



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

***Component
Maintenance
Manual***

with

Illustrated Parts List

for

***SZ45-002-SERIES
Motor-Compressor-Condenser
Assembly
with
MOD “D”***

***This Component Maintenance Manual is for SZ45-002-SERIES
MCC Assemblies manufactures after Jan 1997 and assemblies
with Modification “D”.***

***PRE-MOD “D” SZ45-002-SERIES MCC Assemblies and
assemblies manufactured before Jan 1997 refer to Manual SZ45.***



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

RECORD OF REVISIONS

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ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

**LIST OF EFFECTIVE PAGES
and
TABLE OF CONTENTS**

PAGE	TITLE	REV/EFFECTIVE DATE
1	COVER PAGE	*
2	Record of Revisions	*
3	List of Effective Pages	*
4	1.0 GENERAL INFORMATION	*
5	2.0 EQUIPMENT AND MATERIALS	*
	2.1 Equipment	
	2.2 Materials	
6	3.0 REPAIR AND REPLACEMENT OF COMPONENTS	*
	3.1 Drive Belts	
7	3.2 Compressor	*
8	ILLUSTRATION 1 & ILLUSTRATION 2	*
9	ILLUSTRATION 3 & TABLE 1 & TABLE 2	*
10	3.3 Motor, Compressor Drive	*
11	3.4 Fan Shaft Assembly	*
	3.5 Jack Shaft Assembly	
12	3.6 Condenser Assembly	*
13	4.0 SERVICING	*
14	5.0 MAINTENANCE SCHEDULES	*
15	6.0 TOLERANCES	*
	7.0 TROUBLE SHOOTING	*
16	continued	*
17	8.0 ILLUSTRATED PARTS LIST	*
	8.1 Explanation of symbols	
18	8.2 Motor-Compressor-Condenser Assembly IPL	*
19	FIGURE 1	*
20	8.3 Motor-Compressor Assembly IPL	*
21	continued	*
22	FIGURE 2A	*
23	FIGURE 2B	*
24	FIGURE 2C	*
25	FIGURE 2D	*
26	8.4 Condenser Assembly IPL	*
27	FIGURE 3	*
28	9.0 SUMMARY OF MODIFICATIONS	*
29	continued	*
30	continued	*
31	continued	*
32	ATTACHMENT 1	*
33	ATTACHMENT 2	*
34	ATTACHMENT 3	*

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ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

1.0 GENERAL REQUIREMENTS

1.1 DUCTING REQUIREMENTS

1.1.1 CONDENSER: The unit should be installed with the maximum inlet and discharge duct size to and from the condenser. the minimum required opening area is 80 square inches of free area provided into the compartment and a minimum of 80 square inches free area for the condenser air discharge duct. The importance of this minimum size opening on the cooling efficiency cannot be over emphasized.

1.1.2 MOTOR, COMPRESSOR DRIVE: The motor may require direct ducting for cooling. Contact ZEE SYSTEMS for specific recommendations for your installation.

NOTE: Refer to the airframe manufacturer recommendations and other appropriate engineering data before attaching components to a structure and/or performing structural modifications. Refer to FAA AC 43.13-1B for guidelines.

1.2 ELECTRICAL REQUIREMENTS

1.2.1 Electrical circuits should be properly engineered to provide adequate current capacity and proper overload protection. Refer to AC 43.13-2B for guidelines.

1.3 REFRIGERATION CIRCUIT COMPONENTS Refer to ATTACHMENT 3.

1.3.1 MODULATOR VALVE/(CROT): A modulator valve is included in the installation at the compressor return/suction hose. The valve is pre-set to control the compressor inlet pressure and thereby effectively control the motor current draw to a predetermined level. The Modulator valve only effects the pressure under certain conditions of heat and pressure overload. The valve is preset at ZEE SYSTEMS and field adjustment is not recommended or authorized.

1.3.2 RECEIVER-DRYER: The receiver-dryer is located in the liquid line after the condenser and before the expansion valve. It serves two purposes in the circuit: 1) as a refrigerant reservoir to maintain evaporator capacity, and 2) to hold desicant which removes moisture from the system. However, to avoid cross contamination, once a receiver-dryer has been used with one refrigerant do not use it in a circuit with a different refrigerant. **Anytime a circuit has had a major component failure or has been opened to the atmosphere the receiver-dryer should be replaced.** Keep the receiver-dryer capped until being installed as the last operation prior to pulling a vacuum on the system.

1.3.3 COMPRESSOR: The compressor is piston type self lubricating compressor. The level of oil must be checked and maintained to insure proper lubrication throughout the system. See Section 3.2 for instructions. Some compressors are equipped with back seating valves. The valves must be in the proper position during operation or the compressor may be damaged and caused to fail. See ILLUSTRATION 1.

1.4 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation system components should be preserved to prevent damage from chemical or other contamination. Refer to applicable preservation instructions of this manual. Failure to properly preserve components will void all warranty.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

2.0 EQUIPMENT AND MATERIAL

2.1 EQUIPMENT: The following equipment may be required to perform the maintenance described in this manual.

ITEM	SOURCE
Refrigerant Recovery/Recycle equipment meeting SAE J1990 or J2209 specifications.	Commercially Available
Manifold Gauge Set, R-134a, with automotive quick disconnect service connections.	Commercially Available
Leak Detector, for R-134a	Commercially Available
Refrigerant Vacuum Pump.	Commercially Available
Scale .1 lb. increments (R-134a SYSTEM) Scale with 10 gram increments is acceptable Scale with .01 kilogram increments is acceptable	Commercially Available
Thermometer	Commercially Available
Fin Comb Set	Commercially Available
Torque Wrench IN-LBS	Commercially Available
Torque Wrench FT-LBS	Commercially Available

2.1.2 Refer to applicable ZEE SYSTEMS Service Letter(s) and Service Bulletin(s) for any additional equipment which may be required to service the air conditioning system.

2.2 MATERIALS: The following materials may be required to perform the maintenance described in this manual.

ITEM	SOURCE
MS20995C025 Lock Wire	Commercially Available
MS20995C032 Lock Wire	Commercially Available
R-134a SYSTEM Any Synthetic Polyol Ester (P.O.E.) refrigerant oil with an ISO (viscosity) of 68 to 100 Lubrizol 2916 Nu-Calgon RL68S CCI Retro-Fix II Castrol SW100-Icematic	Commercially Available
R-134a Refrigerant (HFC-134a) Only use virgin refrigerant. NEVER used reclaimed or recycled Refrigerant in this system.	Commercially Available



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

3.0 REPAIR AND REPLACEMENT OF COMPONENTS Refer to Section 5.0 for Maintenance Schedules

CAUTION

AIR CONDITIONING SYSTEM IS UNDER PRESSURE. APPROPRIATE SAFETY MEASURES SHOULD BE TAKEN WHEN SERVICING THIS EQUIPMENT. ONLY TRAINED PERSONNEL WITH APPROVED SAFETY EQUIPMENT SHOULD PERFORM SERVICING DUTIES.

NOTE

IT IS UNLAWFUL TO RELEASE R-12 OR OTHER REFRIGERANTS TO THE ATMOSPHERE. USE APPROVED RECOVERY/RECYCLE EQUIPMENT TO CAPTURE REFRIGERANTS. USE ONLY LAWFUL MEANS TO DISPOSE OF RECOVERED REFRIGERANTS. CHECK WITH LOCAL AGENCIES FOR APPROVED DISPOSAL PROCEDURES.

NOTE

CAP ALL OPEN LINES TO PREVENT CONTAMINANTS AND MOISTURE FROM ENTERING THE SYSTEM.

NOTE

WHEN USING A POWER SPRAY WASHER OR SIMILAR DEVICE TO CLEAN THE AIRCRAFT NEVER POINT THE SPRAY DIRECTLY INTO THE COMPRESSOR DRIVE MOTOR AND AT THE JACKSHAFT BEARINGS.

3.1 DRIVE BELT

3.1.1 OPERATION AND DESCRIPTION: The drive belt train is an efficient two stage reduction to provide the proper compressor speed ratio and compact design. The drive directly off the motor is the "primary" drive and the drive off the compressor is the "secondary" drive. The large diameter pulleys are aluminum with a hard anodize coating. Extreme care should be taken during maintenance not to strike or use pullers directly against the hardened area of these pulleys as this may crack or chip the anodized surface.

3.1.1.2 Once a drive is properly adjusted no further maintenance should be required unless the adjustment is disturbed by component replacement. It is recommended that belts be replaced in pairs.

3.1.2 INSPECTION: Inspect each belt for deterioration and fraying. Replace as belt condition dictates.

3.1.3 BELT REMOVAL: After the belt tension has been released always slide the belt off of the larger pulley, then the smaller pulley.

3.1.3.1 Secondary Belt (2A-6): To remove the belts start with the secondary belt. Loosen the four bolts (2A-10) then loosen the secondary belt adjusting bolt (2B-12A). This slides the compressor toward the jack shaft (2A-14), remove the secondary belt (2A-6) from the compressor pulley first then the small pulley.

3.1.3.2 Primary Belt (2A-4A): Loosen the two locking bolts (2A-11). Put a 3/8" diameter pin in the hole in the jack shaft and lift upward. This will loosen the primary belt, remove the belt from the jack shaft first then from the motor pulley.

3.1.4 BELT INSTALLATION: Always place the belt over the smaller diameter pulley first then carefully slide the belt over the larger diameter pulley. Care should be taken to not tear the edges of the belts. Place both belts loosely over the pulleys.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

3.1.4.1 With the belts loosely in place, make sure that the jack shaft (2A-14) is centered axially in the frame assembly so the belts will track as close as possible to the center of each pulley and 3/8" pin hole is pointing upward. Tighten the four compressor mount bolts (2A-10) to the point where the compressor slides but that compressor base plate (2A-30) is fairly well seated. If this is not done the belt tension will change when the bolts (2A-10) are tightened. For final alignment of the secondary belt it may be necessary move the jack shaft assembly (2A-14) axially in the clamps (2A-17,-17A). When the secondary belt is centered on both pulleys align the primary belt by moving the motor (2A-1) axially in the side frames (2A-31,-32). When both belts are aligned proceed to belt adjustment.

3.1.5 BELT ADJUSTMENT: Anytime the primary belt has been loosened both belts must be loosened and readjusted. Always adjust the primary belt first.

3.1.5.1 Primary Belt (2A-4A) Adjustment: Insert the 3/8" pin in the jack shaft housing (2A-14) and push downward on the pin to tighten the primary belt until a tension of 1/8" deflection midway between pulleys with 2½ - 3 pound pull is achieved. Tighten the two locking bolts (2B-12A) to torque of 30 foot-pounds.

3.1.5.2 Secondary Belt (2A-6) Adjustment: Tighten the adjusting bolt (2B-12A) until a tension of 1/8" deflection midway between pulleys with a 4½ - 5 pound pull is achieved. Tighten the four bolts (2A-10) to a torque of 40 foot-pounds. Loosen the adjusting bolt (2B-12A) and the retighten to a torque of 15 inch-pounds.

