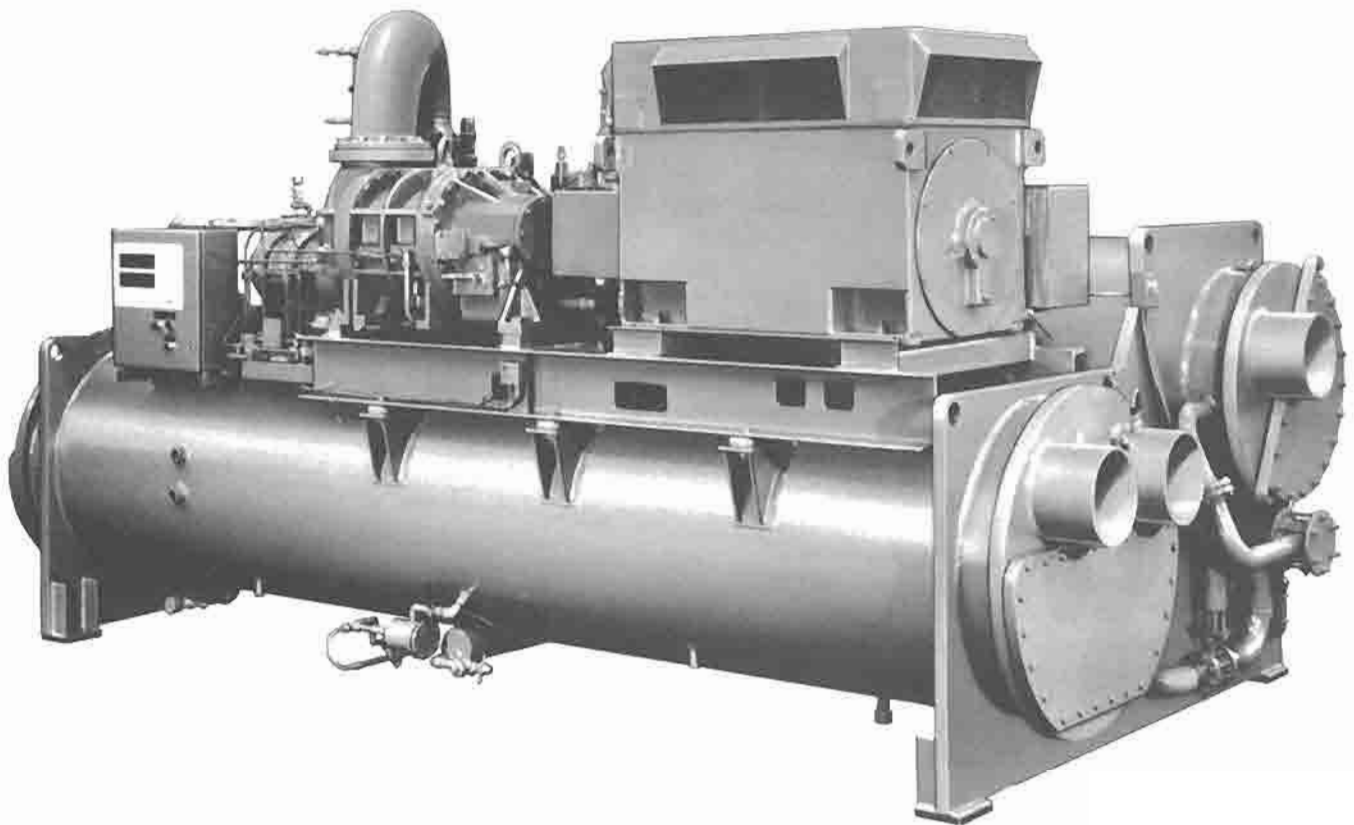


FIELD RE-ASSEMBLY FOR**FORM 3 & FORM 7 SHIPMENT OF
MODEL YS NN NN S7****(STYLE A)****1000 Thru 1250 TONS**

THIS INSTRUCTION IS TO BE USED IN CONJUNCTION WITH
CODEPAK INSTALLATION INSTRUCTION, FORM 160.65-N1

REFERENCE INSTRUCTIONS

- FORM 160.65-N1 – INSTALLATION
- FORM 160.65-O1 – CODEPAK OPERATING INSTRUCTION
- FORM 160.65-PA2.1 – ELECTRO-MECH. STARTER WIRING DIAG.

