unit must be capable of supporting the entire weight of the unit. Lifting cables (chains or slings) may not be of the same length. Adjust as necessary for even unit lift.

For approximate compressor weight, see Table 3.

Spreader bar use is recommended to better balance the compressor.

Figure 3. Lifting compressor with spreader bar



Use lifting hooks with close clasps.

Table 3. Compressor weight with full oil charge

Model	Weight (lb)
CSHD 075 - 092	128
CSHD 103 - 125	142
CSHD 136 - 161	150
CSHD 175/183	160
CSHN 176 - 250	236
CSHN315	337
CSHN374/CSHL374	362

The compressor and its packaging must not be exposed to rain and/or corrosive, flammable atmosphere.

The compressor must not be stored in an environment less than -31°F (-35°C) or to exceed +160°F (+71°C).

Pre-Installation Inspections

Check the following before using the compressor:

- Compressor for visible shipping damage.
- Compressor is the correct model/part number.
- Compressor is the correct voltage.
- Compressor ship-with items:
  - Restrictors for use with tandem and trio compressors.
  - Oil equalizer Teflon® gaskets.

⚠WARNING

R-410A Refrigerant under Higher Pressure than R-22!

Failure to use proper equipment or components as described below, could result in equipment failing and possibly exploding, which could result in death, serious injury, or equipment damage.

The units described in this manual use R-410A refrigerant which operates at higher pressures than R-22. Use ONLY R-410A rated service equipment or components with these units. For specific handling concerns with R- 410A, please contact your local Trane representative.

Figure 4. Model CSHN/CSHL

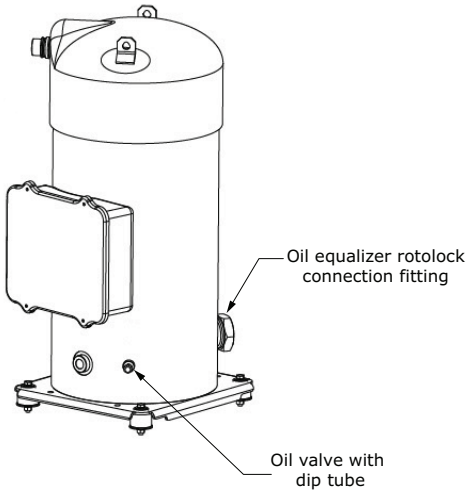


Figure 5. Model CSHD

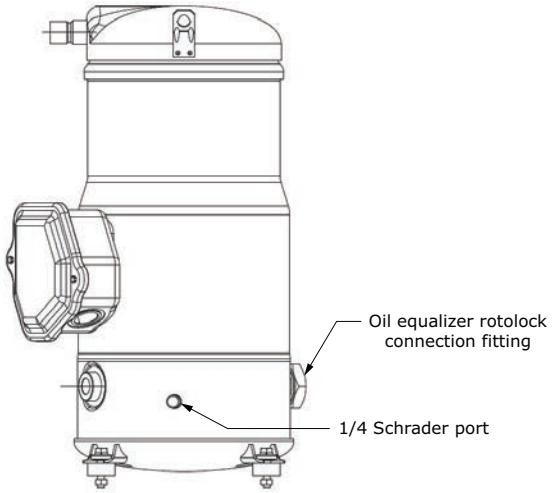
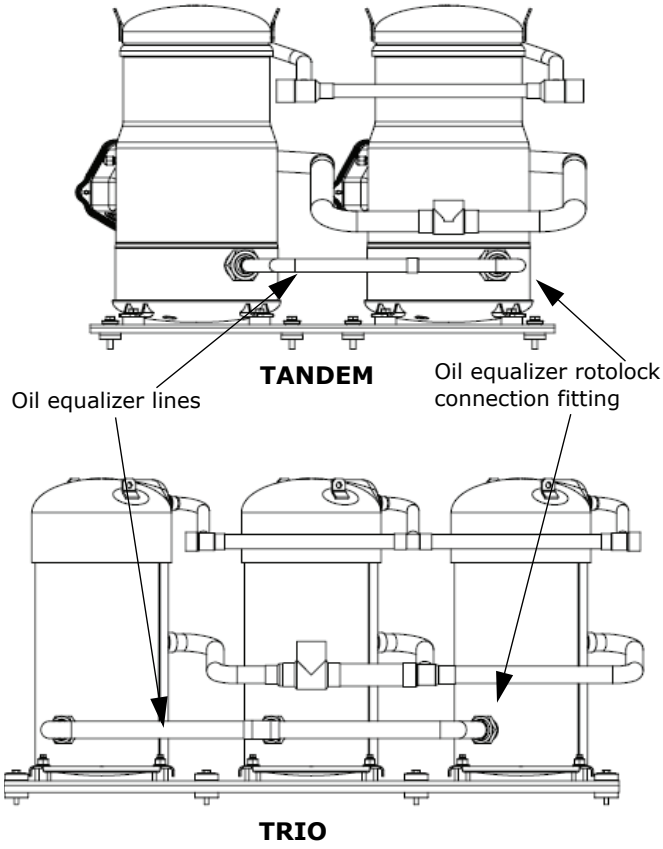


Figure 6. Tandem and Trio



Repair Recommendations

⚠WARNING

Explosion Hazard and Deadly Gases!

Failure to follow all proper safe refrigerant handling practices could result in death or serious injury.