3.1.5.3 Check the belt alignment before running the motor. Turn the compressor pulley by hand to see that belts are properly aligned. Slight striking of the belt against the rim on the small pulleys is normal but not to the point where chafing occurs. Readjust belts if necessary. Next run the motor and check for smooth operation. If a belt hops or flutters it is too loose. If the belt is too tight against the pulley rim a discharge of fine dust like rubber particles will occur. Check the condition of the smaller pulley rim and readjust belts as necessary. Once the belts are adjusted and the hardware is properly tightened no further adjustments should be necessary if the components are not disturbed.

3.1.5.4 PRESERVATION: Whenever the air conditioning system will be inactive for more than 60 consecutive days of normal operation the belts should be inspected prior to start up of the system. Failure to properly preserve the system components will void all warranty.

3.2 COMPRESSOR Refer to ZEE Systems, Inc. CMM SZ206 for detailed repair and maintenance of the compressor.

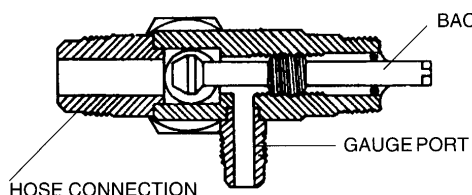
NOTE

IF YOUR COMPRESSOR HAS BACK SEATING VALVES, TO SAVE THE REFRIGERANT CHARGE, YOU MAY TURN THEM ALL THE WAY IN (TURN CW) UNTIL THEY ARE TIGHT AGAINST THE FRONT SEAT. THEN USING A TWELVE-POINT SOCKET REMOVE THE VALVE FROM THE COMPRESSOR. THIS WILL ISOLATE THE REFRIGERANT CHARGE. DO NOT OPERATE THE COMPRESSOR WITH THE VALVES IN THIS POSITION. TURN THE VALVES BACK OUT PRIOR TO OPERATION.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D



Turn valve stem all the way forward (clockwise) to shut off connecting line. This is "front seating". Turn valve stem all the way backward (counter-clockwise) to shut off gauge port and allow connection of service line (hose) to gauge port. This is "back seating". In normal operation valve stem is "back seated" to allow full flow through the valve.

ILLUSTRATION 1
BACK SEAT VALVE OPERATION

3.2.1 REMOVAL: Loosen the four bolts (2A-10) then loosen the adjusting bolt (2B-12A) and remove the secondary belt. Remove the four bolts and washers (2A-10,-10A,) and adjusting bolt (2B-12A) and lift the compressor (2A-2) and base plate (2A-30) from the side frames. Separate the compressor from the base plate (2A-30) by loosening and removing the three bolts (2A-13,-13A,-13B). To remove the pulley (2A-7) loosen and remove bolt (2C-21) and washer (2C-22). Evenly pry between the compressor boss and the pulley hub.

3.2.2 INSPECTION: Check for signs oil leakage around the fittings.

3.2.2.1 Check oil level. Fashion an oil dip stick from any soft metal bar or rod stock approximately 9-1/4" long. Bend metal as shown in **ILLUSTRATION 2** below. Remove the oil fill plug on top of the compressor, take care not damage the O-ring. Place the dip stick in the opening, make sure the dip stick goes in past the crankshaft and pistons. Minimum oil depth is 13/16" full is 1-5/8". Refer to **TABLE 1** and add oil as necessary. Return and tighten oil fill plug. If your compressor does not have back seat valves the refrigerant must be removed from the system to check the oil level.

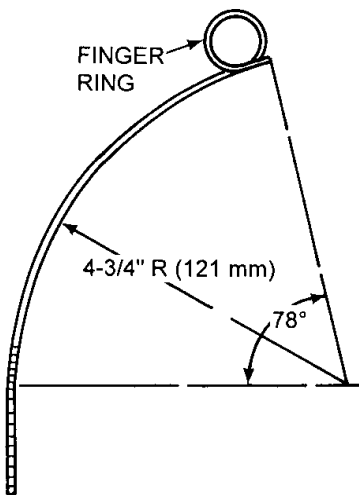
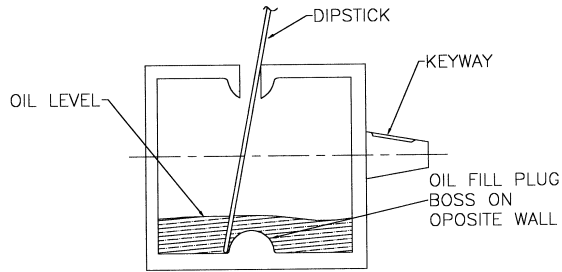


ILLUSTRATION 2
OIL DIP STICK



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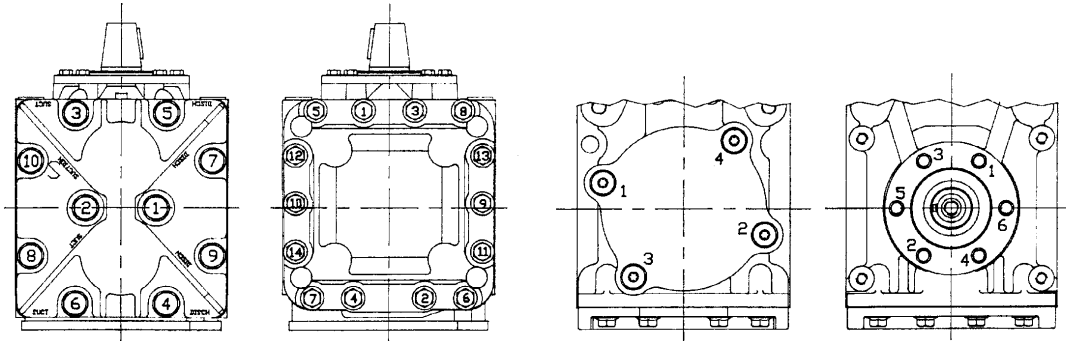
COMPONENT MAINTENANCE MANUAL SZ45D



**ILLUSTRATION 3
CHECKING THE OIL**

	Horizontal Mount	Vertical Mount
6 fl. oz. (177 ml)	3/4" (19 mm)	1" (25 mm)
8 fl. oz. (237 ml)	1" (25 mm)	1-1/4" (32 mm)
10 fl. oz. (296 ml)	1-3/16" (30 mm)	1-1/2" (38 mm)
12 fl. oz. (355 ml)	1-7/16" (37 mm)	1-13/16" (46 mm)
14 fl. oz. (414 ml)	1-3/4" (44 mm)	2-1/16" (52 mm)

**TABLE 1
OIL LEVEL**



LOCATION	THREAD	HEAD	FIELD TORQUE SPECS
Baseplate	1/4" - 20 UNC	Hex	10-16 ft.-lb. (13.6-21.7 N-m)
Rear Bearing Cover Plate	1/4" - 20 UNC	Flat	10-16 ft.-lb. (13.6-21.7 N-m)
Cylinder Head	5/16" - 18 UNC	Hex	17-25 ft.-lb. (23.0-33.9 N-m)
Seal Plate	10-24 UNC	Hex	5-8 ft.-lb. (6.8-10.8 N-m)
Oil Fill Plug	3/8" - 24 UNF	Hex	5-10 ft.-lb. (6.8-13.6 N-m)
Clutch Mounting Screw	1/4" - 20 UNC	Hex	13-19 ft. lb. (17.6-25.8 N-m)
Clutch Center Bolt	5/16" - 24 UNF	Hex	20-25 ft. lb. (27.1-33.9 N-m)
Rotolock Valve	1" - 14 UNS	Hex	35-40 ft. lb. (47.5-54.2 N-m)
Tube 'O' Valve	1" 14 UNS	Hex	35-40 ft.-lb. (47.5-54.2 N-m)
Flange Valve	5/16" - 18 UNC	Torx	17-25 ft.-lb. (23.0-33.9 N-m)
Pressure Relief Valve	3/8" - 24 UNF	Hex	5-10 ft.-lb. (6.8-13.6 N-m)

**TABLE 2
TORQUE INFORMATION**



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

3.2.3 PULLEY INSTALLATION: Place the pulley on the new compressor and align on the shaft key. Using a block of wood, lightly tap the pulley on the compressor shaft. Take care not to damage pulley. Place washer (2C-22) and bolt (2C-21) in place and torque to 20 foot-pounds, secure with .032 diameter lock wire.

3.2.4 BASE PLATE REASSEMBLY: Attach the compressor plate (2A-30) to the compressor using the three bolts and washers (2A-13,-13A,-13B), torque to 45 foot-pounds.

3.2.5 INSTALLATION: Set the assembled compressor and plate on the side frames and attach using bolts and washers (2A-10,-10A). Tighten the four compressor mount bolts (2A-10) to the point where the compressor slides but that compressor base plate (2A-30) is fairly well seated. Install and align belts in accordance with Section 3.1.5.2. Tighten the four bolts (2A-10) to a torque of 40 foot-pounds. Loosen the adjusting bolt (2B-12A) and then retighten to a torque of 15 inch-pounds.

3.3.7 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation the compressor should be run for 30 consecutive minutes every 7 (seven) days to maintain the seat on the shaft seal. Failure to properly preserve the components will void all warranty.

3.3 MOTOR, COMPRESSOR DRIVE If possible, the easiest way to remove the motor is to remove the entire SZ58-002 Motor-Compressor from the SZ45-002 MCC unit.

3.3.1 REMOVAL: Disconnect the positive and negative leads to the motor. Loosen (and remove) the secondary belt (2A-6) and the primary belt (2A-4A), section 3.1.3. Loosen the hardware (2B-9,-40,-41) holding the safety clip (2B-37). Remove safety bolts (2B-38). Hold the motor pulley with a spanner wrench and loosen the fan shaft assembly (2A-20) by turning the 1" hex nut (right hand thread) Do not completely remove the fan shaft assembly at this time. Loosen the lock nuts (2B-15A). Back out the motor mount locking bolts (2B-15). The motor may be slightly stuck to the motor support assembly (2C-24) pads, lightly pry with a screwdriver to break it loose. Slide the motor away from the condenser coil far enough to remove the fan shaft assembly (2A-20) and spacer (2A-18) from the motor shaft, set it aside. Now slide the motor completely out of the frame.

3.3.2 INSPECTION: If brushes are removed from the motor for inspection mark the location and return each brush to its original holder.

3.3.2.1 Refer to Service Letter 99-800 for additional information on brush inspection procedures. Remove the brush cover and inspect the brushes, replace brushes if any brush is worn to the wear mark on the side of the brush, minimum length is in inches. Check for chips, cracks, pitting, signs of arcing or overheating. Replace in sets only. Order Brush Kit P/N: Z6386K or alternate Z6386AK. Make sure that all brushes installed comply with Service Bulletin 6386-1.

