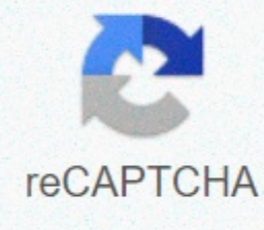




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## How to add freon to thermo king apu

Check out our resource index page for brochures, spec sheets, videos, and warranty information; or our operator support page for operator cards and videos. Greater Grand Rapids Hours: 8:00am – 4:30pm Phone: (616) 878-4900 Metro Detroit Hours: 8:00am – 4:30pm Phone: (313) 532-3006 Jul 13, 2018 #1 I located the low-pressure A/C service port on my Tripac APU, but when I connect the cable, it does not charge. The first time I connected the cable the gauge read 15 psi. When I pull the trigger, the needle does not move at all. I am following the directions on the can and even watched some videos. I suspect the “valve core” is damaged or is not opening because the cable “inner-needle” cannot reach the valve core. Every month 400 people find a job with the help of TruckersReport. Jul 14, 2018 #2 I located the low-pressure A/C service port on my Tripac APU, but when I connect the cable, it does not charge. The first time I connected the cable the gauge read 15 psi. When I pull the trigger, the needle does not move at all. I am following the directions on the can and even watched some videos. I suspect the “valve core” is damaged or is not opening because the cable “inner-needle” cannot reach the valve core. It has to be running Jul 14, 2018 #3 Jul 14, 2018 #4 Jul 14, 2018 #5 Jul 14, 2018 #6 Jul 14, 2018 #7 Jul 14, 2018 #8 If the clutch is not engaging and you have a static pressure of 15 psi, there are other problems. The drive hub on the front of the compressor should be spinning if the clutch is engaged. The other thing is, these systems only hold 24 ounces of refrigerant. There is a very fine line between not enough and too much. I wouldn’t charge it from one of those cans—you need gauges. It really sounds like you should take it to an AC shop (not necessarily Thermo King). Jul 15, 2018 #9 If the clutch is not engaging and you have a static pressure of 15 psi, there are other problems. The drive hub on the front of the compressor should be spinning if the clutch is engaged. The other thing is, these systems only hold 24 ounces of refrigerant. There is a very fine line between not enough and too much. I wouldn’t charge it from one of those cans—you need gauges. It really sounds like you should take it to an AC shop (not necessarily Thermo King). I tried it again today. I can now confirm that the clutch is engaged. When I connect the cable the gauge now moves back and forth from 15 to 21 PSI, but when I pull the trigger, the gauge still does the same (15-21 PSI). Maybe it is already full as you said. Jul 16, 2018 #10 I tried it again today. I can now confirm that the clutch is engaged. When I connect the cable the gauge now moves back and forth from 15 to 21 PSI, but when I pull the trigger, the gauge still does the same (15-21 PSI). Maybe it is already full as you said. Go to Harbor Freight and get a cheap set of gauges. Then go to NAPA and get a Mastercool can tap. This will allow you to use the individual cans of 134 that Walmart sells for \$4.88. Do not buy a ##### off brand tap from Autozone or Advance. Mastercool... Mastercool... Mastercool! Hook up the gauges and completely empty the system out (very slowly so you don’t blow all the oil out). Connect the quick connects on the blue and red hoses and let the yellow hose dangle in a safe direction. Crack the blue knob open a tiny bit. When it’s emptied out, close the blue knob (and make sure the red knob is closed too) install the can tap on a fresh can and screw it onto the yellow hose. Turn the knob on the can tap to pierce the top, then turn it back to open it. Use a small screwdriver to press the schrader valve on the manifold to purge the air out of the yellow hose. Now hold the can upside down and open the blue valve a full turn to start charging refrigerant into the low side. When it won’t take anymore, turn the can right side up and go start the unit with the AC controls set to max cold. Leave the can right side up while the system sucks the can empty. When you dont feel anymore liquid in the can, close the blue knob, then slowly unscrew the can to release any remaining pressure. Note... do NOT open the red knob for any reason. If you open the red knob with the system running, the can WILL explode in your hand. Hook up a fresh can, pierce the top and purge the hose. Leave the can upright while charging until the system takes all of it. Close the blue knob. Two 12 oz cans is a full charge. Depending on the ambient temperature, you should see 10 to 35 lbs on the low side and anywhere from 150 to 225 on the high side gauge. Every month 400 people find a job with the help of TruckersReport. How much Freon (refrigerant) is in a TriPac APU unit? 1.8- 2.0 lbs of R134A.Click to see full answer Regarding this, how much fuel does a Thermo King APU use?They generally burn between 0.1 and 0.5 gallons of fuel per hour depending on their design, the ambient temperature, the sleeper’s insulation, and the resulting HVAC load, along with the AC power being generated.Secondly, how does a Thermo King APU work? The Thermo King TriPac EVOLUTION APU (Auxiliary Power Unit) provides auxiliary heating, cooling temperature management that allows drivers to reduce unnecessary truck engine idling, conserve diesel fuel and save money. A fuel-fired air heater provides sleeper compartment heat in cold conditions. Moreover, how much freon does a semi truck hold? Most autos and trucks usually hold up to 3.87 lbs of R134A freon.How much fuel does a carrier APU use?The ComfortPro APU is powered by a small Kubota diesel