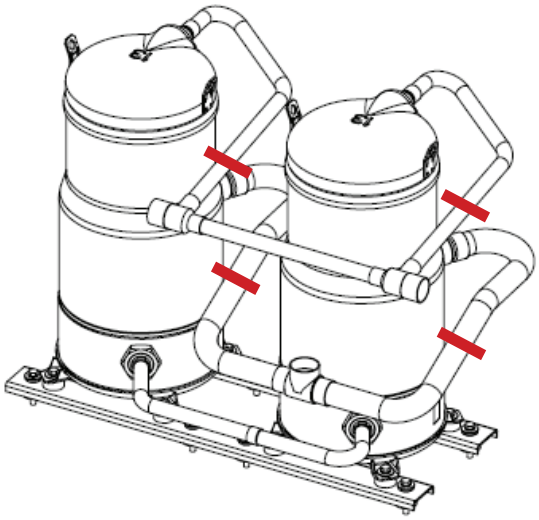
Never solder, braze or weld on refrigerant lines or any unit components that are above atmospheric pressure or where refrigerant may be present. Always remove refrigerant by following the guidelines established by the EPA Federal Clean Air Act or other state or local codes as appropriate. After refrigerant removal, use dry nitrogen to bring system back to atmospheric pressure before opening system for repairs. Mixtures of refrigerants and air under pressure may become combustible in the presence of an ignition source leading to an explosion. Excessive heat from soldering, brazing or welding with refrigerant vapors present can form highly toxic gases and extremely corrosive acids.

Mechanical Failure

Replace only the failed compressor in a tandem or trio set.

Important: *On tandem or trio assemblies, the suction and discharge lines must NOT be modified, except for the use of slip joint couplings. Other modification may cause oil return issues and lead to compressor failure. Cut the lines in a convenient place, remove the compressor, and then unbraze the lines from the compressor. On reinstallation, reinstall lines to compressor and reassemble the cut lines utilizing a slip coupling. See Figure 7, p. 11 for suggested area to cut the discharge and suction line.*

Figure 7. Suggested areas to cut refrigerant lines



Suggested area to cut the refrigerant lines so that they can be reinstalled

Minimize system and compressor open times to avoid excessive moisture absorption by the POE oil. Maximum suggested open time is 15 minutes.

Drain and replace oil in all the non-failed compressors.

Note: *For CSHD compressors, this requires removing oil using a suction device through the oil equalizer rotolock fitting (see Figure 5, p. 10). Use a dedicated device for removing oil. It is good practice to flush the suction device with clean oil prior to use.*

The CSHN compressor has an oil drain with a Schrader® valve that can be used to remove the oil (see Figure 4, p. 10).

Replace unit liquid line filter-drier. This is a very important part of controlling moisture in R-410A POE oil systems.

Reuse the compressors mounting isolators or mounting spacers that are used with the existing compressor assembly.

Braze the compressor into the system. Compressor connections are copper-plated steel. Use BAg-28, 40% silver, with paste flux to make the copper tube connections to the compressor.

Proceed with the following as described in the following sections:

- "Leak Detection," p. 17
- "Vacuum Testing and Evacuation," p. 18
- "Verification Before Start-Up," p. 19

Electrical Failure

Replace only the failed compressor in a tandem or trio set.

Drain and replace the oil in all the non-failed compressors.

Reuse the compressors mounting isolators or mounting spacers that are used with the existing compressor assembly.

Braze compressor into the system. Compressor connections are copper-plated steel. Use BAg-28, 40% silver, with paste flux to make the copper tube connections to the compressor.

Important: *On tandem or trio assemblies, the suction and discharge lines must not be modified, except for the use of slip joint couplings. Other modification may cause oil return issues and lead to compressor failure. Cut the lines in a convenient place, remove the compressor then unbraze the lines from the compressor. On reinstallation, reinstall lines to compressor and reassemble the cut lines with a slip coupling. See Figure 7, p. 11 for suggested area to cut the discharge and suction line.*

Minimize system and compressor open times to avoid excessive moisture absorption by the POE oil. Maximum suggested open time is 15 minutes.

Test the acid condition of the oil in the compressors using an acid test kit. Use Trane Part Numbers KIT06815, CHM00414, and KIT06754.

Two Types of Motor Failures

Light. If oil test kit is negative and oil is only slightly discolored, treat in the same manner as a mechanical failure.

Severe. If oil test kit is positive with strong pungent odor and dark oil, drain and replace oil in all of the non-failed compressors.

Reuse the compressor mounting isolators or mounting spacers that are used with the existing compressor assembly.

This type of failure requires changing both the suction and liquid line filter-driers. Use replaceable filter-drier cores to facilitate changing filter-driers, if required.

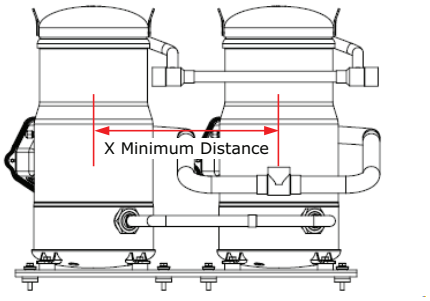
Install the suction filters no closer than the distance listed in the following table. The distance is measured from the centerline of the suction inlet tee (see Figure 7, p. 11).

Braze compressor into the system. Compressor connections are copper-plated steel. Use BAg-28, 40% silver, with paste flux to make the copper tube connections to the compressor.

Proceed with the following as described in previous sections:

- "Leak Detection," p. 17
- "Vacuum Testing and Evacuation," p. 18
- "Charging the System," p. 19
- "Verification Before Start-Up," p. 19

Figure 8. Minimum distance before installation of suction line filter



Compressor Model	"X" Distance
CSHD	10 inches
CSHN tandem	16 inches
CSHN trio	25 inches

1. Use acid removal type filter-drier cores in both the suction filter and liquid line filter drier.
2. Change when the pressure drop exceeds 4 psig.