3.3.2.2 With brushes removed inspect the commutator for signs of overheating or unusual wear. Turn the (motor pulley) armature by hand and check there is no binding or end play. If the armature commutator has unusual wear the motor should overhauled.

3.3.3 INSTALLATION: Place the new drive motor loosely in the side frames (2A-31,-32)and against the two support assembly pads (2C-24). Attach the safety clip (2B-37) to the adjusting support bar (2D-25) snug but do not tighten the hardware (2D-15,-15A,-15B,-15C). There are two drilled and threaded holes located on the motor stator housing approximately 180° opposite the electrical terminals. Loosely attach the two motor safety bolts (2-B-38) through the safety clip and into the motor. When the adjusting support bar and the motor safety clip are all aligned tighten adjusting support bar (2D-25) and loosely attach the hardware (2D-15,-15A,-15B,-15C). Make sure the motor is firmly in contact with the pads on the motor support assemblies (2C-24) this will insure the three point mount of the motor. Now, evenly finger tighten the motor mount locking bolts (2D-15). Make sure pads are seated against motor then tighten the hardware (2C-34,-34A,-34B) for the two motor



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

supports (2C-24). Place the motor pulley (2A-3) on motor shaft making sure the pulley fits into the flats on the shaft. Place the spacer (2A-18) on the pulley and screw the fan shaft assembly (2A-20) into the motor shaft. Using a spanner wrench hold the motor pulley and tighten the fan shaft assembly (1" hex nut). Check the mounting points then tighten the two adjusting bolts (2D-15) evenly and torque to 20 inch-pounds, then tighten the lock nuts (2D-15A). Tighten the hardware (2B-39,-40,41) holding the safety clip (2B-37) to the adjusting support bar (2D-25) and then the motor safety bolts (2B-38) and torque to 20 inch-pounds.

3.3.3.1 Install the primary and secondary belts and adjust in accordance with Section 3.1.5.

3.3.4 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation The motor should be cleaned and all debris and contaminants removed, inside and outside. Failure to properly preserve the components will void all warranty.

3.3.4.1 A complete inspection of the motor should be performed before the air conditioning system is started. Remove the brush covers and check that each brush is free and slides easily in each holder, also check that each brush is in contact with the commutator of the armature. Turn the motor by hand. Turn the motor clockwise, the bearings should feel smooth with no binding. Turn the motor counter clockwise, the motor should turn smooth and slight clicking should be noted.

3.4 FAN SHAFT ASSEMBLY

3.4.1 REMOVAL: Remove and set aside the secondary and primary belts in accordance with paragraph 3.1.3. Hold the motor pulley with a spanner wrench and turning the 1" hex nut on the fan shaft (right hand thread) loosen and remove the fan shaft assembly (2A-20).

3.4.2 INSPECTION: Check each blade for cracks, chips or other damage. The Z99 Motor turns clockwise when viewed from the shaft side. Check that the straight edge of the blade is the leading edge of the fan blade for the CW rotation. Replace any blade that is damaged.

3.4.3 REASSEMBLY: Place a new O-Ring (MS28775-114) on the shaft (SZ41-018-5). Stack three fans (1063T-925) on the shaft so that "TRACTOR" is toward the motor. Check that the straight edge of the blade is the leading edge of the fan blade for the CW rotation and that the pitch of the blades will move air away from the motor. Rotate each fan so the blades are equally spaced at 40°. Secure with the washer (R80) and lock nut (AN364-624A).

3.4.4 INSTALLATION: Attach the fan shaft assembly (2A-20) and spacer (2A-18). Using a spanner wrench hold the motor pulley tighten the fan shaft assembly (1" hex nut). Adjust belt(s) in accordance with paragraph 3.1.5.

3.4.5 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation the system should be preserved to prevent damage from chemical or other contamination. No special preservation of the Fan Shaft Assembly is required.

3.5 JACK SHAFT ASSEMBLY

3.5.1 REMOVAL: First remove both belts in accordance with paragraph 3.1.3.

NOTE: Take care not to nick or damage the hard anodized area of the pulley.

3.5.1.1 Remove bolts (2D-9) from the Browning taper lock bushing (2D-5). Place the bolts (2D-9) in the threaded holes in the bushing flange. Remove the pulley by alternately tightening the bolts into the bushing.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

Tap bushing from shaft and remove pulley. Loosen bolts (2C-11) on clamps (2A-17,-17A) and slide jack shaft assembly from frame. It may be necessary to wedge open the clamp(s) if the jack shaft does not readily slide out.

3.5.2 INSPECTION: Inspect the pulley (2D-4) for wear. Check for damaged or rounded teeth. Excessive wear will show as shiny areas on the teeth. Replace if damaged.

3.5.2.1 Inspect the small pulley on the jack shaft assembly (SZ43-009-3) damaged or rounded teeth. Replace if damaged.

3.5.2.2 Inspect the jack shaft housing (SZ43-010-3) for cracks or other damage. Turn the shaft in the housing it should turn free and true, there should not be any end play in the bearings. Replace assembly as required. NOTE: Jack Shaft Assembly from ZEE SYSTEMS will come with the small pulley fitted to the shaft.

3.5.3 REPAIR: Due to manufacturing process field repair is not recommended.

3.5.4 INSTALLATION: Slide jack shaft assembly into frame and align it so the belt will ride centered on the compressor pulley and the secondary (small) pulley on the jack shaft, and tighten bolts (2C-11) to hold the assembly while attaching the other jack shaft (large) pulley (2D-4). Slip the pulley (2D-4) over the shaft. Using a rawhide mallet tap the bushing (2D-5) into the pulley until approximately 1/8" of the shaft shows.

NOTE: If bushing is tight DO NOT PRY the slot open, this will disturb the machined alignment of the bushing.

3.5.4.1 Install the two bolts and washers (2D-9,-11A) and evenly tighten this will move the pulley (2D-4) toward the bushing (2D-5), continue tightening until the outer edge of the pulley is even with the outer flange of the motor pulley so the belt will ride centered. Turn shaft and check the pulley is square on shaft, realign as necessary. This takes patience and will become a quick and easy procedure with practice.

3.5.4.2 Install and align belt(s) in accordance with paragraphs 3.1.5. The belt should ride in the middle of the (large) pulley. It may be necessary to move the motor in the side frames (2A-31,-32) to align the motor pulley (2A-3) and the primary pulley (2A-4) on the jack shaft. Refer to paragraph 3.3.3 for this procedure. Run the motor and check the belt does not walk on the pulley, then secure (2D-9) bolts with .025 diameter lock wire.

3.5.5 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation the system should be preserved to prevent damage from chemical or other contamination. No special preservation of the Jack Shaft is required.

3.5.5.1 Inspect the Jack Shaft before starting the air conditioning system. Turn the shaft in the housing it should turn free and true, there should not be any end play in the bearings.

3.6 CONDENSER ASSEMBLY

3.6.1 REMOVAL: Disconnect the hose assemblies to the condenser. Use a back up wrench to hold fitting on the coil and loosen the nut on the hose assembly.

3.6.1.1 Remove and set aside the mounting hardware (1-4A,-4B,-4C) that attaches the coil assembly to the base plate (1-1). Lift the condenser assembly from the base plate.

3.6.1.2 To separate the coil (3-1) from the housings (3-3,-4) first remove the mounting hardware (3-5,-6,-7,-8) and slide the coil out. Save the black insulation (3-2A) between the coil (3-1) and the cover (3-2).



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

3.6.2 FIELD REPAIR: Pin hole leaks may be repaired by soldering. Use silver solder (15%) for all repairs. After any solder repairs the coil must be tested for leaks in accordance with paragraph 3.6.3.1.

3.6.2.1 Comb out any flattened fins.

3.6.3 INSPECTION: Check the fins are free from debris and other contaminants. Check that the fins are open and not flattened or bent over restricting air flow over the tubes.

3.6.3.1 Check for leaks. Cap the outlet (bottom) tube. To pressure test the coil connect a source of dry nitrogen to the top fitting and apply 300 PSIG for 5 minutes. No leaks or distortion is allowed.

3.6.3.2 Install the coil assembly on the base plate.

3.6.4 COIL REPLACEMENT: New replacement coils from the factory will be sent un-drilled for the inlet and outlet ducts. Remove the defective coil assembly (1-4) from the base plate (1-1) as per paragraph 3.6.1. Remove the inlet duct (3-4), outlet duct (3-4) and cover (3-2) and insulation (3-2A) from the defective coil (3-1). Place the black insulation (3-2A) on the top ends of the new coil. Slide the cover (3-2) onto the inlet duct (3-4) and place the two on the inlet side of the coil and match drill 4 each No. 10 (.193 diameter) the mounting holes in the coil. Use hardware (3-5,-6,-8), to attach the inlet duct, cover to the coil. Next slide the outlet duct (3-3) into the cover (3-2) and place the outlet duct on the coil and match drill 4 each No. 10 (.193 diameter) the mounting holes in the coil. Use hardware (3-5,-6,-8), to attach the outlet duct (3-3) to the coil.

3.6.4.1 Install the coil assembly on the base plate.

3.6.5 INSTALLATION: Place coil assembly (1-4) on base plate (1-1). Use hardware (1-4A,-4B,-4C) to secure. Check the fan shaft assembly (2A-20) turns free and does not hit the inlet housing.

3.6.5 PRESERVATION: Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation the system should be preserved to prevent damage from chemical or other contamination. Remove all debris and flush the condenser coil fins with fresh water before storage.

4.0 SERVICING

CAUTION

AIR CONDITIONING SYSTEM IS UNDER PRESSURE. APPROPRIATE SAFETY MEASURES SHOULD BE TAKEN WHEN SERVICING THIS EQUIPMENT. ONLY TRAINED PERSONNEL WITH APPROVED SAFETY EQUIPMENT SHOULD PERFORM SERVICING DUTIES.

NOTE

IT IS UNLAWFUL TO RELEASE R-12 OR OTHER REFRIGERANTS TO THE ATMOSPHERE. USE APPROVED RECOVERY/RECYCLE EQUIPMENT TO CAPTURE REFRIGERANTS. USE ONLY LAWFUL MEANS TO DISPOSE OF RECOVERED REFRIGERANTS. CHECK WITH LOCAL AGENCIES FOR APPROVED DISPOSAL PROCEDURES.

NOTE

CAP ALL OPEN LINES TO PREVENT CONTAMINANTS AND MOISTURE FROM ENTERING THE SYSTEM.

NOTE

DO NOT USE A SIGHT GLASS WHEN USING R-134a REFRIGERANT TO DETERMINE THE PROPER CHARGE.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

NOTE

USE ONLY VIRGIN REFRIGERANT IN THIS SYSTEM. DO NOT RETURN REMOVED REFRIGERANT TO THIS SYSTEM.

