

ESG SERVICE BULLETIN**Affected Equipment: Chillers with "M" Type Compressors****Subject: "M" Compressor Oil Level at Start-Up****Issue Date: 09/12/01****Withdrawal Date: 12/31/05****Data Control Level: C****Materials Needed: Compressor Oil (as needed)****Tools Required: Refer to Form 160.71-SU, 160.71-O1, & 220.11-NM1****Estimated Time Required: N/A****Warranty: N/A****Revision Notes: N/A**

Several instances at site locations have indicated a situation that may cause starting difficulties with "M" compressor applications. The situation would manifest as low oil pressure condition from the shaft driven pump with the most extreme being cavitation of the auxiliary oil pump and low oil pressure shutdowns.

Based on customer preference, several years ago the compressor oil level sight glass was changed from two circular glasses to one elongated weld pad type glass with a companion placard to indicate normal and low oil levels. The markings on the placard were designed to coincide with the centerlines of the two glass design.

Literature (Forms 160.71SU, 160.71O1, and 220.11NM1) recommends the operating oil level as "normal" between $\frac{1}{2}$ of the bottom and $\frac{1}{4}$ of the top (circular) glass(es). The literature also defines that prior to attempting to startup the oil level should be visible at $\frac{1}{4}$ inch into the top sight glass.

It is imperative that the oil level be at the "normal" marking on the new style sight glass before attempting to start the compressor. Failure to have the proper oil level decreases the static head on the jet pump and may result in premature vapor lock of the shaft driven pump.

The elongated sight glasses may have resulted in the decreased emphasis on the importance of the oil level being "in the top glass" as defined by the literature. The literature is being revised and will cover this subject, but as remedial action this letter should serve as notice that the oil level marking(s) on the placard are to be used as the centers of the sight glasses that are described in the literature cited above.

Work on this equipment should only be done by properly trained personnel who are qualified to work on this type of equipment. Failure to comply with this requirement could expose the worker, the equipment and the building and its inhabitants to the risk of injury or property damage.

The instructions on this service bulletin are written assuming the individual who will perform this work is a fully trained HVAC & R journeyman or equivalent, certified in refrigerant handling and recovery techniques, and knowledgeable with regard to electrical lock out/tag out procedures. The individual performing this work should be aware of and comply with all national, state and local safety and environmental regulations while carrying out this work. Before attempting to work on any equipment, the individual should be thoroughly familiar with the equipment by reading and understanding the associated service literature applicable to the equipment. If you do not have this literature, you may obtain it by contacting a York Service Office.

Should there be any question concerning any aspect of the tasks outlined in this bulletin, please consult a York Service Office prior to attempting the work. Please be aware that this information may be time sensitive and that York International reserves the right to revise this information at any time. Be certain you are working with the latest information. The York Service office nearest you may be found on the Internet at www.york.com.