CSHN/CSHL models

Test oil after 24 hours of operation. Change filter-drier again if required. If oil is still acid, drain and replace oil in all the non-failed compressors.

After system is clean, test kit indicates okay, remove the suction clean up filter-drier and replace the liquid line drier with standard filter drier cores.

CSHD models

Since CSHD compressors do not have an oil drain valve that allows complete oil charge removal, it is recommended that after 24 hours of operation, the filter-drier cores be replaced with acid removal filter-drier cores. Operate the system for another 24 hours before changing to remove the suction filter-drier and install a standard filter-drier in the liquid line.

Removal and Installation

⚠WARNING

Refrigerant under High Pressure!

Failure to follow instructions below could result in an explosion which could result in death or serious injury or equipment damage.

System contains refrigerant under high pressure. Recover refrigerant to relieve pressure before opening the system. See unit nameplate for refrigerant type. Do not use non-approved refrigerants, refrigerant substitutes, or refrigerant additives.

⚠WARNING

Explosion Hazard and Deadly Gases!

Failure to follow all proper safe refrigerant handling practices could result in death or serious injury.

Never solder, braze or weld on refrigerant lines or any unit components that are above atmospheric pressure or where refrigerant may be present. Always remove refrigerant by following the guidelines established by the EPA Federal Clean Air Act or other state or local codes as appropriate. After refrigerant removal, use dry nitrogen to bring system back to atmospheric pressure before opening system for repairs. Mixtures of refrigerants and air under pressure may become combustible in the presence of an ignition source leading to an explosion. Excessive heat from soldering, brazing or welding with refrigerant vapors present can form highly toxic gases and extremely corrosive acids.

Only qualified personnel should install or repair refrigeration systems. If you are not qualified, seek the services of qualified personnel. The steps listed below are not meant to be an exact step-by-step procedure, but are intended to identify procedures or precautions that may be unique to a Trane compressor and should be taken into account to properly and safely remove and install the compressor. Each installation has its unique set of circumstances which must be considered by the service technician to perform a safe and successful compressor replacement.

Removal

⚠WARNING

Pressurized Burning Fluid

Failure to follow these instructions could result in death or serious injury.

Before opening a system, you must remove refrigerant from both the high and low sides of the system. If the pressure is not removed from both sides of the system, pressure could still exist in the system. If a torch is used to unbraze the tubing the refrigerant and oil mixture could ignite.

⚠WARNING

Hazardous Voltage w/Capacitors!

Failure to disconnect power and discharge capacitors before servicing could result in death or serious injury.

Disconnect all electric power, including remote disconnects and discharge all motor start/run capacitors before servicing. Follow proper lockout/tagout procedures to ensure the power cannot be inadvertently energized. Verify with a CAT III or IV voltmeter rated per NFPA 70E that all capacitors have discharged.

For additional information regarding the safe discharge of capacitors, see PROD-SVB06-EN.*

- *Prior to removing the compressor*, open the unit disconnect and place a lock on the disconnect to prevent someone else from accidentally applying power to the unit while it is under repair.
- Completely recover the refrigerant from the refrigerant circuit being repaired. Do not release refrigerant to the atmosphere! Use Responsible Refrigerant Practices. If adding or removing refrigerant, the service technician must comply with all Federal, State, and local laws.

Before removing the electrical connections on the compressor use a voltmeter to check for the absence of power on:

- Compressor power terminals.
- Compressor motor protection module.
- After confirming the absence of power, remove the electrical connections.
  - Mark the electrical wires so they can be placed back on the same terminal on the replacement compressor to prevent improper phasing.
  - CSHD compressor terminal blocks are marked: T1 is marked red, T2 is marked blue, and T3 has no mark (see Figure 12, p. 17).

- Remove oil prior to compressor removal:
  - CSHN/CSHL Compressors
    - CSHN and CSHL compressors have an oil valve (see Figure 4, p. 10) that allows oil to be completely drained out of the compressor due to an internal dip tube. After the refrigerant has been recovered, pressurize the system with nitrogen to help remove oil from the compressor.
    - If the compressor is in a tandem or trio set, place a catch pan under the oil equalizer rotolock connection on the compressor to catch the oil from the oil equalizer tube or compressor when the oil equalizer tube is removed.
  - CSHD Compressors
    - For CSHD compressors complete, oil removal requires using a suction or pump device through the oil equalizer rotolock fitting, see Figure 6, p. 11. Flush the suction device with clean oil prior to use.
    - If the compressor is in a tandem set, place a catch pan under the oil equalizer rotolock connection fitting on the compressor to catch the oil from the compressor when the oil equalizer tube is removed. Refer to Figure 6, p. 11 for the location of the oil equalizer rotolock connection fitting.

Tip: *Before removing the existing tubing from the compressor, apply flux to the joint. This will aid in the flow of the braze material and help keep the joint clean for rebrazing. After fluxing, heat the joint evenly to slightly higher temperature than the melting temperature of the filler material. At this point, the two parts of the assembly should be easily separated.*

- Refrigerant Connection Removal
  - Single compressor—Cut the refrigerant lines in a convenient location that allows reassembly with slip couplings. Then, unbraze the line from the compressor and reuse it when the replacement is installed.
    - When removing the compressor use both hooks on the cap of the compressor with a spreader bar (see Figure 3, p. 10).
    - The lifting device must be rated to handle the weight compressor as listed in Table 3, p. 10.

