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Any ideas on what to do next Very annoying at first years ago. I have wired in a relay parallel to the CR relay to make sure it makes correctly. Even replacing the CR relay with a cheap 340 DPDT relay has worked well. Did it at night on a callout and these chillers have been ok for 57 years so far. Or pay for the upgrade if you have time and money to spare. I have posted the bulletin number in other similar posts. I have posted the bulletin number in other similar posts. At least that is what carrier tech support told me several months ago. The guy was quite rude actually. So, maybe it was just a bad tech support employee. Anyway, I just got some relays from grainger with contacts that are spec'd for low voltage and current. No problems since. If I have anymore problems down the road, Ill add parallel relays. I dont think it will be a problem though. Post Them Here All rights reserved. By continuing to use the website, you consent to our use of cookies. If you have any problems with the registration process or your account login, please contact support. I have been working on some 30gtns that have the usual issues. The T05X alarms that haunt the 30gtn, oil failure issues, etc etc, For the compressor Feedback alarms, I had read about relay problems, pressure control snubbers etc. I have had one genuine relay contact failure. I found a honeywell style relay that is just the ticket for the 30gtn, that is sold by carrier as a totaline part. Its got 2 sets of contacts, one is silver pilot duty and the other is power duty. I have had a machine that gave a persistent T051 feedback error. Judging from all the jumpers, relays, pressure controls and what not lying in the bottom of the machine, I am not the first guy on this chiller and its problem. I tried hardwiring the molex plug on

that circuit, running my own wires, hanging the relays instead of hard mounting, different pressure controls with snubber isolators, the whole nine yards.<http://cesiedizioni.com/userfiles/bosch-washer-wfr2460uc-manual.xml>

A couple of times, I got a few days out of it with no alarms, but the alarm eventually came back. I eventually resigned myself to ordering Carrier's feedback board kit, but I found out my MBB did not support this option, so I decided to try a few things before investing 4 or 5K more into this machine. I put a datalogger across the contacts of the compressor safeties. The datalogger did not show the contacts breaking, but a slight oscillation in the voltage across the safeties. It's enough to cause the MBB to see mA 5 dc signal as failed. My fluke was showing the same minor fluctuation across the safeties, being that it's like .2v fluctuation, it's not the typical contact break voltage you see like 0 then 24 then 0 etc. This is with the orifice snubbers in place. So the work around for this is to replace the safeties with manual reset safeties. Jump the 24v loop in the cabinet, and put the safeties in the 120 volt out line from the feedback relay that goes out to the contactor for that compressor. I've done it twice now and works like a charm, and you don't have to spend a ton on the carrier kit. Next problem, oil failures, washed out oil pumps and broken valve plates. After trying everything from tech support and the service manual, look at the condensing temperature thermistor. Flow across an orifice depends on pressure drop. If you sporadically get the odd pressure spike on the high side, it overfeeds, then the chiller sends the EXV into a tizzy trying to correct for it. The 30GTN needs to have really stable condensing temperature to work. The condensing thermistor has to be super tight on a clean surface and on the correct U bend. A dab of heat transfer compound helps to. The standing static temperature check does not work very well on these chillers. You have to watch the thermistor performance as the temperatures are actually changing.

I have had 2 thermistors pass the standing temp check no problem, but watch your condensing pressure on the CCN compared to gauge, it will never be exact as it's deduced from PT tables read from the return bend, but if they stray more than 25 psi from actual gauge, it's a thermistor problem or the charge is out of whack. A note about the network service tool 5. I bought it and it came with no instructions, but it can be figured out. It's a thousand times better than trying to troubleshoot off the CCN display, or navigator. The baud rate and refresh rate is a little slow, but you can at least see trends developing among groups of sensors. About condenser coils, never install fan cycling as a cheap workaround of the motormaster option. The condenser coils can't handle it. I had one machine someone did this on, and the condenser kept popping, finally got MM installed, and it's been great since. Also these chillers like to run really low headpressure compared to standard r22 machines, if you are popping circuit breakers, try to get the head down or look for a fan motor control problem. You can set the condensing temperature for the rest of the fans in the CCN, I find that 105 gives the most stable operation. Feel free to add. I would hate to know that a schematic that says there should be 24 vac really has 120 vac. Ouch!!! That's what Carrier would do. But there's more than one way to fix a problem so you do deserve credit for it. I have a 30GTN that requires a replacement relay a couple of times a year and it is in the pilot duty side of the relay. The most common problem is sensor failure. You should have a spare one. If you suspect a sensor is not reading right, just run the new one temporary to the board to find out, this is the fastest way. Also, I am curious how much you guys are paying for these sensors these days, seems they have gotten expensive, at almost a sawbuck. I would hate to know that a schematic that says there should be 24 vac really has 120 vac.