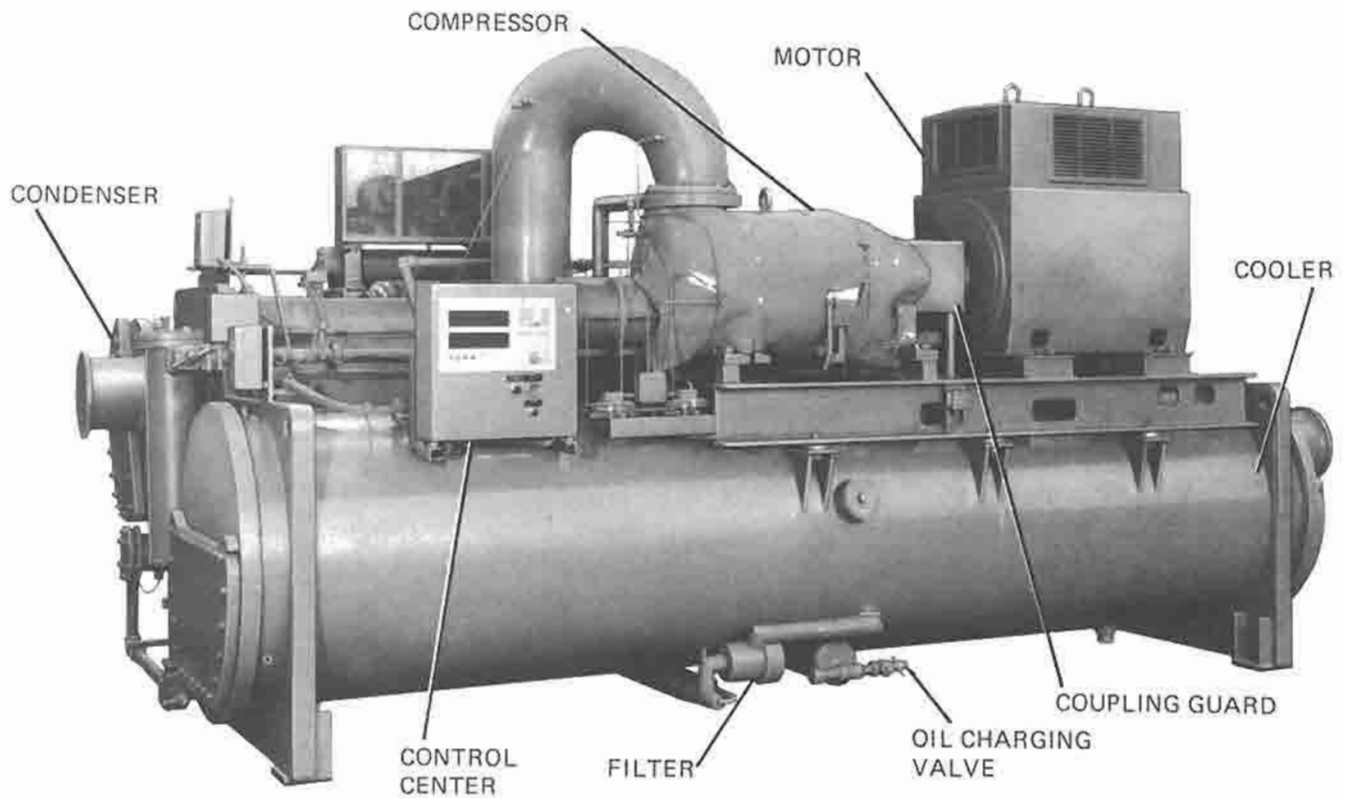


FIG. 1 — CODEPAK MODEL YS — FRONT VIEW OF ASSEMBLED UNIT

GENERAL

This instruction explains the procedure to be used for re-assembling the Model YS Rotary Screw CODEPAK shipped disassembled. (Shipping Form 3 and 7.)

Note: CODEPAKS MUST be field reassembled under the supervision of a YORK representative.

For Installation Instructions other than unit assembly refer to Form 160.65-N1.

FORMS OF SHIPMENT

FORM 3 — DRIVELINE SEPARATE FROM SHELLS —
Shipped as three major assemblies. Unit first factory assembled, refrigerant piped, wired and leak tested; then dismantled for shipment. Compressor/open motor/base assembly removed from shells and skidded. Evaporator/condenser is not skidded. Transfer unit is removed.

All wiring integral with compressor is left on it, and all conduit is left on shell. All openings on compressor, oil separator, and shell are closed and charged with dry nitrogen (5 psig).

Miscellaneous packaging of control center, oil eductor filter, tubing, water temperature controls, wiring, oil, isolators, etc.; R-22 charge shipped concurrent or separately in 125 lb. and 1750 lb. cylinders.

FORM 7 — SPLIT SHELLS —
Shipped as four major assemblies. Unit first factory assembled, refrigerant piped, wired and leak tested; then dismantled for shipment. Compressor/open motor assembly removed from shells and skidded. Transfer unit is removed.

Evaporator and condenser shells are separated at tube sheets and are not skidded. Refrigerant lines between shells are flanged and capped, requiring no welding. Tube sheets will require welding in field.

All wiring integral with compressor is left on it. All wiring harnesses on shells are removed.

All openings on compressor, transfer unit, and shells are closed and charged with dry nitrogen (5 psig).

Miscellaneous packaging of control center, oil eductor filter, tubing, water temperature controls, wiring, oil, isolators, etc.; R-22 charge shipped concurrent or separately in 125 lb. and 1750 lb. cylinders.

NOTE: When more than one Codepak is involved, the major parts of each unit will be marked to prevent mixing of assemblies. (Piping and Wiring Drawings to be furnished by York.)

INSPECTION – DAMAGE – SHORTAGE

The unit shipment should be checked on arrival to see that all major pieces, boxes and crates are received. Each unit should be checked on the trailer or rail car when received, before unloading, for any visible signs of damage. Any damage or signs of possible damage must be reported to the transportation company immediately for their inspection.