Compressor Replacement—Tandem and Trio Compressor Sets

Definitions:

- **Tandem**—Two compressors on a single refrigerant circuit.
- **Trio**—Three compressors on a single refrigerant circuit.

There are special considerations that are unique to replacing compressors in a tandem or trio set:

1. Only replace the failed compressor.
2. On tandem or trio assemblies, the suction and discharge lines must not be modified, except for the use of slip-joint couplings. Other modifications may cause oil return issues and lead to compressor failure. Cut the lines in a convenient place, remove the compressor, and then unbraze the lines from the compressor. On re-installation, reinstall lines to compressor and reassemble the cut lines using a slip coupling. Refer to Figure 7, p. 11 for suggested area to cut the discharge and suction line.

Tip: *Before removing the existing tubing from the compressor, apply flux to the joint. This will aid in the flow of the braze material and help keep the joint clean for re-brazing. After fluxing, heat the joint evenly to slightly higher temperature than the melting temperature of the filler material. At this point, the two parts of the assembly should be easily separated.*

3. Change oil in all compressors in the tandem or trio compressors whenever there is a failure.
   a. CSHN/CSHL—Use the oil valve on the compressor.
   b. CSHD—Remove the oil equalizer fitting and use a suction or pump device to remove the oil from the compressor through the oil equalizer tube opening. A suction type device should be used to remove oil from the compressor.

Important: *Some compressor tandem configurations require a restrictor be placed in the suction inlet to balance the oil levels. Each service replacement compressor ships with all the restrictors that can be used with that compressor. The restrictors are packaged in a bag with a label with the part number and diameter required (see Figure 9). The part number is X17311028010 and the internal diameter in millimeters is Ø31. The restrictor is also marked on the face with both the extension number, last three digits of the part number, and diameter. For the previous example, the restrictor would be marked 010-31. Without the proper restrictor installed the compressor oil level balance will not be correct. Refer to the instruction sheet included with the service replacement compressor for the correct size and location of the restrictor.*

NOTICE

Incorrect Restrictor Size and Location!

Failure to install the correct size restrictor or in the correct position will lead to improper oil levels in the compressor. This could result in a compressor failure due to low oil level.

4. It will be necessary to use an oil catch pan under the oil equalizer connection to catch the oil when the connection is loosened and removed.

Figure 9.

Installation

⚠WARNING

Hazardous Voltage w/Capacitors!

Failure to disconnect power and discharge capacitors before servicing could result in death or serious injury.

Disconnect all electric power, including remote disconnects and discharge all motor start/run capacitors before servicing. Follow proper lockout/tagout procedures to ensure the power cannot be inadvertently energized. Verify with a CAT III or IV voltmeter rated per NFPA 70E that all capacitors have discharged.

For additional information regarding the safe discharge of capacitors, see PROD-SVB06-EN.*

⚠WARNING

Explosion Hazard and Deadly Gases!

Failure to follow all proper safe refrigerant handling practices could result in death or serious injury.

Never solder, braze or weld on refrigerant lines or any unit components that are above atmospheric pressure or where refrigerant may be present. Always remove refrigerant by following the guidelines established by the EPA Federal Clean Air Act or other state or local codes as appropriate. After refrigerant removal, use dry nitrogen to bring system back to atmospheric pressure before opening system for repairs. Mixtures of refrigerants and air under pressure may become combustible in the presence of an ignition source leading to an explosion. Excessive heat from soldering, brazing or welding with refrigerant vapors present can form highly toxic gases and extremely corrosive acids.

- Only qualified personnel should install or repair refrigeration systems. If you are not qualified, seek the services of qualified personnel.
- Pressure tests must be performed by qualified personnel.
- The replacement compressor contains a nitrogen charge of 5 psig.
- Remove the suction plug before the discharge plug to avoid oil spray while opening the compressor.
- Keep exposure to the atmosphere at a minimum due to POE oil. Remove the rubber plugs only when ready to install the compressor. Plug other compressor on tandem or trio compressors.
- *Before removing the oil equalizer connection cap*, place a can pan under the rotolock fitting as the compressor oil level is above the rotolock connection. Oil must be added to the compressors after installation.

  a. Removal Instructions

Tip: *Before removing the existing tubing from the compressor, apply flux to the joint. This will aid in the flow of the braze material and help keep the joint clean for rebrazing. After fluxing, heat the joint evenly to slightly higher temperature than the melting temperature of the filler material. At this point, the two parts of the assembly should be easily separated.*

  b. Installation

  c. Preparation:

    i. For proper capillary action to occur, the tube and the fitting must be free of oil, grease, burrs, and oxide contamination. To remove the oil and grease a commercial solvent or denatured alcohol can be used. The surface may be properly cleaned by brushing with a stainless shell brush or by a stiff rubbing with emery cloth. Wipe the joint clean to remove small foreign particles such as emery dust, by wiping the surface with a clean cloth. Once the surfaces are clean, be careful not to touch them as oil from the skin will contaminate the surfaces.

    ii. Pre-fit the existing tubing into the compressor to check that it has full insertion into the compressor fitting. For compressors that have a suction restrictor located in the suction inlet, ensure that the tube is inserted completely such that the suction restrictor fits tightly against the end of the compressor suction connection.

    iii. Apply flux with a brush to the outside of the compressor connecting tubing, taking care to evenly apply the flux around the entire diameter. Care must also be taken not to get the flux inside of the tubing as this may result in contamination of the refrigerant system.

    iv. Reinsert the tube into the compressor connection. If the tubing does not stay fully inserted, it must be restrained to prevent it from backing out of the compressor connection during the brazing process.

  d. Brazing Technique

    i. If possible, use a double-side torch while brazing.