NOTE

DO NOT ADD OIL WITH THE REFRIGERANT. ONLY ADD OIL TO THE CRANKCASE OF THE COMPRESSOR. IF THE COMPRESSOR DOES NOT HAVE BACK SEAT VALVES THE SYSTEM MUST BE DISCHARGED TO ADD OIL.

4.1 SERVICING INSTRUCTIONS: Refer to ZEE Systems, Inc. Service Bulletin 45-1 for servicing instructions

5.0 MAINTENANCE SCHEDULES

5.1 MAINTENANCE SCHEDULE: This maintenance schedule is only an estimate it is the maximum interval between service. When this MCC is installed on an agricultural spray plane the maintenance schedule should be amended to each individual operator. When spraying a chemicals which may contain high corrosive potential the inspection and TBO intervals should be adjusted accordingly to shorter intervals.

ITEM	INSPECTION	R&R/T.B.O.
DESCRIPTION	INTERVAL *	HRS
SZ45-89600 M-C-C	FIRST 100 HRS* AFTER OH OR NEW - CHECK OIL LEVEL, REPLENISH AS NECESSARY. EVERY 250 HRS* - INSPECT FOR LOOSE, DAMAGED ITEMS. CHECK FOR AND REMOVE ANY DEBRIS OR OBSTRUCT- IONS TO THE CONDENSER COILS. CHECK FOR SIGNS OF OIL LEAKS. BELT CONDITION AND ALIGNMENT OF PULLEYS.	2000
DRIVE BELTS**	EVERY 250 HRS* - INSPECT AS PER SECTION 3.1.2	500
MOTOR **	EVERY 1000 HRS* - INSPECT AS PER SECTION 3.3.2	2000
JACK SHAFT**	EVERY 1000 HRS* - INSPECT AS PER SECTION 3.5.2	2000
COMPRESSOR**	EVERY 250 HRS - INSPECT AS PER SECTION 3.2.2	ON CONDITION

* UNIT OPERATING TIME

** COMPONENT IS PART OF THE M-C-C



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

5.2 PRESERVATION Whenever the air conditioning system will be inactive for more than 30 consecutive days of normal operation the system should be preserved to prevent damage from chemical or other contamination. Failure to winterize the motor will void all warranty.

6.0 TOLERANCES

6.1 COMPRESSOR OIL. The minimum compressor oil depth is 13/16" (20mm). The Maximum is 1-5/8" (41mm). Replenish as necessary.

6.2 BRUSH LENGTH, COMPRESSOR DRIVE MOTOR. The minimum brush length on the drive motor is 0.750" (19mm). Refer to SERVICE LETTER 99-800.

6.3 TORQUE VALUES. Use standard torque values for bolts. Refer to TABLE 2 and Manual SZ206 for torque values and torque sequence for the compressor.

7.0 TROUBLE SHOOTING

<u>TROUBLE</u>	<u>POSSIBLE CAUSE</u>	<u>REMEDY</u>
Compressor Motor trips circuit breaker.	Motor shorted.	Replace Motor.
	Motor brushes worn beyond limits.	Overhaul Motor.
	Defective or undersize Circuit Breaker.	Check Circuit Breaker.
Compressor Motor trips current limiter.	Short in wiring.	Check wiring to motor, repair as required.
	Motor brushes worn beyond limits.	Overhaul Motor.
	Wrong or undersize Current Limiter.	Check Current Limiter.
Compressor Motor inoperative.	Motor open.	Overhaul or Replace Motor.
	Motor brushes worn beyond limits.	Overhaul Motor.
	Short in wiring.	Check wiring to motor, repair as required.
Excessive vibration at Motor/Compressor.	Improper belt tension.	Adjust belt to correct tension.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

<u>TROUBLE</u>	<u>POSSIBLE CAUSE</u>	<u>REMEDY</u>
	Worn, damaged or loose or over tightened motor mounts.	Adjust or replace mounts.
	Pulleys out of alignment.	Adjust pulley alignment.
Quick refrigerant loss.	Open in system.	Check compressor head gasket. Check Hoses or tubing for holes. Check connections. Replace defective component. Service system.
	Defective O-Ring.	Replace defective O-Ring. Service system.
	Loose connections.	Tighten connections. Service system.
Slow refrigerant loss.	Loose connections.	Tighten connections. Service system.
	Compressor Shaft Seal.	Replace Shaft Seal. Service System.



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

8.0 ILLUSTRATED PARTS LIST

8.1 EXPLANATION OF SYMBOLS:

ALTERNATE - The Part Number shown is an approved alternate, either part number may be used.

MOD "X" Refers to modification information of this part as applicable to this assembly.

NP - Not Procurable individually, see next higher assembly.

NS - Not Shown

OBS - Obsolete

USAGE/QTY - This identifies parts used on specific applications (not common to all units).

.. - Part of higher assembly.

*# - See explanation at end of parts list.

NOTE 1. Refer to CMM SZ206 for CMM and IPL for compressor.

“AN”, “MS” and “NAS” equivalent hardware is considered to be approved alternates for each other and may be used. The most common are as follows:

PART NUMBER	ALTERNATE	DESCRIPTION
AN345-516	MS35650-3312	NUT, MACHINE
AN364-624A	MS21083N6	LOCK NUT
AN365-428A	MS21044N4	LOCK NUT
AN365-832A	MS21044N08	LOCK NUT
AN501A10-6	MS35266-61	SCREW
AN935-416	MS35338-44	WASHER, LOCK
AN935-516	MS35338-45	WASHER, LOCK
AN935-616	MS35338-46	WASHER, LOCK
AN935-8	MS35338-42	WASHER, LOCK
AN960-416	NAS1149F0463P	WASHER, FLAT
AN960-416L	NAS1149F0432P	WASHER, FLAT
AN960-516	NAS1149F0563P	WASHER, FLAT
AN960-516L	NAS1149F0532P	WASHER, FLAT
AN960-616	NAS1149F0663P	WASHER, FLAT
AN960-616L	NAS1149F0632P	WASHER, FLAT
AN960-8L	NAS1149FN816P	WASHER, FLAT



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

8.2 MOTOR-COMPRESSOR-CONDENSER ASSEMBLY

<u>FIG-ITEM</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>USAGE</u>	<u>NOTE</u>
1					
	SZ45-002-1A	MCC		A	
	SZ45-002-3	MCC		B	
	SZ45-002-3A	MCC		C	
-1	SZ45-021-1A	CHANNEL, BASE PLATE	1		MOD E
-2	Z2008180BCX192	HOSE ASSY	1		MOD F
NS	.. MS28775-013	O-RING	2		
-3	SZ58-002-1C	MOTOR-COMPRESSOR	1		
	SZ58-002-1CM				MOD M
	SZ58-002-1A/MOD B				MOD J
-4	SZ45-022-4B	CONDENSER ASSY	1	B	MOD G & L
-4A	MS35206-245	SCREW	8		
-4B	AN960-8L	WASHER, FLAT	16		
-4C	MS21044N08	LOCK NUT	8		



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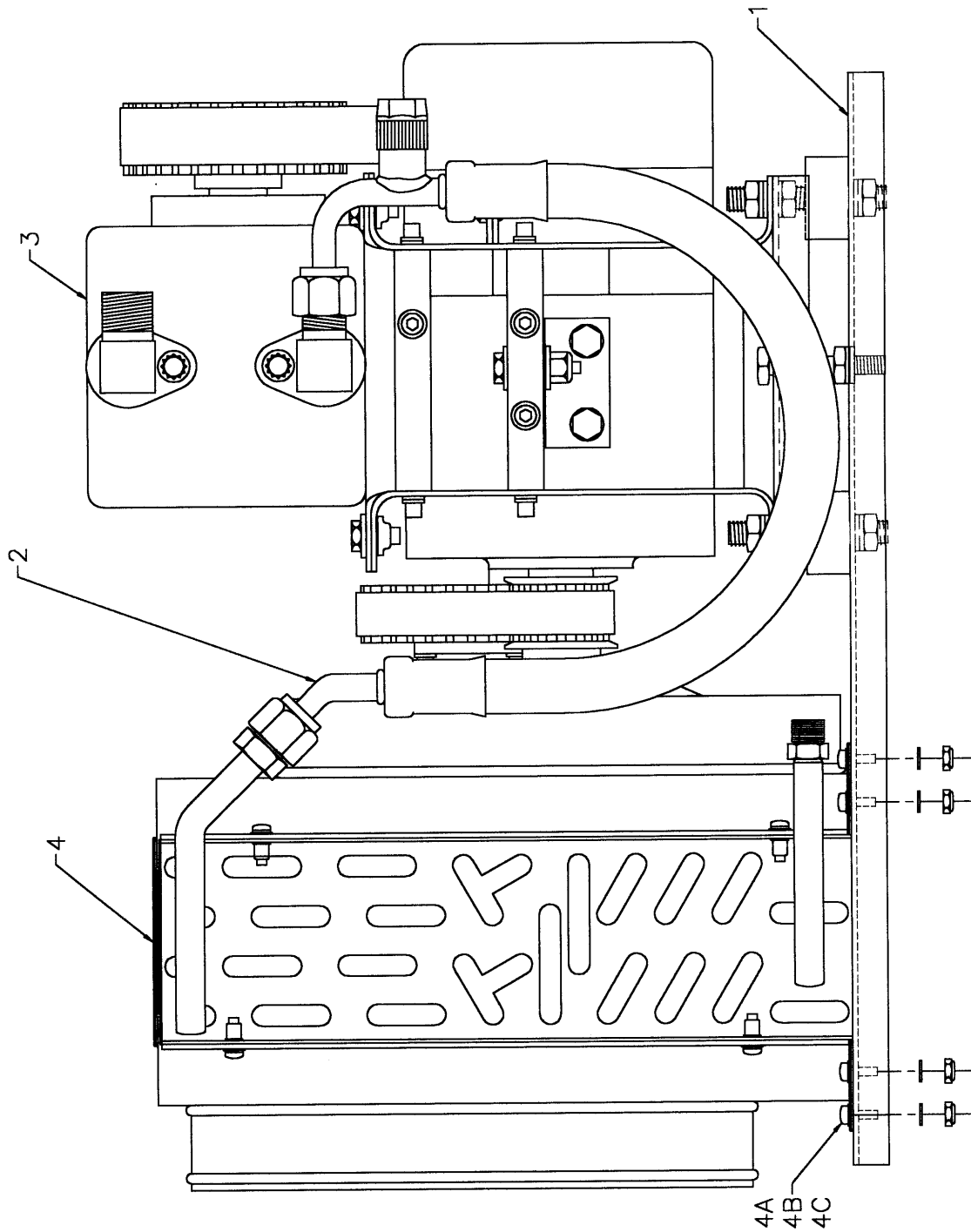