YORK WILL NOT BE RESPONSIBLE FOR ANY DAMAGE IN SHIPMENT OR AT JOB SITE OR LOSS OF PARTS. (Refer to Shipping Damage Claims, Form 50.15-NM.)

When received at the job site all containers should be opened and contents checked against the packing list. Any material shortage should be reported to YORK immediately. (Refer to Shipping Damage Claims, Form 50.15-NM.)

CODEPAK DATA PLATE

A unit data plate is mounted on the control center assembly of each unit, giving unit model number; design working pressure; water passes; refrigerant charge; serial numbers; and motor power characteristics and connection diagrams.

RE-ASSEMBLY

Refer to Installation Instruction, YS Rotary Screw CODEPAK, Form 160.65-N1 for other instructions. The following is a step-by-step procedure to be used to assemble the CODEPAK units.

FORM 7 SHIPMENT (See Fig. 2)

1. Locate cooler and condenser shells in their final position.
2. Weld tube sheets together. (See Fig. 2 for welding symbol.)

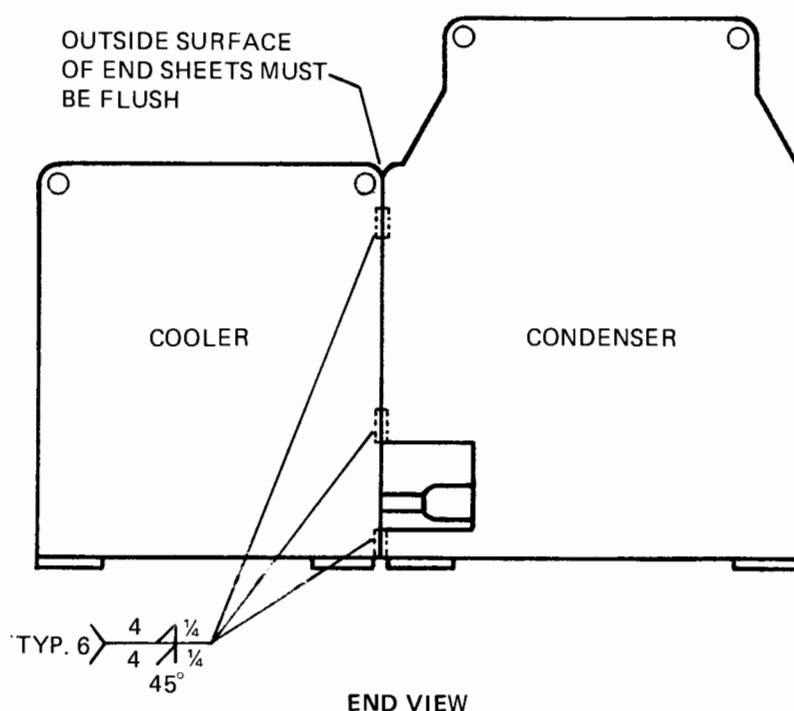


FIG. 2 -- FORM 7 SHIPMENT

FORM 3 AND FORM 7 SHIPMENT

1. Assemble vibration isolators to unit. (Refer to Form 160.65-N1.)
2. Level shells in both directions. The longitudinal alignment of the shell should be checked by placing a level on the top of the shell, next to the discharge connection. The transverse alignment should be checked by placing a level on the tops of both end sheets. Refer to Installation Instruction, Form 160.65-N1 for additional instructions to level unit. After shell is leveled, wedge and shim each corner of the shell to solidly support it while assembling the other parts.
3. Lift compressor/motor/base assembly and remove packing materials. (Refer to Fig. 3 for rigging.) Carefully lower the compressor/motor/base assembly on to the supports on the cooler. Fasten with the proper hardware. (See Fig. 4.) Do not tighten the bolts until all connections are made to the compressor.

Cooler-Condenser Shells — Remove all refrigerant connection covers.

CAUTION: SHELLS ARE SHIPPED WITH A 5 PSIG NITROGEN CHARGE.

4. Remove closure covers from the compressor and be sure all flanges are clean. Using the gaskets and hardware shown in Fig. 4, install the check valve (Item 20) and the suction connection (Item 2).
5. Using gaskets & hardware as shown in Fig. 4, install the butterfly valve between the compressor discharge con-

nection and the condenser connection. Be sure valve is positioned as shown in Fig. 4.

NOTE: If the unit is furnished without the refrigerant transfer unit, the butterfly valve is not furnished. A fill piece is furnished which is to be installed in place of the butterfly valve.

6. Tighten the bolts holding the compressor/motor/base assembly to the cooler support brackets.
7. Install the refrigerant transfer unit (if furnished) on the supports on top of the condenser.
8. Check the compressor coupling alignment.
9. Assemble the Control Center to unit (see Fig. 4). Also see Form 160.65-PA2.1.
10. Install refrigerant piping, oil lines, and oil return system filters.

NOTE: A flat bar is welded to the liquid line to support it during shipment. (See Fig. 5.) This bracket must be removed in the field. Also the 1-1/2" line between the compressor and the oil filter is torch-cut at the factory for shipment. It must be re-welded in the field. (See Fig. 6.)

11. Pressure test. Note: Relief valves must be plugged (or capped). (Refer to Form 160.65-O1.)
12. Evacuate and charge with refrigerant. (Refer to Form 160.65-O1.)
13. **All Units** — Complete installation and finally level the unit per Installation Instruction Form 160.65-N1.