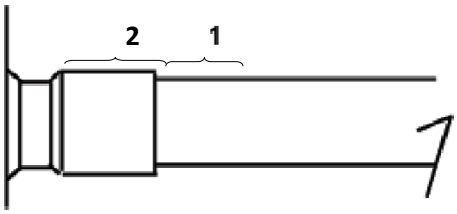
ii. Use 40% silver brazing alloy with flux.

iii. Start heating the tube first. Evenly heat the tube, location 1 (see Figure 10), until it reaches a dull red color. When using flux, this color is also a good indicator of when the proper brazing temperature has been reached. Continue heating the tube until the flux passes the "bubbling" temperature range and becomes quiet, completely fluid, and transparent—it should have the appearance of clear water.

iv. Direct the flame from the tube to the fitting, evenly heating it until the flux that may be remaining in the fitting is also completely fluid.

v. Sweep the torch between the fitting and the tube, locations 1 and 2 (see Figure 10), with most of the heat being applied to the heavier and slower-heating fitting until the tube and fitting reach and maintain a uniform heat in both parts.

Figure 10. Brazing locations 1 and 2



vi. Pull the flame slightly back and feed the brazing material in between the fitting and the tube. If the joint has been properly heated, the braze material should flow around and into the joint.

Important: *The heated base metal should melt the filler; the heat from the torch flame should not be what melts the filler.*

vii. Once the braze material has flowed around and into the joint, briefly move the torch around the fitting to ensure complete capillary action into the joint.

viii. Check the joint to visually ensure that the braze material is completely around the joint.

e. Post-Braze

NOTICE

Clean Flux From Joint!

Quench the joint with water or a wet rag while the joint is still hot—but below 900°F—to shock off the flux. If not cleaned off, flux could hide leaks. Flux is also corrosive and could lead to long-term problems and equipment damage if not properly removed.

- Tandem (two compressors) and trio combinations (three compressors) with uneven compressor combinations requires the use of restrictor(s) to balance the oil level in the compressor. Refer to COM-SVN02*-EN, *Installation: Restrictor* (or the most recent version) for proper size and location of the restrictor.
- When brazing refrigerant connections, protect compressor body and terminal box from torch heat damage.
- When brazing, always use a nitrogen purge to prevent the formation of copper oxide contamination that can damage the compressor.
- CSHN/CSHL compressors have an internal check valve. When pressurizing the system, it is important to never allow the low-side pressure to exceed the high-side pressure by more than 5 bar (72 psig). Such a pressure differential could result in pressure compressor damage. Also, slowly raise the pressure over a two-minute time period to allow sufficient time for the internal pressures in the compressor to equalize.

Electrical Connections

⚠WARNING

Hazardous Service Procedures!

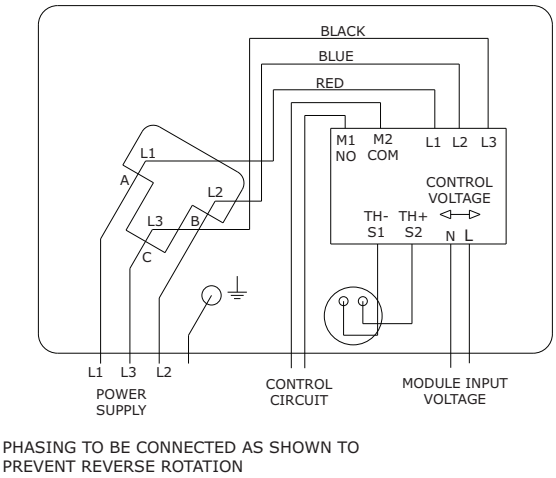
Failure to follow all precautions in this manual and on the tags, stickers, and labels could result in death or serious injury.

Technicians, in order to protect themselves from potential electrical, mechanical, and chemical hazards, MUST follow precautions in this manual and on the tags, stickers, and labels, as well as the following instructions: Unless specified otherwise, disconnect all electrical power including remote disconnect and discharge all energy storing devices such as capacitors before servicing. Follow proper lockout/tagout procedures to ensure the power can not be inadvertently energized.When necessary to work with live electrical components, have a qualified licensed electrician or other individual who has been trained in handling live electrical components perform these tasks.

CSHN/CSHL

- *Before removing wires*, mark them so that they can be put back on the same terminal when the new compressor is installed.
- Insure that the compressor model terminals are installed on the correct terminals (see Figure 11, p. 17).
- If the compressor is not wired properly, it will shut off within five seconds.
- Proper torque for the terminal set screws and nuts is 30 in-lb.
- *Before starting the compressor*, check the electrical phasing with a phase sequence meter similar to an Ideal-Sperry Model 61-520.

Figure 11. CSHN/CSHL wiring diagram

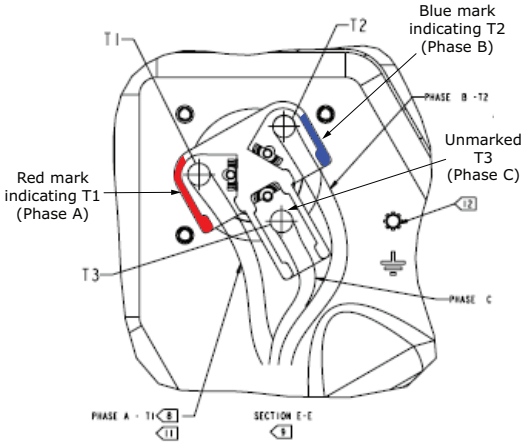


CSHD

The terminal blocks have red and blue marks for phase identification. Compressor terminal T1 is red, compressor terminal T2 is blue, and compressor terminal T3 is unmarked. Depending on the unit type, several methods of marking the wires may be used, colored wires, wire color marks on the wire or wire numbers to indicated the proper location of the wire on the compressor terminal block.