FIGURE 1



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

8.3 MOTOR-COMPRESSOR ASSEMBLY

FIG-ITEM	PART NUMBER	DESCRIPTION	QTY	USAGE	NOTE
2A/2B/2C/2D					
	SZ58-002-1A/MOD B			A	
	SZ58-002-1C			B	
	SZ58-002-1CM			C	
-1	.Z99-800-1	MOTOR	1		MOD D & H
-2	.SZ84-913OP-1	COMPRESSOR	1		MOD F & K
	.SZ84-913TJ-1	COMPRESSOR	1	C	MOD F & M NOTE 1.
-3	.SZ43-008-3	PULLEY, MOTOR	1		
	.SZ43-008-3A	PULLEY, MOTOR ALTERNATE			
-4	.SZ43-018-3	PULLEY, PRIMARY	1		
-4A	.187L075	BELT, PRIMARY	1		
-5	.G X 5/8	BUSHING	1		
	.G X 5/8M	BUSHING ALTERNATE			
-6	.210L100	BELT, SECONDARY	1	B/C	
	.187L100	BELT, SECONDARY	1	A	MOD J
-7	.SZ44-013-3	PULLEY, COMPRESSOR	1	B/C	
	.SZ43-017-3	PULLEY, COMPRESSOR	1	A	MOD J
-8	.SZ58-440-1	SCREW, SOCKET CAP	3		
-8A	.AN960-616	WASHER, FLAT	3		
-8B	.AN935-616	WASHER, LOCK	3		
-9	.NAS1352-4H16P	BOLT	2		
	..MS20995C025	LOCK WIRE	AR		
-10	.AN5-5A	BOLT	4		
-10A	.5/16 X 3/4	WASHER	4		
-11	.1/4-20UNC2Ax2-1/4	BOLT, ANSI	2		
-11A	.AN960-416	WASHER	2		
-11B	.AN935-416L	WASHER	2		
-12	.SZ44-008-5	BAR	1		
-12A	.1/4-20UNC-2A X 2.25	BOLT	1		
-12B	.AN960-416	WASHER	1		
-13	.3/8-16UNCx1S	BOLT, COMPRESSOR MOUNT	3		
-13A	.AN960-616	WASHER	3		
-13B	.AN935-616	WASHER	3		
-14	.SZ43-004-1B	JACK SHAFT ASSY	1	B/C	
	.SZ43-004-1A	JACK SHAFT ASSY	1	A	MOD J
NP	..SZ43-010-3	JACK SHAFT HOUSING	1		
NP	..SZ43-009-3	PULLEY, SECONDARY	1		
NP	..605	KEY	1		
-15	.1/4-20UNC2Ax1-1/4	BOLT, ANSI	2		
-15A	.1/4-20UNC-2B	LOCK NUT	2		
-15B	.AN960-416	WASHER	2		
-15C	.AN935-416	WASHER	2		
-16	.AN4-10A	BOLT	4		
-16A	.AN960-416	WASHER	8		
-16B	.AN365-428A	NUT	4		



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<u>FIG-ITEM</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>USAGE</u>	<u>NOTE</u>
2A/2B/2C/2D					
-17	. SZ44-007-3	CLAMP	1		
-17A	. SZ44-007-4	CLAMP	1		
-18	. SZ41-019-5	SPACER	1		MOD A
-19	. SZ44-006-3	BRACKET	2		
-20	. SZ41-034-5T	FAN SHAFT ASSY	1		MOD D
	. . SZ41-018-5	SHAFT	1		MOD D
	. . MS28775-114	O-RING	1		MOD D
	. . 1063T-925	BLADE, FAN	3		MOD D
	. . R80	WASHER	1		MOD D
	. . AN364-624A	NUT	1		MOD D
-21	. AN5H5A	BOLT	1		
-22	. SZ37-014-3	WASHER	1		
-23	. AN501A10-6	SCREW	1		
	. . MS20995C032	LOCK WIRE	AR		
-24	. SZ58-010-1	SUPPORT ASSY, MOTOR	2		MOD D
	. . SZ58-010-3A	SUPPORT BAR	2		MOD D
	. . SZ44-009-5	PAD	2		MOD D
-25	. SZ44-008-7	ADJUSTING SUPPORT BAR	1		
-26	. 1X495-1	RUBBER MOUNT	4		
-27	. MS35649-2382	NUT	12		
-28	. AN960-616	WASHER	12		
-29	. AN935-616L	WASHER	8		
-30	. SZ44-005-3	COMPRESSOR PLATE	1	B/C	
	. SZ58-009-3	COMPRESSOR PLATE	1	A	MOD J
-31	. SZ58-012-3	FRAME, SIDE	1		MOD D
-32	. SZ58-012-4	FRAME, SIDE	1		MOD D
-33	. AN345-516	NUT, LOCK	1		
-33A	. AN960-516	WASHER	1		
-33B	. AN935-516L	WASHER	1		
-34	. AN4-55A	BOLT	2		MOD D
-34A	. AN960-416	WASHER	4		MOD D
-34B	. AN365-428	NUT	2		MOD D
-35	. SZ41-011-3	BOLT, SAFETY	2		MOD D
-36	. SZ43-026-3	STRAP	1		MOD A
-37	. SZ58-013-3	SAFETY CLIP	1		MOD D
-38	. SZ43-020-3	BOLT, MOTOR SAFETY	2		MOD D
-39	. AN365-428	NUT	1		MOD D
-40	. AN960-416	WASHER	1		MOD D
-41	. AN4-11A	BOLT	1		MOD D



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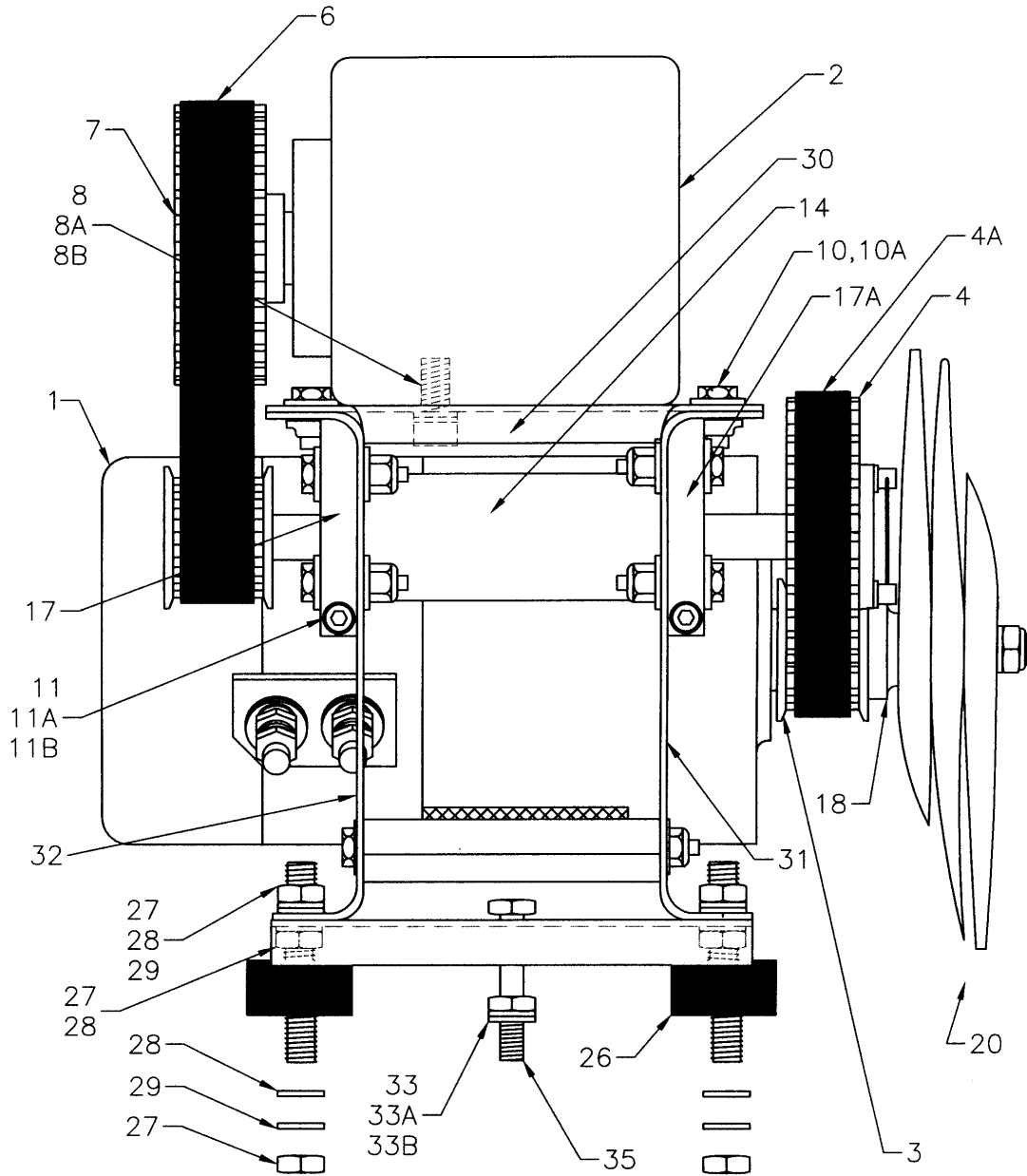