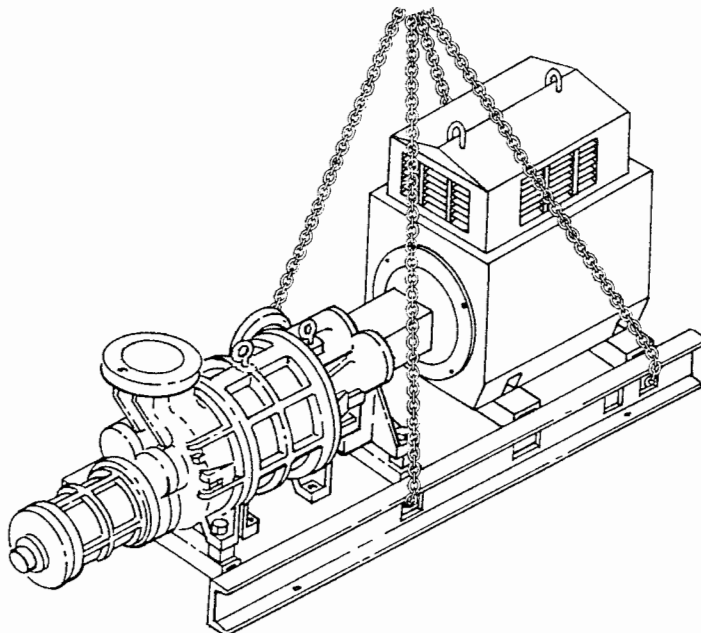
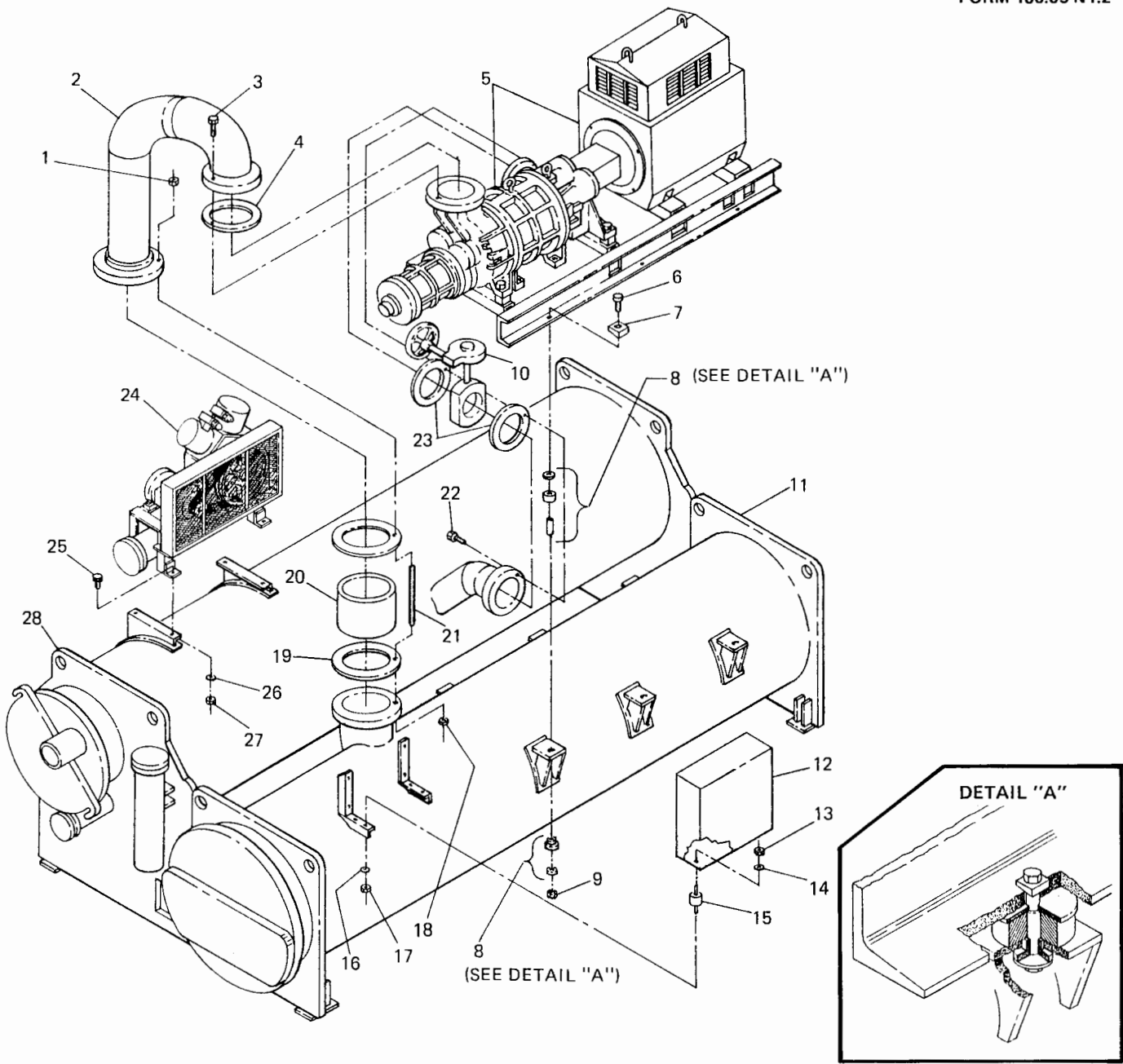