If the wires are not marked, ensure that you mark them prior to removing them so that they can be reinstalled in the same position.

Figure 12. CSHD wiring diagram



- Ensure that the compressor model terminals are installed on the correct terminals (see Figure 12).
- Proper torque for the terminal screws is 25 in·lb.
- Before starting the compressor, check the electrical phasing with a phase sequence meter similar to an Ideal-Sperry Model 61-520.

NOTICE

Improper Power Phasing!

Check phasing before starting compressor. Operating the compressor with improper phasing could cause compressor failure.

Leak Detection

⚠WARNING

Explosion Hazard!

Failure to follow these instructions could result in death or serious injury or equipment or property-only damage.

Use only dry nitrogen with a pressure regulator for pressurizing unit. Do not use acetylene, oxygen or compressed air or mixtures containing them for pressure testing. Do not use mixtures of a hydrogen containing refrigerant and air above atmospheric pressure for pressure testing as they may become flammable and could result in an explosion. Refrigerant, when used as a trace gas should only be mixed with dry nitrogen for pressurizing units.

⚠WARNING

Explosion Hazard!

Failure to properly regulate pressure could result in a violent explosion, which could result in death, serious injury, or equipment or property-only-damage.

When using dry nitrogen cylinders for pressurizing units for leak testing, always provide a pressure regulator on the cylinder to prevent excessively high unit pressures. Never pressurize unit above the maximum recommended unit test pressure as specified in applicable unit literature.

Pressure Testing

- Use industry-standard and EPA-accepted techniques for testing.
- Pressure tests must be performed by qualified personnel.
- Use tools especially designed for leak testing.
- Do not exceed the high-side and low-side pressures listed on the unit nameplate.
- If no test pressure value is listed on the nameplate of the unit, a pressure of no more than 150 psig is acceptable.
- The CSHN compressor has an internal check valve. When pressurizing the system, it is important to never allow the low side pressure to exceed the high side pressure by more than 5 bar (72 psig). Greater pressure differential could result in compressor damage. Also slowly raise the pressure over a 2-minute time period to allow sufficient time for internal pressures in the compressor to equalize.

NOTICE

Overpressure Damage!

Do not pressurize the low side of the compressor by more than 5 bar (72 psig) higher than the high side of the compressor within less than two minutes. Failure to follow these instructions could result in compressor damage.

- Pressure decay testing can be used to check for gross leaks but will not be able to detect the location of a leak.
- After pressurizing the system use an R-410A leak detection device to detect and locate leaks.

Vacuum Testing and Evacuation

- Use the procedure as described in the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6).
- If no other information is available, use the following information.

NOTICE

Compressor Motor Damage!

Never use the compressor as a vacuum pump. Never meg-ohm test or apply power to the compressor while it is in a vacuum. Failure to follow these instructions could cause compressor motor damage.

⚠WARNING

Hazardous Voltage w/Capacitors!

Disconnect all electric power, including remote disconnects and discharge all motor start/run capacitors before servicing. Follow proper lockout/tag out procedures to ensure the power cannot be inadvertently energized. Verify with an appropriate voltmeter that all capacitors have discharged. Failure to disconnect power and discharge capacitors before servicing could result in death or serious injury.

- Ensure that there is no voltage being applied to the compressor terminals.
- Evacuate the unit to 500 microns.
- Hold vacuum for 30 minutes.
- Rapid pressure rise indicates a leak; locate and repair the leak.
- Slow pressure rise indicates one of two possibilities:
  - A small leak, indicated by a continuous rise in pressure.
  - Moisture in the system, indicated by a slow rise in pressure and leveling-out at a pressure equivalent to the moisture level. If this occurs, break the vacuum with dry nitrogen and repeat evacuation process to 500 micron.
- Once system is leak-tight, connect compressor repeat the vacuum procedure, break vacuum with dry nitrogen and evacuate to 500 microns. The vacuum should be able to be maintained for four hours. Isolate the vacuum pump so that the vacuum gauge only reads the system pressure.
- Vacuum must be measured in the refrigeration system and not at the vacuum pump.

Charging the System

⚠WARNING

Hazardous Pressures!

Failure to follow instructions below could result in a violent explosion, which could result in death or serious injury.

If a heat source is required to raise the tank pressure during removal of refrigerant from cylinders, use only warm water or heat blankets to raise the tank temperature. Do not exceed a temperature of 150°F. Do not under any circumstances apply direct flame to any portion of the cylinder.

Use R-410A refrigerant only! Follow the instructions in the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for proper charging methods.

If there are no instructions available, use these guidelines:

- Evacuate the unit as described in "Vacuum Testing and Evacuation," p. 18.
- Ensure that the oil level is at least 1/2-sight glass in the compressor
- Do not use the compressor to pull refrigerant into the system.
- Charge liquid refrigerant into the high-side of the unit—either into the condenser or liquid receiver, if so equipped.
- Charge as much of the unit refrigerant charge as possible before starting the compressor.
- Do not charge liquid refrigerant into the low side of the compressor without the compressor running. Small amounts of liquid may be metered through refrigerant gauges into the suction line while the compressor is operating.
- If the unit is equipped with suction and discharge service valves, close them during the charging procedure.
- *Water chiller units*—Always operate the chilled water pumps while charging the unit to prevent freezing the evaporator.