But there's more than one way to fix a problem so you do deserve credit for it. I would also expect a professional to put a volt meter to the wire before touching it as well. Any wire for that matter. The relay number is P2830343. It's not so much the people that get sent out, it's Carrier's useless tech support which is nothing more than someone on the other end of the phone reading back to you the same manual you have in your hands coupled with the issue that the same manual doesn't cover the full scenario of problems that can be had. I've had some good answers from Carrier, but it came from

about 4 levels up past tech support from the actual chiller engineering division. Also, there are a lot of service bulletins on these machines, if you are having issues, take the model serial to the parts counter and they can print them out. I've had exvs and thermistors pass the IOM tests with flying colors, but not work correctly in operation. There is no test in IOM for when an MBB has a specific problem. Not to mention it doesn't even talk about condensing pressures when you have a floodback problem. To me it seems if anything the IOM leads you down a path you don't have to go down most of the time. I got past a lot of problems by ignoring what the manual and error code says what the problem is and treating it like a standard refrigeration system. I find Carrier's manuals to be pretty poorly written actually. They do however demand a certain amount of knowledge, education, experience, and common sense. If they put any more information in their manuals, anybody will be able to diagnose a problem, where will that leave us. They do however demand a certain amount of knowledge, education, experience, and common sense. If they put any more information in their manuals, anybody will be able to diagnose a problem, where will that leave us. Seems to me that ol Max has done a pretty good job of researching things and handling his problems.

I for one can assure you that what you get in an IOM and what you can get from engineering level tech support ain't even within shooting distance of each other in most cases, regardless of the mfr. They do however demand a certain amount of knowledge, education, experience, and common sense. If they put any more information in their manuals, anybody will be able to diagnose a problem, where will that leave us. Don't pick the fly crap out of the pepper. Seems to me that ol Max has done a pretty good job of researching things and handling his problems. I for one can assure you that what you get in an IOM and what you can get from engineering level tech support ain't even within shooting distance of each other in most cases, regardless of the mfr. It kinda screws it for the FNG that looks at the chiller. How long is that sharpie schematic going to really last. Granted he did his homework and sounds like he might have more testing equipment than most of us guys in the field and just got bored. The manuals that you get with the chiller are mainly good for the end user owner, maintenance guy, whoever I know quite a bit about Carrier and on this chiller there is not much more than the Controls, Startup Manual, and Bulletins. I guess my pet peeve is changing wiring and then having an amateur artist revision added on top of the original. Like I said the FNG is gonna have a hard time. It kinda screws it for the FNG that looks at the chiller. Like I said the FNG is gonna have a hard time. It never hurt my paycheck just because other guys couldn't troubleshoot. Actually made it better. I've also spent my fair share of time on the phone with tech support, but that doesn't mean that I'm any less of a mechanic. I'm with Rob on this one. I'm in complete agreement with what you say, also as opposed to Max, because this issue is truly two-sided. It just depends on which side you happen to be standing on when the problem needs to be resolved.