FIG. 3 — RIGGING COMPRESSOR/MOTOR/BASE ASSEMBLY



Item	Parts Description	Item	Parts Description
1	Nut, Hex Hvy. 7/8" – 9 UNC	15	Isolator
2	Suction Connection	16	Lockwasher, Hel. Spg. 3/8" Reg.
3	Screw, Metric Cap Hex Hd. 7/8" x 2-3/8" Lg.	17	Nut, Hex 3/8" – 16 UNC
4	Gasket	18	Nut, Hex Hvy. 7/8" – 9 UNC
5	Compressor/Motor Assembly	19	Gasket
6	Screw Cap Hex 5/8" – 11 UNC 4-3/4" Lg.	20	Valve
7	Washer, Bev. 1-1/2" Sq. with 13/16" Dia. Hole	21	Rod, Tie 7/8" – 9 UNC x 12-1/2" Lg.
8	Isolator Assembly	22	Screw, Cap Hex Hd. 1" x 7" Lg.
9	Nut, Self-Lock Hex 5/8" – 11 UNC	23	Gasket
10	Valve	24	Transfer Unit Assembly
11	Cooler	25	Screw, Cap Hex 3/4" – 10 UNC x 1-1/2" Lg.
12	Micro-Computer Control Center	26	Lockwasher, Hel. Spg. 3/4" Reg.
13	Nut, Hex 3/8" – 16 UNC	27	Nut, Hex 3/4" – 10 UNC
14	Lockwasher, Hel. Spg. 3/8" Reg.	28	Condenser