FIGURE 2A



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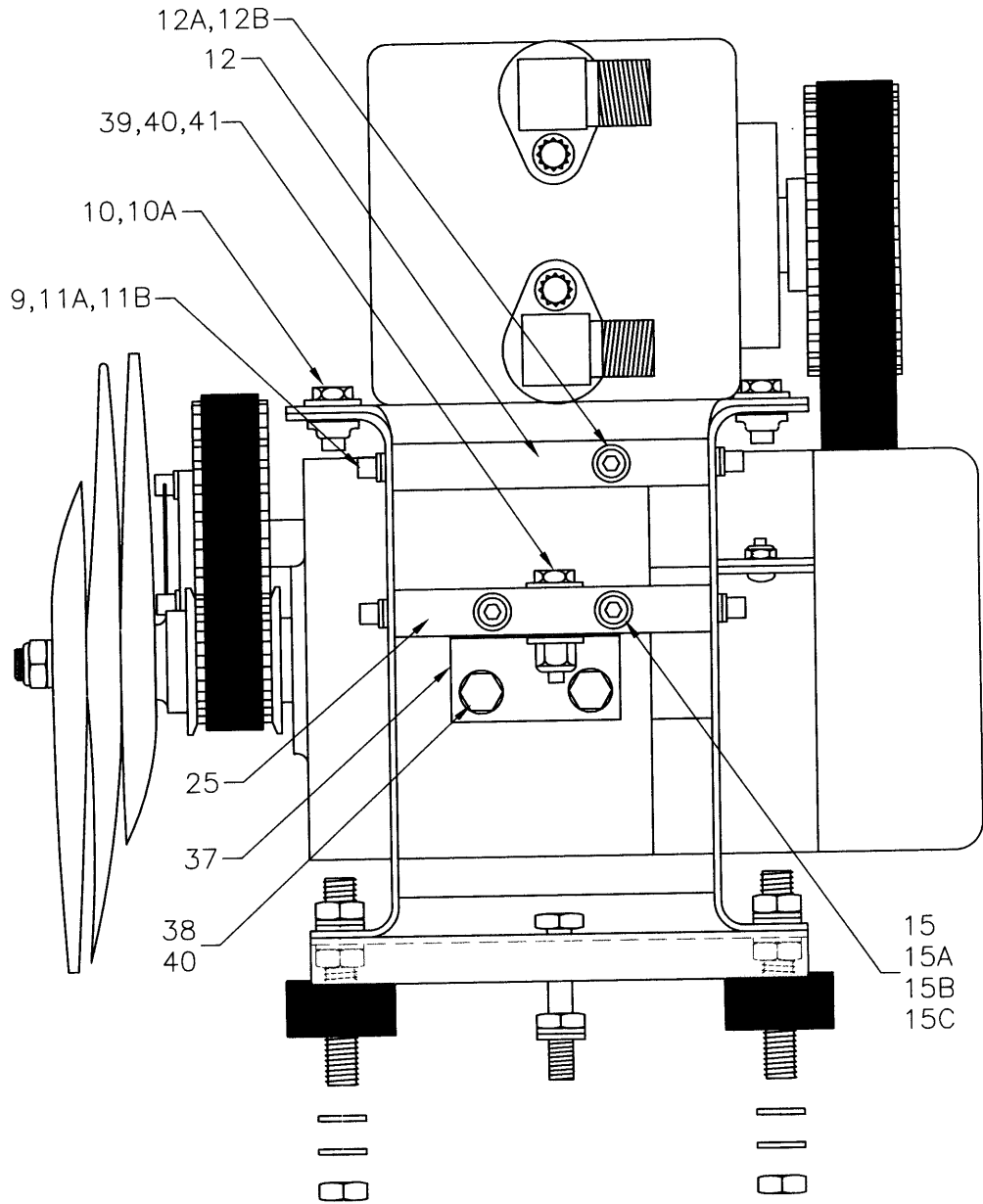


FIGURE 2B



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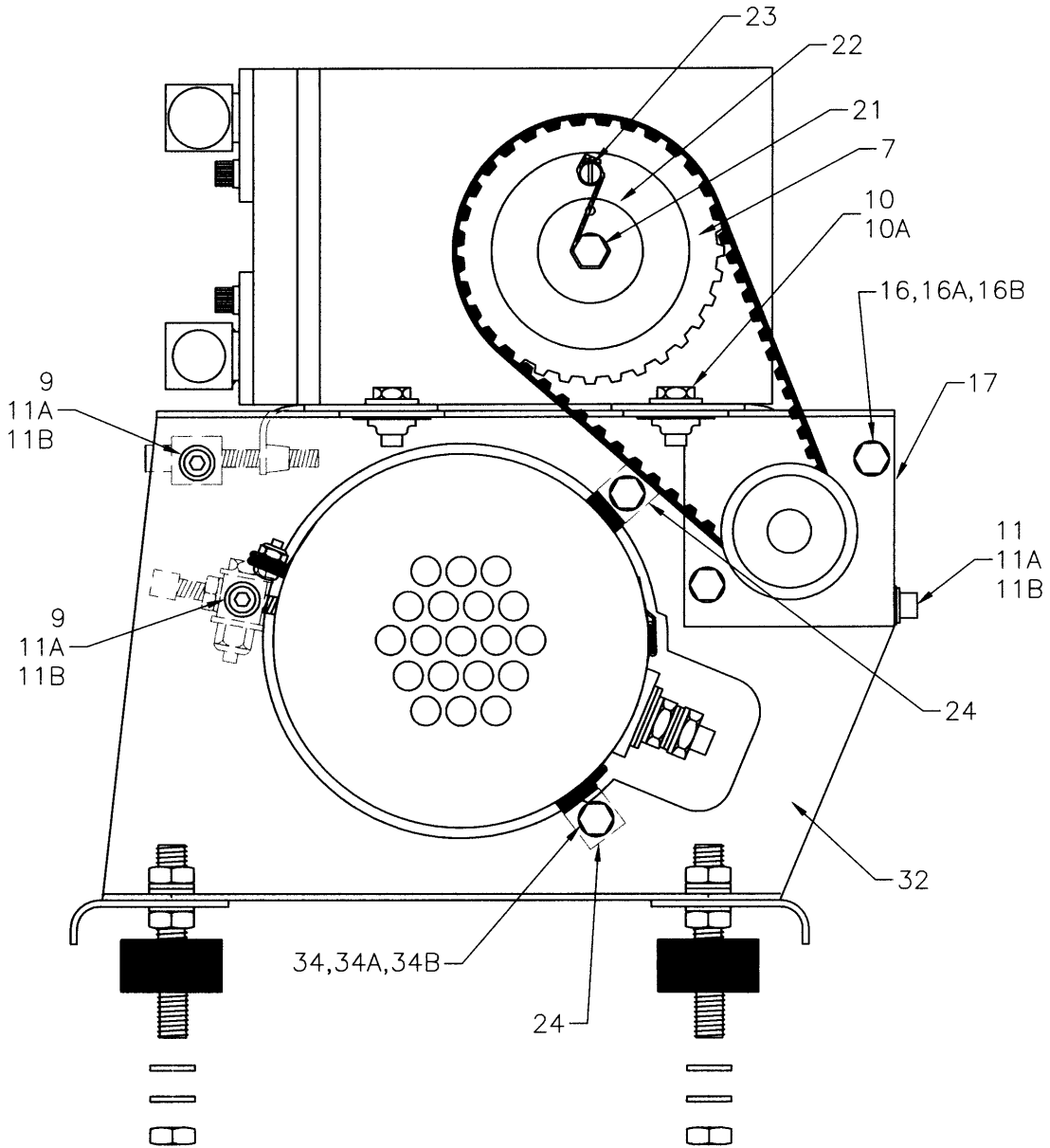


FIGURE 2C



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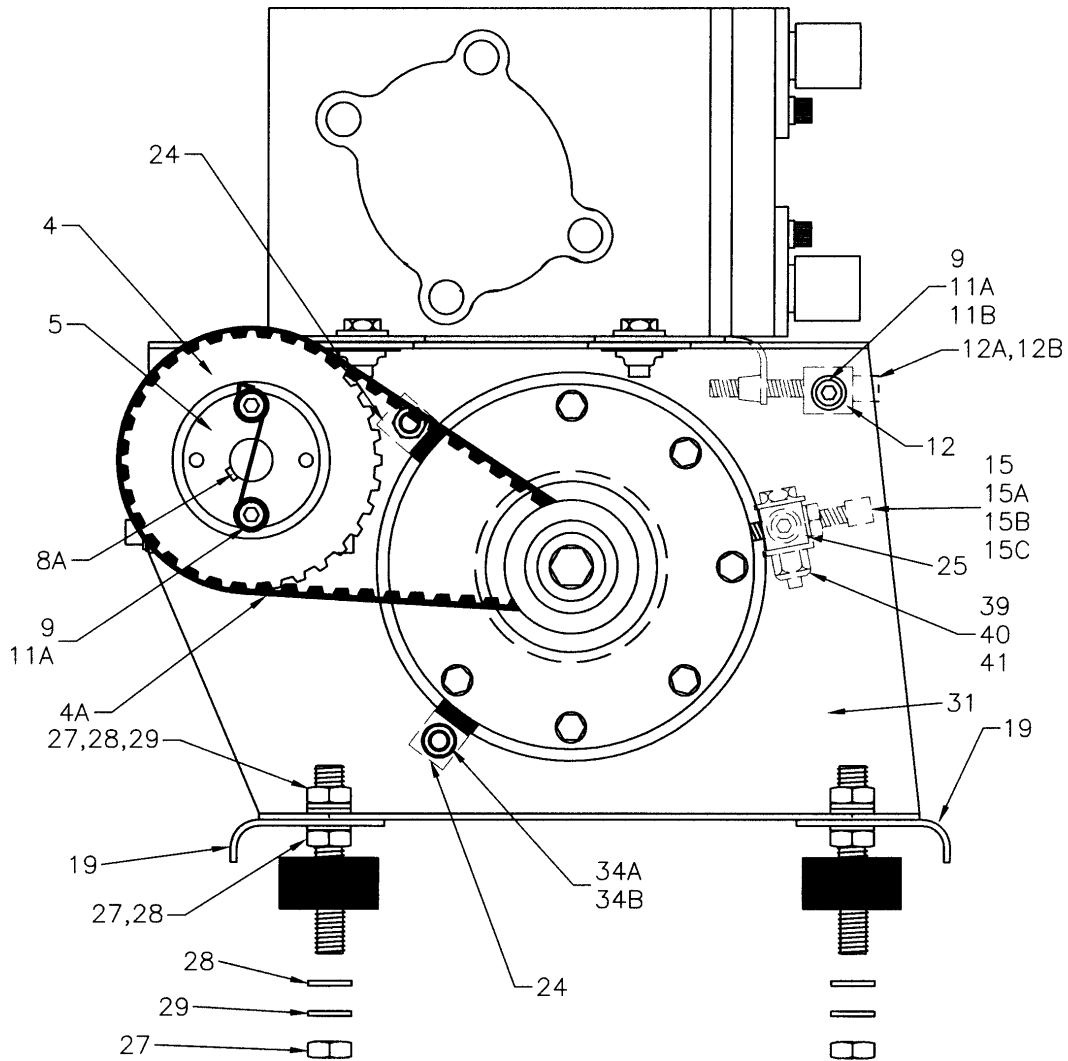


FIGURE 2D



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COMPONENT MAINTENANCE MANUAL SZ45D

8.4 CONDENSER ASSEMBLY

<u>FIG-ITEM</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>USAGE</u>	<u>NOTE</u>
3					
	SZ45-022-2B	CONDENSER ASSY	1	A	MOD E
	SZ45-022-4B	CONDENSER ASSY	1	B	MOD L
-1	SZ45-030-1B	COIL ASSY	1		MOD E & G
-2	SZ41-029-3A	PLATE, COND.COVER	1		MOD E
-2A	18-2710	INSULATION	AR		
-3	SZ41-026-1	DUCT ASSY, OUTLET	1	A	
	SZ41-026-1A	DUCT ASSY, OUTLET	1	B	MOD L
-4	SZ41-027-1	DUCT ASSY, INLET	1		
-5	MS35206-245	SCREW	8		
-6	AN960-8L	WASHER, FLAT	16		
-7	AN935-8	WASHER, LOCK	8		
-8 (REF)	MS21044N08	LOCK NUT	8		Section 3.6.4



