Carrier INTER-OFFICE LETTER

17 & 19 SERIES SERVICE ENGINEERS

REGIONAL SERVICE MANAGERS

(A) **FROM** MERRILL LEWIS **DATE** 12/17/71

OFFICE MSG SERVICE ENGINEERING

(A) **SUBJECT** MOTOR OVERLOAD SENSING

FIELD EXPERIENCE REPORT 71-4

MR. W. GUNTHER	TR-4	(B)
MR. JAMES HEHN	TR-1	(B)
MR. ROBERT TIFFT	TR-4	(B)

Gentlemen:

We have had cases recently in which the wrong overload sensing device was shipped with a motor starter. In one such case in Pittsburg, a starter was supplied with a thyrite protector instead of a signal resistor for a 19DG pneumatic (transducer) machine. On initial machine startup, the 32SM module was destroyed.

We now have three standard motor overload sensing schemes as follows:

MACHINE	CONTROL	OVERLOAD SENSING
19DG, 19EA	Pneumatic or Electronic	A
19C,19CB,17CA,17CB,17/19FA	Electronic	A
19C, 17CA	Pneumatic	B
19CB, 17CB, 17FA,19FA	Pneumatic	C

A = Resistor to produce 0.5 ± .1V @ FLA
B = 5 amp current signal @ FLA, thyrite protector
C= Resistor to produce 3.0 ± .3V @ FLA

Before any machine is started up, the overload sensing device should be checked to insure that it is correct.

Steps have been taken with our starter vendors to insure against future failures, but on all machines shipped over the last couple of years, precautions should be taken. If the wrong overload device is found, contact a local vendor representative and notify this office via the REACT system.

M. LEWIS
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FILING INSTRUCTIONS: CONTROLS AND WIRING