FIG. 4 – FIELD ASSEMBLY – EXPLODED VIEW

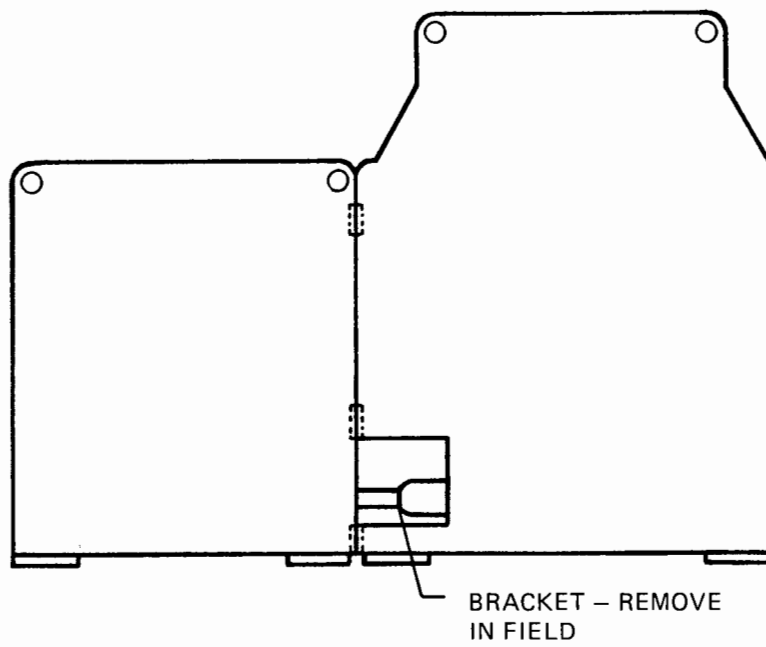


FIG. 5 - LIQUID LINE SUPPORT

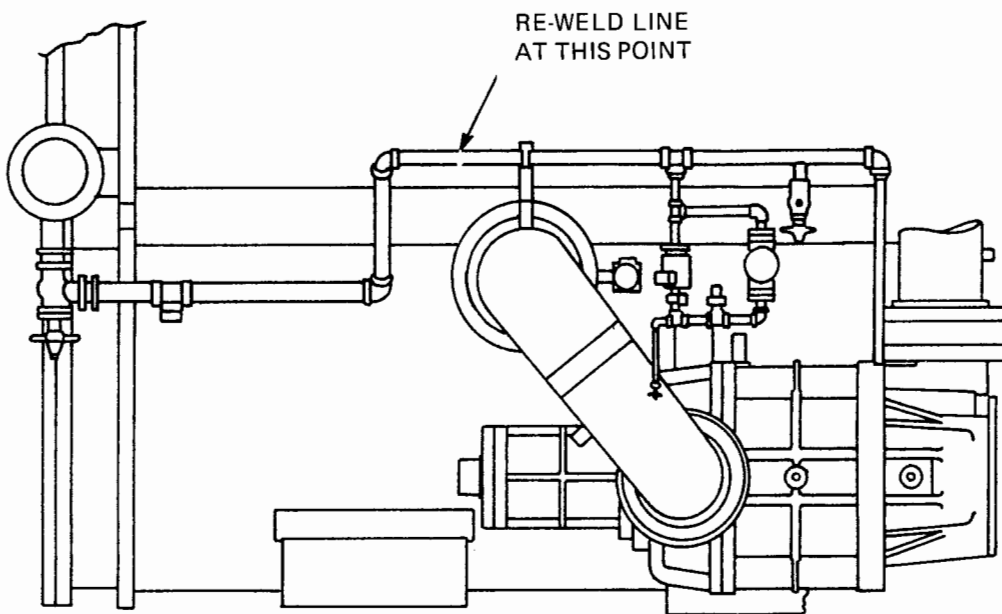
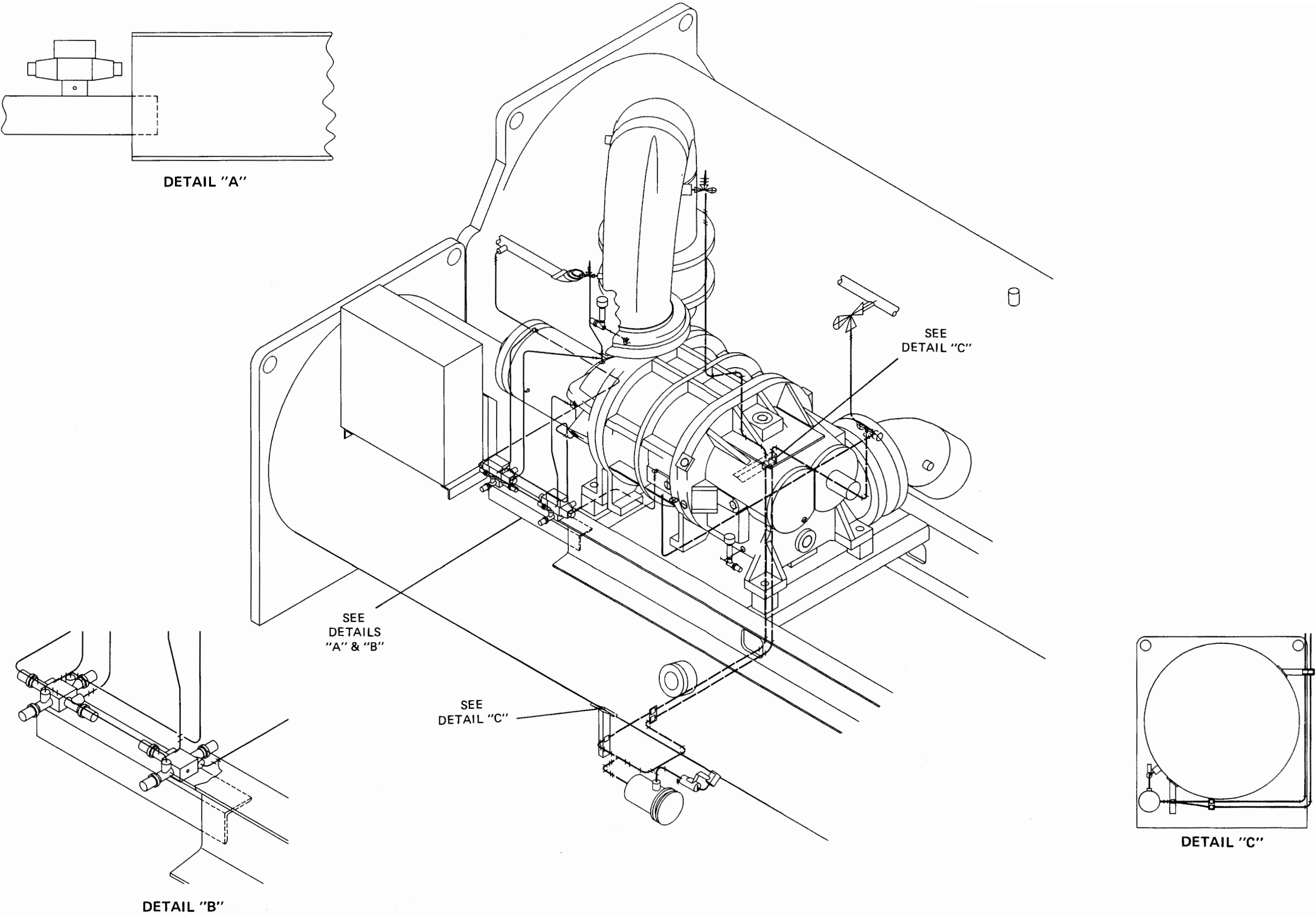


FIG. 6 - RE-WELDING OIL LINE



DETAIL "A"

SEE
DETAIL "C"

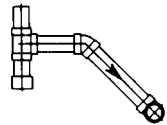
SEE
DETAILS
"A" & "B"

SEE
DETAIL "C"

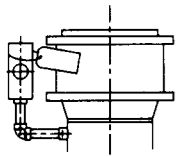
DETAIL "B"

DETAIL "C"