Verification Before Start-Up

Follow the instructions in the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6). If there are no instructions available, use these guidelines:

- *Before starting the unit*, verify that all service valves are open.
- Energize the crankcase heater a minimum of 8 hours before starting the compressor

NOTICE

Improper Crankcase Heater Operation!

Exception to the 8-hour minimum crankcase heater operation time.

Apply power to the crankcase heater for a minimum of 8 hours prior to startup of the compressor! Failure to follow this instruction could result in a compressor failure.

If the compressor is a replacement for a failed compressor and has been charged in accordance with either the procedures in the unit IOM or "Charging the System," p. 19 in this manual, the compressor could be immediately started after charging the system. The reason for this is that the refrigerant has not had sufficient time to migrate to the compressor and cause potential damage upon startup. The system should set for no more 8 hours or overnight with a refrigerant charge without crankcase heater operation. If the time exceeds 8 hours or the unit sits overnight, the crankcase heater must be operational for a minimum of 8 hours prior to starting the compressor.

If liquid refrigerant was charged into the suction or low side during the charging procedure, damage could still occur.

Start-Up

Follow the instructions in the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6). If there are no instructions available, use these guidelines:

NOTICE

Equipment Damage!

Failure to follow guidelines below could result in equipment damage.

- Never start the compressor without refrigerant in the system.
- Never bypass the low pressure switch to start the unit.
- Monitor oil level for 60 minutes to ensure that oil returns from the system.
- Check system pressures and temperatures to ensure they are in line with unit design pressures. Refer to the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for this information.
- To top off the unit, charge liquid refrigerant may added by slowly throttling it into the suction line. This must be done only when the compressor is operating.
- Do not overcharge the unit.
- Recommended system full load superheats—unless specified differently in the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6)—is 16°F–20°F.
- Measure the oil sump superheat. Oil sump superheat should be greater than 20°F. Oil sump superheat is calculated as follows:

  Oil Sump Superheat = Oil Sump Temperature – Saturated Suction Temperature
- Measure the oil sump temperature by placing a thermocouple on the bottom of the compressor, preferably in the center, and insulate it. Calculate sump superheat. If less than 20°F, recheck the expansion valve superheat and increase it. Low sump superheat is indicated by foaming compressor oil.
- After fully charging the unit, recheck all pressure, temperatures, and electrical readings.
- Ensure that the compressor protection module and power supply wires are installed on the correct terminals (see Figure 11, p. 17 and Figure 12, p. 17).
- CSHD: Proper torque for the terminal set screws is 25 in-lb.
- CSHN/CSHL: Proper torque for the terminal set screws is 30 in-lb.

Maintenance

Check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for specific instructions.

Operating conditions must always remain within the operating range of the compressor. This includes:

- Operating pressures (suction and discharge pressure).
- Operating temperatures (suction, discharge, and liquid).
- Operating parameters (compressor superheat, subcooling, oil sump superheat, voltage, and amperage).
- Check all of the following on a regular basis:
  - System operating conditions.
  - System refrigerant charge level.
  - Oil levels and oil color.

⚠WARNING

Hazardous Voltage!

Disconnect all electric power, including remote disconnects before servicing. Follow proper lockout/tagout procedures to ensure the power can not be inadvertently energized. Failure to disconnect power before servicing could result in death or serious injury.

- Check electrical connections (prior to startup each season).
- Check unit operating controls.

Troubleshooting

Important: *Check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for additional information regarding diagnosis and causes.*

⚠WARNING

Hazardous Service Procedures!

Failure to follow all precautions in this manual and on the tags, stickers, and labels could result in death or serious injury.

Technicians, in order to protect themselves from potential electrical, mechanical, and chemical hazards, MUST follow precautions in this manual and on the tags, stickers, and labels, as well as the following instructions: Unless specified otherwise, disconnect all electrical power including remote disconnect and discharge all energy storing devices such as capacitors before servicing. Follow proper lockout/tagout procedures to ensure the power can not be inadvertently energized.When necessary to work with live electrical components, have a qualified licensed electrician or other individual who has been trained in handling live electrical components perform these tasks.

Compressor will not start

- Refer to the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for possible diagnostics codes and corrective action.
- Verify:
  - Compressor voltage is correct.
  - *CSHN/CSHL compressors*—Motor protection module is the correct voltage.
  - All safety switches are closed.
  - All the contacts on the contactor are pulled in.
  - *CSHD compressors*—The internal motor overloads may be open. Disconnect power to the unit and disconnect the wires from the compressor terminals. With an ohm meter, check to ensure that there is resistance between T1-T2 and T3.

Compressor will not build up pressure

- *CSHD compressor is wired incorrectly*—It will be noisy and draw 1/2 the expected amps. Shut the compressor off immediately. Running in this condition for more than 5 seconds may damage the compressor.
- *CSHN compressor is wired incorrectly*.
- Check to ensure that any bypass valves in the system are not open.
- Four-way reversing valve may be stuck and not switched properly bypassing from the high side to the low side of the system; this situation is indicated by an extremely warm suction inlet to the compressor.
- *Model CSHN374/CSHL374 compressors contain an internal pressure relief that may have opened.* It may take two to three hours to reset. The oil sump will be very warm and the compressor will be tripped out on the motor protection module. This is caused by a very high 625–715 psid difference between the high side and low side of the system. This could occur with either a blocked high side or low side.