If it doesn't break in warranty, the customer is hung with the problem when it craps out, and the confidential service bulletins are filed away at the factory so no one is the wiser than anyone at the mfr knew that a problem existed. Now the customer has to get it fixed, and sometimes revamping something is in order, but what to revamp. Without those bulletins, you're stuck with doing the best you can, and all the mfrs have them. I went behind several good mechanics that tried hard and just didn't have the right info when I was with the factory. Never called foul on anyone for going above and beyond when they did the best they could with what they could get. That being said, I don't like to be the poor schmuck that has to try and interpret someone else's hand-drawn revisions on wiring diagrams any more than the next guy does. Contractor mechanics, regardless of how knowledgeable they might be, rarely have access to factory confidential service lit and bulletins, and what I was mainly driving at is that no matter how good you are, there's things that you can't figure out on your own because they truly are design issues. If the factory has a fix for a problem, they need to put it out there. Otherwise, it's left up to the Maxes of the world to do the best they can by their customer and I have to applaud them for doing it with very little to work with at times. Reset alarm, monitor chiller, loads up suction pressure looks good, once the fans start head pressure is ok, but fans seem

to be delayed on start. By delayed, I mean, head reaches 275 300 psig before other fans turn on and head drops. Thanks for the tip on double checking SCT sensor. It never hurt my paycheck just because other guys couldn't troubleshoot. Otherwise, it's left up to the Maxs of the world to do the best they can by their customer and I have to applaud them for doing it with very little to work with at times. It's not like a person has to redraw the whole MBB on the door.

In the end it achieves the same as the carrier kit, which is providing the MBB with a reliable 5vdc feedback. I have recorded every condition and operating parameter on the inner door of that machine. The next person that works on it will have whole lot easier time than I did with it.. As for getting the carrier kit, one must remember that not all of us are stateside with instant carrier delivery or support, sometimes when we have to wait weeks for parts, a man has to do what a man has to do. We are far away from the city and Carrier support in my experience here is below satisfactory. Information like this comes in handy in my situation. About 4 yrs ago our company took over a contract with 230GTN210s. At my first visit I noticed 3 boxed DPDT CRs OEM laying at the bottom of each control cabinet. During the next few months I found out why those nuisance trips talked about on the first post. I started replacing them with the spares but realized that I was going to run out eventually. I had the same thought that the small fluctuations were enough to cause a small enough drop of the signal to the MBB to cause a alarm. These contact points are hard and very smooth with concave touchpoints. It worked! It took some time for the nuisance alarms to go away because there are 7 CRs in each unit. I've had to switch some of them, at most so far, 3 times but the time between failures is lengthening. And the CCHs are working too. No redoing except for wire swapping. We keep a Equipment Log sheet in every unit we service to keep track of our repairs, PMs etc. Haven't replaced a relay in over a year. It is having the T05X code on the B circuit. It is now constant, and the safeties are not opening. Someone changed the cpcs on this circuit before I got here. My fluke sees small tenths of a volt fluctuations that I dismissed until reading this thread.

What is the possibility of the voltage fluctuations you are seeing being induced by the 24v wiring being ran in the same conduit as the 480V compressor wiring. I ran it with the hps and refig loss switches bypassed at the compressor with the same results. I also considered it could be a faulty Kx relay contact in the mainboard. And the other 2 compressors in the chiller seem to operate fine. You could take the toroids off the CPCS board temporarily and see what happens. It is having the T05X code on the B circuit. And the other 2 compressors in the chiller seem to operate fine. I went through all the connections today, and it fire up and ran 3 hrs til I had to go, probably still on. Go figure, may have had a bad connection that I fixed. Didn't monitor voltage today though, had a couple other things going on. Post Them Here All rights reserved. There are also many Ebooks of. Filetype pdf. Carrier Chiller 30Gtn Service Manual from facebook. Engine 400 Series 6Cyl. Bobcat remained under the ownership of Ingersoll Rand repair shop to get based Doosan Infracore purchases ended up with the wrong one. Manual Chiller Carrier 30gt Full. Carrier Chiller 30gtn Service 1 tattoo guide pro version in digital format, so the resources that you find are reliable. Test 21 Stabilizer Samples. Carrier Chiller 30Gtn Service Manual. Your bid is the Repair Manuals Privacy Policy than the Buy It. Only 1 left in login address to register. Passive filter cleaning requires login address to register our competitors. Most prices for parts stock order soon. You will be given stock order soon. View and Download Carrier 30GTN controls, startup, operation, service, Manuals; Brands; Carrier Manuals; Chiller; 30GTN; Controls, Startup, Operation. Carrier Chiller 30Gtn Service Manual from cloud storage. This manual covers all areas including the Hydraulic System, Hydrostatic System. Carrier Chiller 30Gtn Service Manual from instagram.

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