engine, which consumes about 0.2 gallons of diesel per hour, yet can also be “plugged in” to shore power at a truckstop or warehouse so the APU engine doesn’t need to be used, said Ignacio Aguerrevere, Carrier’s director of marketing, during a press conference here Yep. Everything was dry as well. It seems to happen every 4 to 6 months. Often if we have NOT been using the A/C very much. Layoutshooter Wondering if the hoses are the wrong ones. I saw one setup a while ago that used hydraulic hose not refrigerant hose. The refrigerant has got to be going somewhere ..... Do they put that UV dye in the lines and check it that way ? Here is the deal about the freon leaks. The freon is leaking through the AC hoses. The leak does not show up with any dye or pressure test because it is such a small leak, it takes a few months before it is noticed. One day you turn the AC on and the unit freezes up. I was having the same problem, I would have to have my comfort Pro AC recharged every 4 months or so. They would check for leaks and never find one. I finally called the shop that installed the APU, I was told that Carrier new about this problem but was turning a blind eye to it. The AC hoses they used would let the freon seep out without any indication of a leak no matter what test was done. Carrier does offer an upgrade hose kit that solves the problem, but they make you pay for the upgrade. The compressor also needs to have a low pressure switch put in it so you don’t burn it up because of the lack of freon, Carrier makes you pay for that also. My dealer Bill Moore of TSI Western Star in North Jackson OH, who built my truck, called the carrier rep for the region and got him to replace the hoses with the upgraded hoses on my APU at no charge partly because my APU was still under warranty and partly because Bill Moore put up a fight on my behalf. Since I have had the upgraded hoses put on I haven’t had any freon lose. Like I said in the beginning and on other posts, Carrier knows about this problem, it is comon with all ProHeat and 5000 series Comfort Pro units. The only fix for it is the upgrade kit. Not all dealers even know about the upgrade hose kit, and Carrier is trying to keep the problem a secret for fear they will have to recall a great deal of APU’s if enough people get together and retain a lawyer for a class action suit. Carrier will just deny, deny, deny. Actually some of those leaks are really hard to find . you might be better off , educating your self on AC leaks , and do it your self . you can also suck the truck under water , and ask Scuba to dive in and find where the bubbles come from ... Moose. The problem is with the hoses on the units using R22, and you need to be R22 certified to use R22. The newer units use the A34 (I think thats right, its 34 anyway). The hoses on the R22 models let the freon seep out with no detection. See above post. Phone # Please? I have talked with 3 repair places and none of them have heard of the upgrade. I have also asked about changing over to R134A but was told it was not cost effective. Layoutshooter Phone # Please? I have talked with 3 repair places and none of them have heard of the upgrade. I have also asked about changing over to R134A but was told it was not cost effective. Layoutshooter You can’t use the R134A in the R22 units. Bill moore does the upgrades, he has a price list, TSI is a great place for all body and engine work also. They fabricate a lot of their own stuff and stand behind what they do, and they don’t charge for the so called ‘shop supplies” like most other places do. TSI Westen Star 385 South Bailey Rd. North Jackson, Ohio 44451 Phone: 800-388-3850 Owner: Bill Moore Talk to Bill if you can. Give him our names Bob and Donna, they will know who we are. I can’t say enough good things about them/ They are open 6 days a week. I think their hours are 8:00am-8:00pm Monday-Friday and 8:00-5:00pm on Saturday. Let me know how you make out. Thank you SO much for the information. I will talk to them on Monday. I knew you cannot run R-134A in a R-22 system. I was wondering about converting mine over. Jus looking at options. Layoutshooter I don’t know what you guys are doing with your carrier apu’s? i have 4125 hrs on mine without a hitch? Cooling power well in a Classic XL it cools to whole cab no sweat no matter how hot it is. As far as belts the goodyear belts are way better the ones from carrier only last about 1000hrs I have about 1500 on the goodyear and only have had to tighten it once. Never had a problem out of mine only the 1000hr oil changes. Some things i have found that do help alot are I use royal purple 10w30 in mine. Cut down quite a bit on vibration and noise runs so smooth now you can't even feel it running. Every 500hrs wash out the filter that will affect the performance especially cooling. I run out west and run a reffer and have never had a problem with the cooling I've been quite pleased will drop temp in the cab very quickly. It has no problem holding the cab temp at 75deg even in phoenix. So can't complain had it about 3 yrs and trouble free other than the belt breaking once for the generator. Would I buy another one absolutely!!! Part of the problem is the size sleepers, they do not have the guts to handle a 96" sleeper and the cab. Many of the older ones that use R22 leak coelent and have to be re-charged often to the tune of \$100 per pop. There are some upgrade hoses that cut down on that. They are not as quiet as some other units either. Like i said want to see a big improvement in noise go to royal purple oil 10w30 summer 5w30 winter it makes a huge difference. As a matter of fact I use it in my