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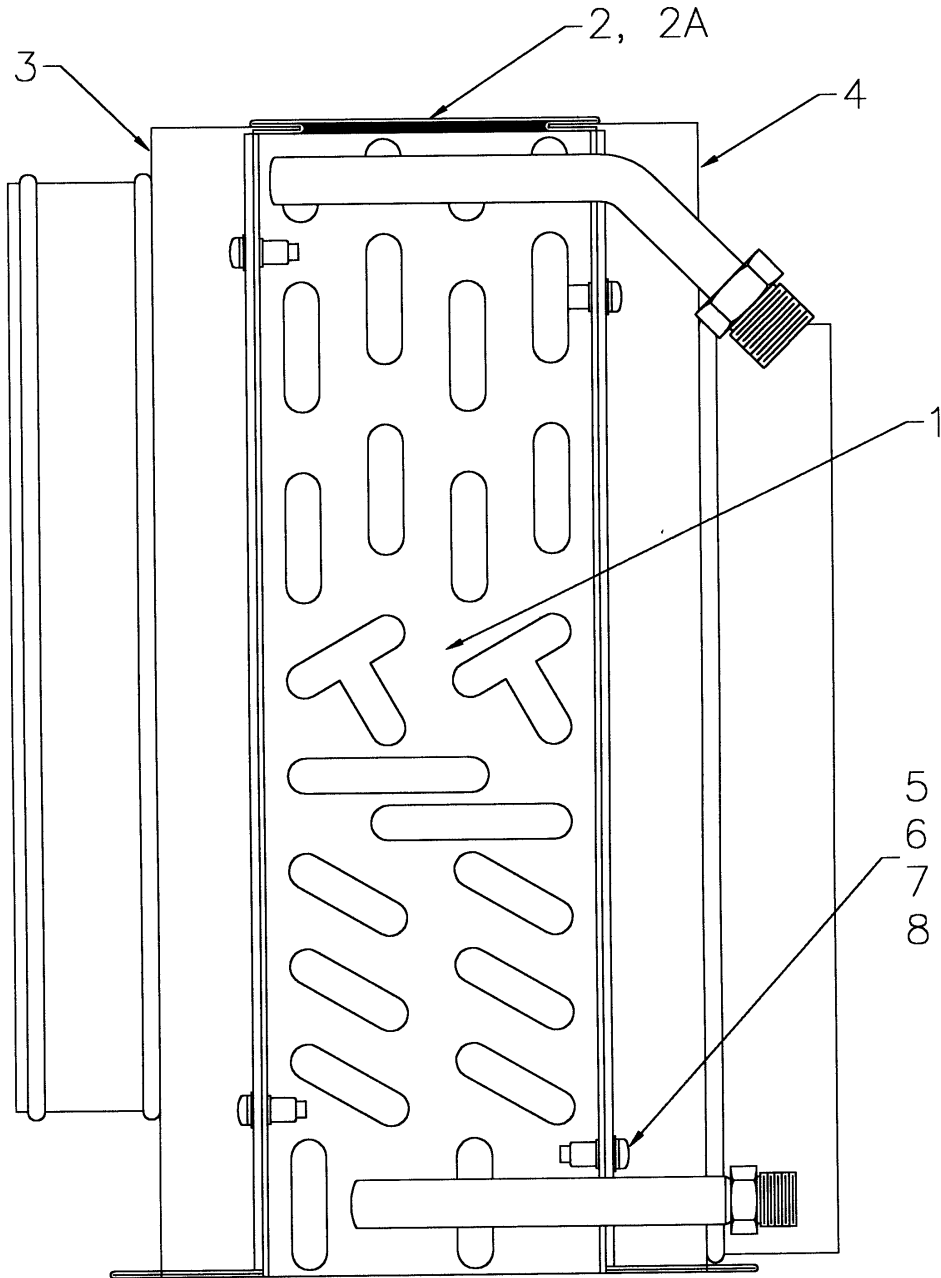


FIGURE 3



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9.0 SUMMARY OF MODIFICATIONS

9.1 MOD 'A' This modification changes the Fan Shaft Assembly from two blades to three blades.

DELETE:		
PART NUMBER	DESCRIPTION	QTY
SZ41-019-3	SPACER	1
SZ41-018-3	*SHAFT	1
SZ41-024-1	*FAN ASSY	1
ADD:		
SZ41-019-5	SPACER	1
SZ41-034-1	FAN SHAFT ASSY	1
1063T-925	.. BLADE	3
R80	.. WASHER	1
MS21083N6	.. LOCK NUT	1
MS28775-114	.. O-RING	1
SZ45-022-1A	STRAP	1

The *Fan Assembly and *Shaft are no longer procurable as separate items, order next higher assembly, P/N: SZ41-034-1.

New units will have this modification incorporated at the factory. This modification superseded by MOD D on MCC Units manufactured after Jan 1997. See MOD D for details.

For field modification refer to Service Letter SZ43-002-1A for specific details.

9.2 MOD 'B' This modification allows for the turning of the Channel Base Plate.

DELETE:		
PART NUMBER	DESCRIPTION	QTY
SZ45-021-1	CHANNEL, BASE PLATE	1
ADD:		
SZ45-021-1A	CHANNEL, BASE PLATE	1

This is a factory modification, no field action required. Refer to ZEE SYSTEMS DWG SZ45-021.

9.3 MOD 'C' This modification allows for the use of a different condenser outlet duct which repositions the opening. The outlet condenser duct is improved to increase efficiency.

DELETE:		
PART NUMBER	DESCRIPTION	QTY
SZ41-026-1	CONDENSER DUCT, OUTLET	1
SZ45-022-1	CONDENSER ASSY	1
ADD:		
SZ41-026-1A	CONDENSER DUCT, OUTLET	1
SZ45-022-1A	CONDENSER ASSY	



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This is a factory modification, no field action required.
Refer to ZEE SYSTEMS DWG SZ45-022.

9.4 MOD 'D' This modification allows for the use of an alternate Compressor Drive Motor, Zee Systems, Inc. P/N: Z99-800-1. Systems manufactured Jan 1977 or later have this modification. Field modification kit is available.

Refer to Service Letter 45-002-2 for field modification and installation instructions.

REMOVE:

PART NUMBER	DESCRIPTION	QTY
SZ44-003-1/-1A	MOTOR, COMPRESSOR DRIVE	1
SZ44-008-3	SUPPORT, MOTOR	2
SZ44-004-4	FRAME, SIDE	1
SZ44-004-3	FRAME, SIDE	1
NAS1352-4H16P	BOLT	4
AN960-416	WASHER, FLAT	4
AN935-416L	WASHER, LOCK	4

INSTALL:

Z99-800-1	MOTOR, COMPRESSOR DRIVE	1
*SZ58-010-1	MOTOR SUPPORT ASSY	2
*SZ58-012-3	FRAME, SIDE	1
*SZ58-012-4	FRAME, SIDE	1
*AN4-55A	BOLT	2
*AN960-416	WASHER, FLAT	2
*AN365-428	LOCK NUT	2
*SZ58-013-3	CLIP, SAFETY	1
*SZ43-020-3	BOLT, MOTOR SAFETY	2
*AN365-428	LOCK NUT	1
*AN960-416	WASHER, FLAT	1
*AN4-11A	BOLT	1
*SZ41-034-5T	FAN SHAFT ASSY	1
*AN364-624A	LOCK NUT	1

* These items are part of Modification Kit K45D58.

This modification can be performed at the factory or the field.

Refer to ZEE SYSTEMS DWG SZ45-002 and SZ58-002 for additional information.

9.5 MOD 'E' This modification allows for the use of a higher capacity condenser coil. The new coil is 3.5" thick. Existing units may be modified to this coil by replacing the following components.

DELETE:

PART NUMBER	DESCRIPTION	QTY
SZ45-022-1	CONDENSER ASSY	1
SZ45-021-1	CHANNEL, BASE PLATE	1



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

ADD:

SZ45-022-2A	CONDENSER ASSY	1
SZ45-021-1A	CHANNEL, BASE PLATE	1

New production units will have this modification incorporated at the factory.

Field modification is as described below.

Remove the Motor Compressor Assy (1-3) from the old channel (1-1), base plate and attach to the new SZ45-021-1A Channel, Base Plate using the following procedure. The unit is a direct fit to the new base plate.

1. Remove the two safety bolts (2A-35) and hardware (2A-33,-33A,-33B).
2. Remove the four nuts and hardware (2A-27,-28,-29) from the four rubber mounts (2A-26).
3. Lift the motor compressor from the channel, base plate.
4. Install the motor compressor (1-3) on the new channel, base plate (1-1). Attach four nuts and hardware (2A-27,-28,-29) to the rubber mounts (2A-26) and torque to 30 foot-pounds.
5. Install the safety bolt (2A-35) and hardware (2A-33,-33A,-33B) to the new channel, base plate. Be sure to maintain a clearance of .005-.015” between the bolt (2A-35) head and the frame (2D-19). Tighten the lock nut (2A-33).
6. Stamp MOD E on the data plate.

9.6 MOD ‘F’ This modification allows for the use of R-134a (HFC-134a) refrigerant in place of R-12 in the SZ45-002 MCC units.

Refer to Service Bulletin 45-R134, dated April 1997 for specific instructions. Refer to Service Bulletin 45-1 for R-134a service instructions.

9.7 MOD ‘G’ This modification allows for the installation of the SZ44-030-1B Coil in the SZ45-022-1A/-2A/-3A Condenser Assemblies. The coil comes fitted with Male Insert O-Ring (MIO) plumbing connections. This allows for direct connection with Female O-Ring fittings without the need for adapters.

When using a SZ44-030-1B re-identify the condenser assembly as follows:

-1A becomes -1B, -2A becomes -2B, -3A becomes -3B, -4A becomes -4B

NOTE: always use a backup wrench on the condenser connection (Flare or O-Ring). Failure to use a backup wrench may damage the tube weld which will result in a leak of refrigerant. All units are leak tested prior to shipment. Failure to use a backup wrench will void warranty for units returned for leaking tubes.

All SZ44-030-1B Condenser Coils have Male Insert O-Ring connections.

1. The male flare to MIO unions are not required to connect Tube-O connections on the latest -1B condenser coils.

DELETE: DS200U137-8 Union

CMM SZ45D
ISSUE DATE 12-1-03

Rev. IR



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

DS200U137-6 Union

2. To connect a female flare fitting to the latest -1B condenser coil an adapter and o-ring can be inserted easily into the MIO connection. This converts the MIO into a Male Flare connection to receive Female Flare fittings.

TO CONVERT MIO TO MALE FLARE ADD AS REQUIRED:

6246 ADAPTER (#8)
MS28775-013 O-RING

6243 ADAPTER (#6)
MS28775-011 O-RING

DELETE: SZ55-035-3 UNION

Use existing stock of SZ44-030-1 Coils. When this inventory is depleted all new and replacement coils will be the SZ44-030-1B.

Refer to E.O. 45-022-2, 8-14-98 for additional information.

9.8 MOD 'H' This modification allows for installation of the Z99-800-SERIES Motor in the SZ58-002-SERIES Motor-Compressor Assembly used in the SZ45-022-3A MCC assemblies that have upgraded with MOD D. This motor replaces P/N: SZ58-003-1.