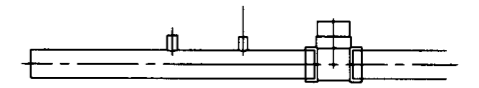
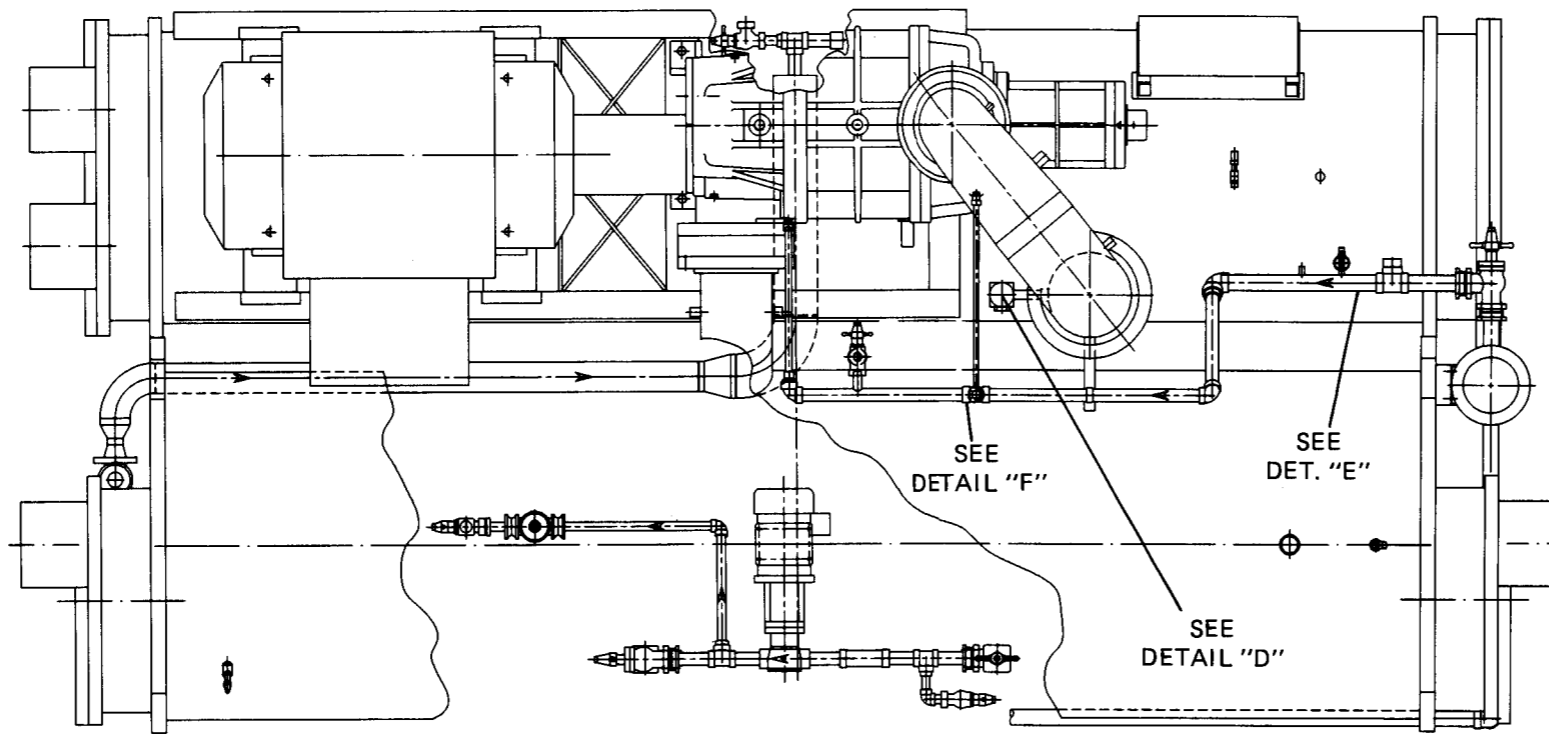
FIG. 7 — REFRIGERANT PIPING DIAGRAM



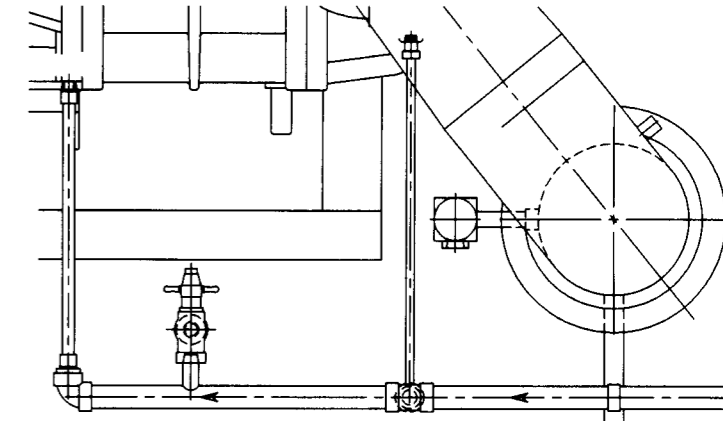
DETAIL "H"