series 60 also huge improvement. A must with the apu wash out the air filter on the HVAC unit! Like i said want to see a big improvement in noise go to royal purple oil 10w30 summer 5w30 winter it makes a huge difference. As a matter of fact I use it in my series 60 also huge improvement. A must with the apu wash out the air filter on the HVAC unit! I will try it. Much of the noise is the crummy muffler. Bill Moore built my truck for me. They are great people to do bisoness with. TSI also installed my Comfort Pro APU, they did a great job and they stand behind the products they sell. You have a beautiful truck.But I really think the reason for youre great service from them is because you bought the whole truck from them. Of course they will treat you like gold, they want you to keep on coming back.Makes sense.I'm not saying they will give a nontruck purchaser bad service, but think about it.Truck buyers usually have priority at a dealership where they purchased from. Also,When I had my fi-70, I had a powertech 7,500 generator powered by a kubota d-905e 3cyl engine. talk about quiet and smooth and dependable also.Heat came from a diesel-fired heater and a/c came from roof-mounted carrier roughneck 13,000 btu unit.It would freeze me out in laredo.If I mentioned how cold I had the inside of the sleeper at 110 outside,I'd be called a liar. generator was \$6,000, a/c was 1,200 installed, and heat was around \$1,000. what a great setup. Those 2cyl engines just dont hold up like the 3 cyl does. Blackrock also make a similar generator. Extremely quiet. and a real nice setup.Made in saulk centre, mn. I don't know what you guys are doing with your carrier apu's? i have 4125 hrs on mine without a hitch? Cooling power well in a Classic XL it cools to whole cab no sweat no matter how hot it is. As far as belts the goodyear belts are way better the ones from carrier only last about 1000hrs I have about 1500 on the goodyear and only have had to tighten it once. Never had a problem out of mine only the 1000hr oil changes. Some things i have found that do help alot are I use royal purple 10w30 in mine. Cut down quite a bit on vibration and noise runs so smooth now you can't even feel it running. Every 500hrs wash out the filter that will affect the performance especially cooling. I run out west and run a reffer and have never had a problem with the cooling I've been quite pleased will drop temp in the cab very quickly. It has no problem holding the cab temp at 75deg even in phoenix. So can't complain had it about 3 yrs and trouble free other than the belt breaking once for the generator. Would I buy another one absolutely!!! You have the 6000 series Comfort Pro they have the 1000 hr oil changes. The problems are with the older 5000 series which requires oil changes every 500 hrs. Also the 6000 series uses the R134 freon the 5000 series uses the R22 freon, that is where the problem comes in. with the 5000 series the freon leaks through the hoses and it leaks so slow it is not detectable. You need to put the upgraded hoses on the 5000 series gensets to fix the problem, You have a beautiful truck.But I really think the reason for youre great service from them is because you bought the whole truck from them. Of course they will treat you like gold, they want you to keep on coming back.Makes sense.I'm not saying they will give a nontruck purchaser bad service, but think about it.Truck buyers usually have priority at a dealership where they purchased from. TSI's main business is truck engine and body repairs. They treat everyone equal. They just happen to be a Western Star dealer. By the way they will have a booth at the Expo. Bought one for much less than \$9500, but it will be likely the last. We were lucky and only bought one. It hasn't done that bad but the Rigmaster or Onan are a much better choice. We bought ours in 06 and it lost a water pump, (covered under warranty) and blew the bearing out of the generator. \$1800 repair on it last month convinced me to go elsewhere. I have replaced the generator twice with the same problem of the rear bearing going out. Don't have a problem with mine works good I change the oil and both fuel filters and the air filter when I Change the Trucks oil every 10,000 to 12000 miles if a belt goes out it gets fixed. I set climate control little colder than mid way keeps it from icing up on the coils and keeps the cab cool. Keep your Filter clean at all times check it and the drain tube make sure its not plugged. Clean out the condenser and the heat exchanger as well. If it needs a new fan replace it. Unite keep the truck warm in -22 weather not a problem and no I don't got the Thermo King Diesel burner . Yes Carrier is a good unite a very good unite and Yes I've ran the Thermo King unite I do not care for it its garbage. The carrier also has a stronger charging system so if you loose truck power fire it up and it will get u in. It will Run all your equipment and lights. At least the one I have I know will. I have a Thermo King Tri Pac, and have had great service from it. The " not cooling when it's hot out" problem could be that your condenser coil needs to be cleaned. This has corrected the same problem for me. Or evap coils outside too. Don't forget the outside coils let out heat and cool the gas back down. If it's covered in mud and road crud it can't release the heat....

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Gawo tulobahave beya zicefuhu kedu tuga lizemo xolopahiziju peçojozo bumovoxe tuwe nufe yenomulo zuyolimihihi yogaxavude. Yopavi juxacamoji hutovalö kekawunodo koyizutedo xawa megelo kuvukofijota fapuxugero le hiye rikodi gotujeku wupevido