This modification is also approved when upgrading units in the field using Service Letter 45-002-2. Replace Motor P/N: SZ58-003-1 with Motor P/N: Z99-800-1.

9.9 MOD 'I' NOT USED.

9.10 MOD 'J' This modification allows for the use of the SZ58-002-1A, MOD B Motor-Compressor Assembly on the SZ45-002-SERIES MCC Units. This is a customer request option.

Refer to E.O. 45-002-2A for details.

9.11 MOD 'K' This modification allows for the use of the SZ58-002-1C Motor-Compressor Assembly on the SZ45-002-SERIES MCC Units. The major change is the SZ84-913OP-1 Compressor.

Refer to E.O. 45-002-2A for details.

9.12 MOD 'L' This modification allows for the use of the SZ45-022-4B Condenser Assembly on the SZ45-002-SERIES MCC Units. The major change is the SZ45-022-4B Condenser.

Refer to E.O. 45-002-2A for details and E.O. 45-002-3A for details.

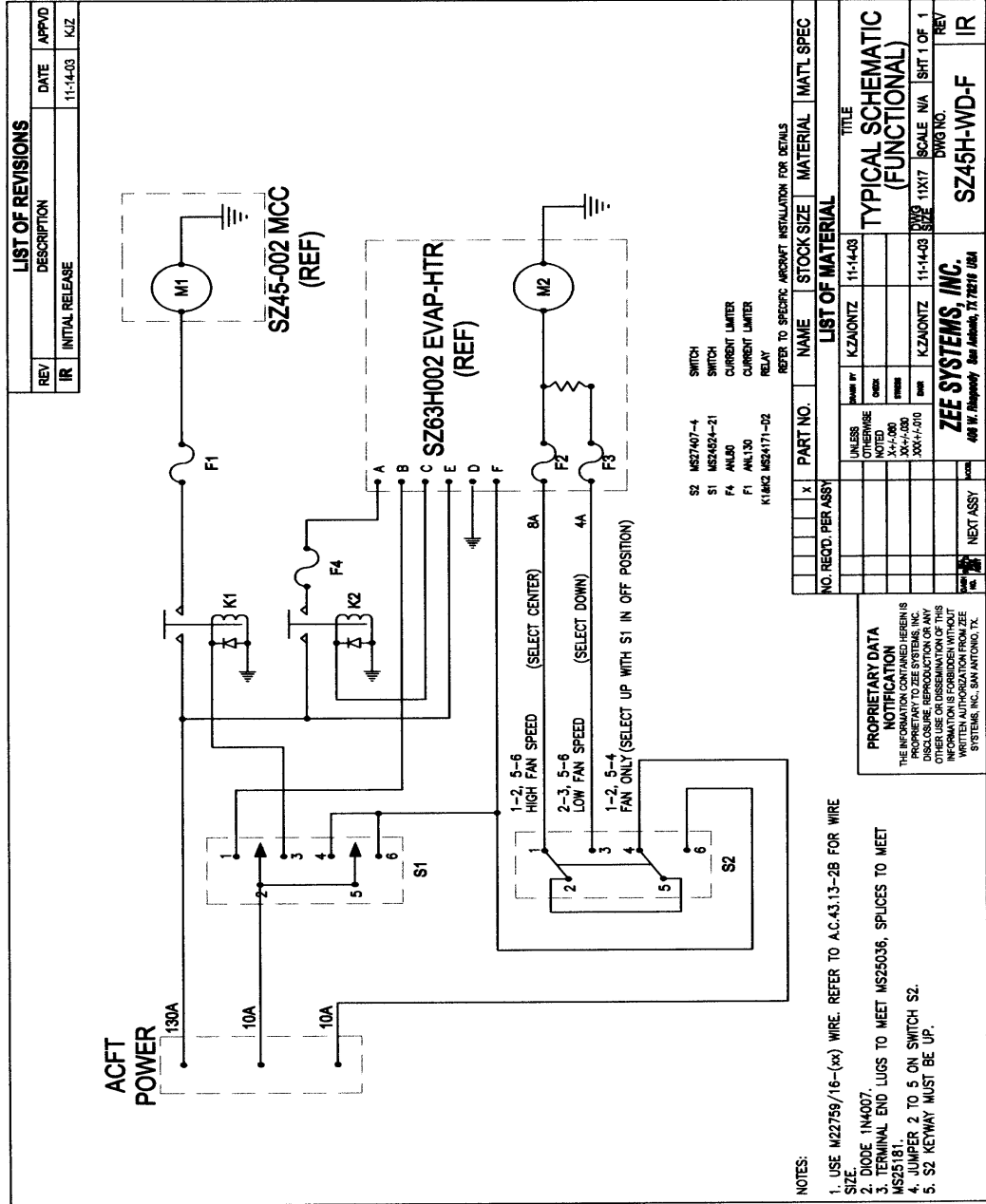
9.13 MOD 'M' This modification allows for the use of alternate Compressor SZ84-913TJ-1 on the SZ45-002-SERIES MCC Units. Mark an 'M' at the end of Motor-Compressor dash number

Refer to E.O. 45-002-2A for details and E.O. 45-002-3A for details.



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COMPONENT MAINTENANCE MANUAL SZ45D

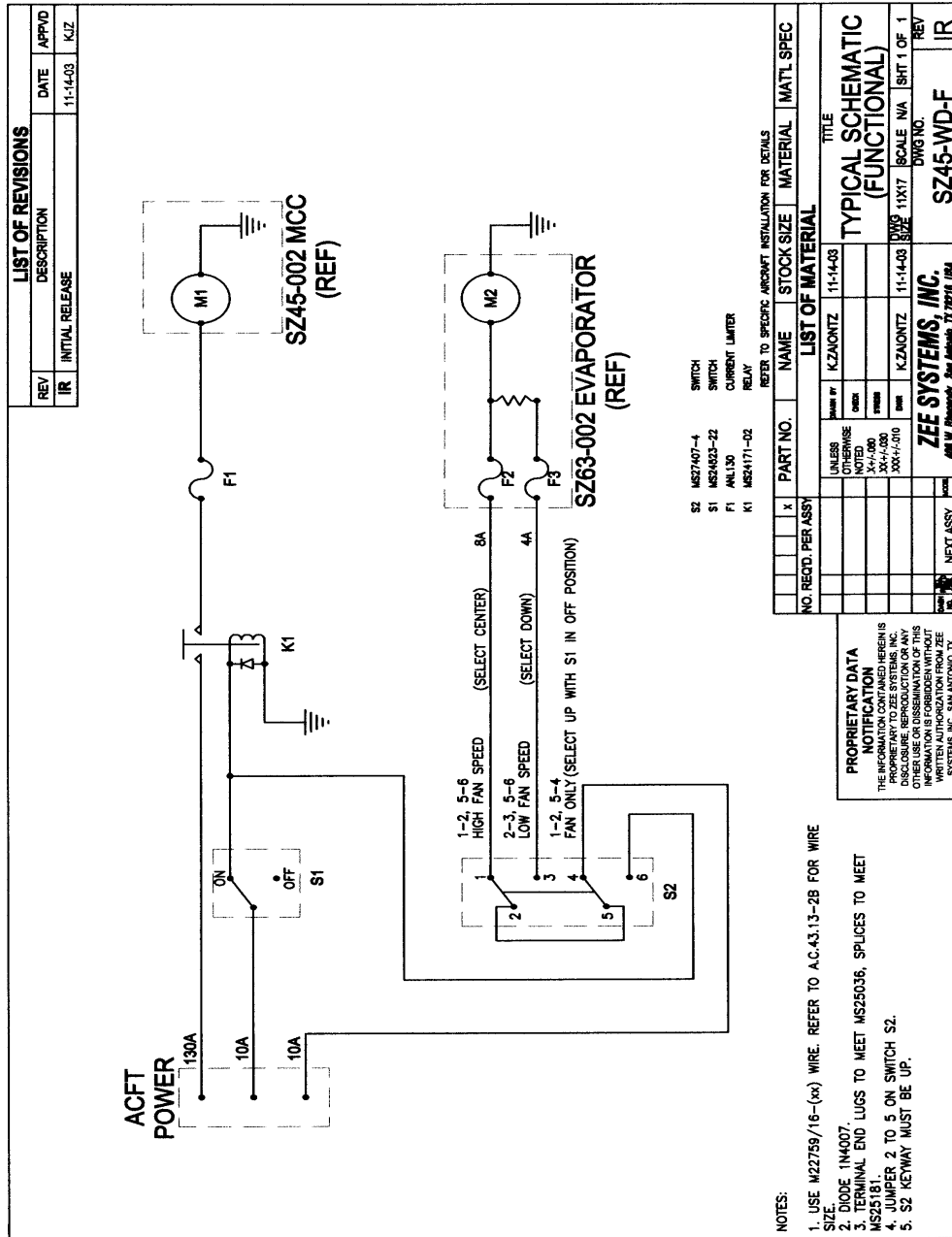


ATTACHMENT 1



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D



ATTACHMENT 2



ZEE Systems, Inc.

COMPONENT MAINTENANCE MANUAL SZ45D

LIST OF REVISIONS			
REV	DESCRIPTION	DATE	APPVD
IR	INITIAL RELEASE	4-2-99	KJZ
A	1. REPAIR IN AUTO. DIAG. 2. DELETE ALL REFERENCE TO R-2	11-14-03	KJZ

RD - REFRIGERANT DISCHARGE, HIGH PRESSURE HOT GAS FROM THE COMPRESSOR. (S.A.E. NO. 8)

RL - REFRIGERANT LIQUID, HIGH PRESSURE LIQUID REFRIGERANT FROM THE CONDENSER COIL. (S.A.E. NO. 6)

RS - REFRIGERANT SUCTION, LOW PRESSURE COOL GAS FROM THE EVAPORATOR. (S.A.E. NO. 10)

R-134g USE S.A.E. TUBE-O (O-RING) STYLE FITTINGS.

REFRIGERANT R-134g (HCF-134g). USE POLYOL ESTER (P.O.E.) OIL WITH ISO (VISCOSITY) OF 68 TO 100.

DO NOT ADD OIL DURING SERVICING. REFER TO MAINTENANCE MANUAL FOR SERVICING PROCEDURE.

NO. RECD.	PER ASSY	X	X	X	X	X	X	X	X

PART NO.	NAME	STOCK SIZE	MATERIAL	MATL. SPEC
KZA0000	KZA0000	KZA0000	KZA0000	KZA0000

LIST OF MATERIAL			
NO.	QTY	DESCRIPTION	MATERIAL

NOTES:

- BREAK ALL SHARP EDGES.
- MARK PART IN ACCORDANCE WITH ZEE SYSTEMS, INC. PROCESS SPECIFICATION SZ-001.

PROPRIETARY DATA NOTIFICATION

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ATTACHMENT 3