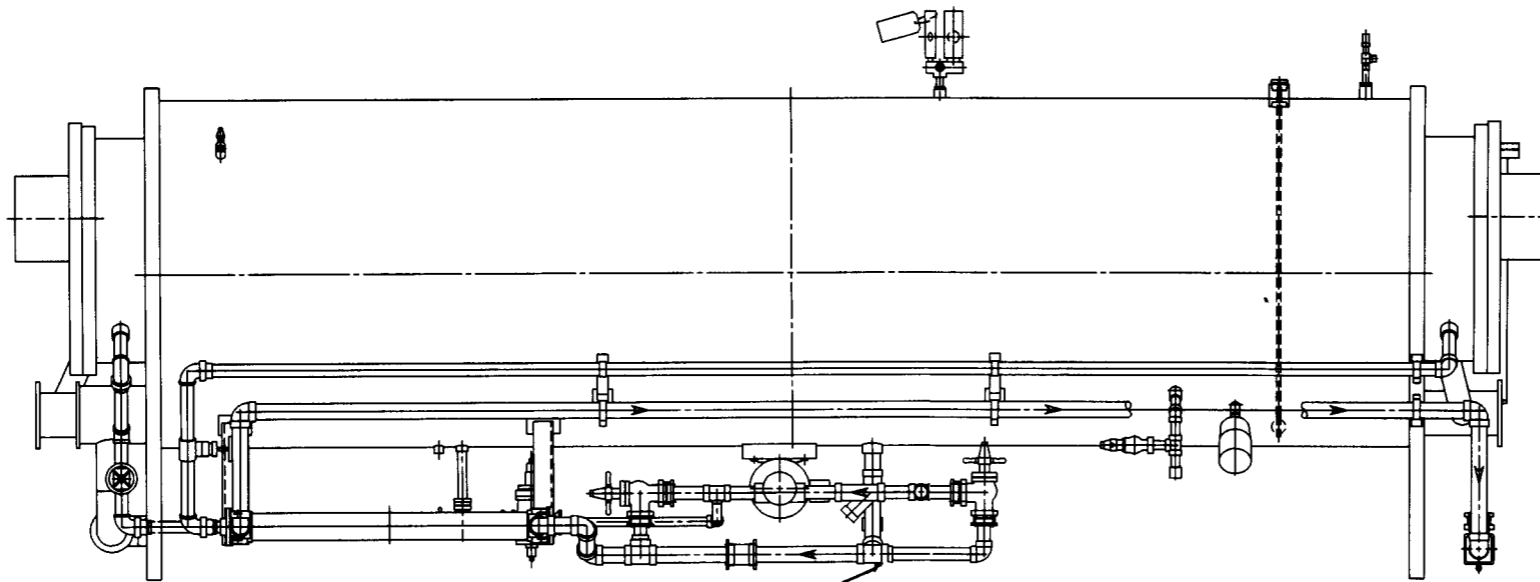
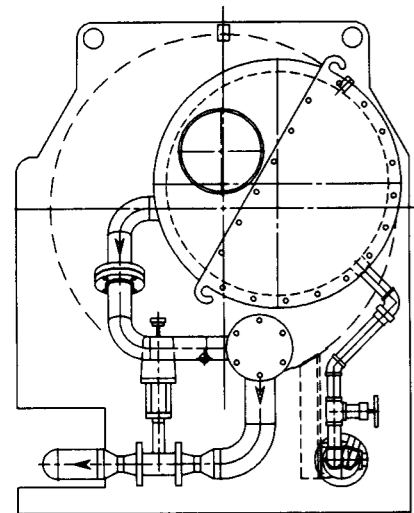
DETAIL "D"



DETAIL "E"



DETAIL "F"



SEE
DETAIL "H"

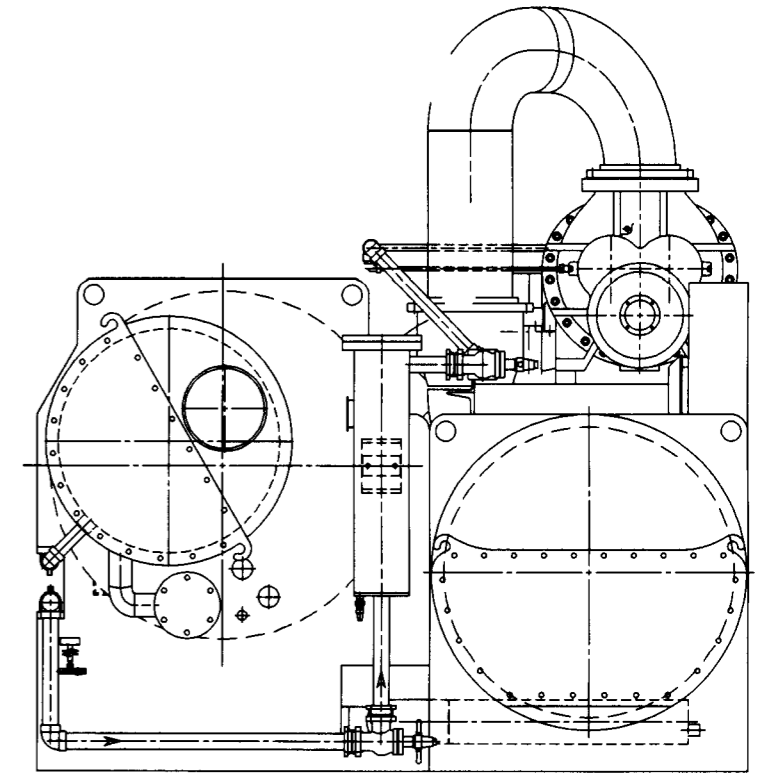


FIG. 7 — CONTINUED