Abnormal running noise

- Compressor is running backwards—Immediately shut off the compressor and check wiring and proper phasing.
- Excessive floodback—The superheat should be a minimum of 16°F at full load and oil sump temperature should be at least 20°F above the saturated suction temperature. Measure the sump temperature at the bottom center of the compressor. Chillers with electronic expansion valves may operate with lower superheats; check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for proper operating superheats.
- Compressor is full of liquid on startup—The crankcase heater either was not energized for a minimum of eight hours, or it is defective.
- Mechanical damage to the compressor has occurred—Check compressor amperage. It may also trip the compressor motor protection module or other unit electrical protection devices such as circuit breakers.

High-pressure control opens

- Check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for possible diagnostics codes and corrective action.
- Also check for:
  - Defective condenser fan motors or controls.
  - Dirty air-cooled or water-cooled condensers.
  - Restricted air flow.
  - Insufficient water flow.
  - System overcharged with refrigerant. Check superheat and system subcooling.
  - Non-condensables in the system.

Low-pressure control opens

- Check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for possible diagnostics codes and corrective action.
- Also check for:
  - Defective evaporator fan motors, belts, or controls.
  - Defective TXV valve.

- Plugged liquid line filter.
- Liquid line solenoid valve does not open (if so equipped).
- Dirty evaporators, either air-to-air or water-to-air.
- Restricted airflow.
- Insufficient evaporator water flow.
- System undercharged with refrigerant. Check system superheat and subcooling.

Compressor short cycling

- Check the unit Installation, Operation, and Maintenance manual (see "Literature Referenced," p. 6) for possible diagnostics codes and corrective action.
- Also check for:
  - Defective unit controls—maximum 12 starts per hour.
  - Compressors cycling on safety controls.
  - Unit oversized.
  - Building load is light—this is likely to occur *prior to building occupancy*.

Motor protector module resets

- Type: Manual reset

  Fault modes:
  - Phase sequence
  - Multiple motor temperature overload cycles.

  Reset—Remove power from module for five seconds.
- Type: Auto reset with five-minutes delay (sensors exceed 4500 ohms)

  Fault modes:
  - Over current
  - Running phase loss
  - Motor over temperature (manual reset required after 4-10 auto reset cycles)

  Reset—Auto-reset occurs when motor temperature sensors resistance drops below 2750 ohms (plus 5 minutes delay). Although module will reset automatically the compressor(s) may not because the protection module may be wired in a safety lockout circuit.

NOTICE

Excessive Voltage on PTC Sensors!

Do not measure the motor PTC sensors with a device rated at more than 3 Vdc. Failure to follow these instructions could cause thermistor failure, resulting in a compressor replacement.

Incorrect phase sequence

Incorrect phase sequence protection—compressor will run approximately five seconds and trip off, pending the motor protection module is correctly wired into the system safety circuit. If the motor is believed to be incorrectly phased, change two of the three wires.

PTC Overheat (motor over temperature/over current)

- Compressor motor drawing too much current.
- Defective compressor; look for dark oil in the sightglass.
- Low voltage (voltage outside the ±10% range from nominal voltage); voltage utilization range is printed on compressor nameplate.
- Unbalanced voltage—must not exceed 2% imbalance.
- Motor PTC thermistor resistance above 4500 ohms will cause the motor protector to open. The motor protector will reset at resistance below 2750 ohms. A five-minute time delay is active after cool down until the maximum number of auto reset cycles has been reached. The module will then be locked out until it is manually reset.
- When measuring the PTC sensors, do not use a meter with greater than 3 Volt.
- CSHN374/CSHL374 internal relief valve has opened.
- Phase loss.
- Defective contactor.
- Loose or poor electrical connections at the compressor or contactor.

CSHN Motor Protection Module Diagnosis

⚠WARNING

Hazardous Service Procedures!

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If M1-M2 contacts are open, proceed as follows:

1. Check motor protection module for the correct input voltage on terminals L and N. Voltage applied to module must match module input voltage as printed on module nameplate.
2. Check wire connection tightness.
3. Try to reset the module (interrupt power for five seconds).
4. If, after reset, module M1-M2 closes, determine which fault caused module to trip.
5. If M1-M2 remains open, proceed as follows:

   Disconnect PTC thermistors from S1and S2 terminals, and measure the resistance of the PTC using a device with a maximum output of 3 volts.

   - Resistance = ∞

     Open PTC open; replace compressor

   - Resistance = 0 ohms

     PTC shorted; replace compressor.

   - Resistance >2750 ohm

     Wait until the motor has cooled down and resistance is less than 2750 ohms; reconnect and try to reset motor protector. Diagnose problem that caused motor over temperature.

   - Resistance = 150 ohms < R< 1250 ohms

     Normal resistance value for PTC ambient temperature.

Test the module within the terminal box

1. Disconnect L-N voltage supply.
2. Disconnect S1-S2 PTC circuit on the module.
3. Disconnect M1-M2 safety circuit control contacts.
4. Apply a resistance between 150-1250 ohms across S1-S2. This simulates a functional, cool motor.
5. Reconnect L-N voltage supply. Insure that the voltage to L-N has been disabled for at least 5 seconds. This will reset the module.
6. Check M1-M2 with ohmmeter.
7. M1-M2 closed—Module okay.
8. M1-M2 open—Module defective.

Trane - by Trane Technologies (NYSE: TT), a global climate innovator - creates comfortable, energy efficient indoor environments for commercial and residential applications. For more information, please visit trane.com or tranetechnologies.com.

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