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ENGINE

Diesel Engine Model:

SB-III	Thermo King se 2.2 or di 2.2
SL-100 and SL-200	TK 482
SL-100e, SL-200e, SL-300, SL-400, SL-400e,	
SL TCI and SPECTRUM SL	TK 486 and TK 486V (starting in August 2006)
SLX-100, SLX-200, SLX-400	TK 486 V
SMX and SMX-II	Thermo King se 2.2 or di 2.2

Fuel Type:

All models Diesel fuel must conform to EN590

Oil Capacity:

Crankcase: Fill to full mark on dipstick
TK 482, TK 486 and TK 486V 12.3 litre
se 2.2 and di 2.2 14.2 litre

Oil Type (All Engines):

Petroleum Multi-grade Oil: API Type CI-4, ACEA Class E3
Synthetic Multi-grade Oil: API Type CI-4, ACEA Class E3 (after first 500 hours)

Oil Viscosity (All Engines):

-30°C to +0°C SAE 5W-30
-25°C to +30°C SAE 10W-30
-25°C to +40°C SAE 10W-40
-15°C to +40°C (or -10°C to +50°C) SAE 15W-40

Engine Oil Pressure:

TK 482, TK 486 and TK 486V 1.0 to 3.8 bar, 15 to 55 psi
se 2.2 and di 2.2 2.4 to 4.5 bar, 35 to 65 psi

Engine RPM*:

SB-III	2200 +/- 25 RPM High Speed 1450 +/- 25 RPM Low Speed
SL-100, SL-100e	1600 +/- 25 RPM High Speed 1200 +/- 25 RPM Low Speed
SL-200 and SL-200e	1900 +/- 25 RPM High Speed 1450 +/- 25 RPM Low Speed
SL-300, SL-400 and SL-400e	2200 +/- 25 RPM High Speed 1450 +/- 25 RPM Low Speed
SL TCI and SPECTRUM SL	2200 +/- 25 RPM High Speed 1450 +/- 25 RPM Low Speed
SLX-100	1450 +/- 25 RPM High Speed 1250 +/- 25 RPM Low Speed
SLX 200	1550 +/- 25 RPM High Speed 1250 +/- 25 RPM Low Speed
SLX-400	2000 +/- 25 RPM High Speed 1250 +/- 25 RPM Low Speed
SMX and SMX-II Standard models	1600 +/- 25 RPM High Speed 1200 +/- 25 RPM Low Speed
SMX-II HC High Capacity models	2200 +/- 25 RPM High Speed 1450 +/- 25 RPM Low Speed

* CAUTION: Do NOT operate the engine in ANY unit more than 100 RPM over the high speed setting shown to avoid blower overspeed and/or damage.

Valve Clearance:

TK 482, TK 486 and TK 486V	0.15 to 0.25 mm on intake valve 0.15 to 0.25 mm on exhaust valve
se 2.2 and di 2.2	0.40 mm on intake valve 0.40 mm on exhaust valve
Valve Setting Temperature	21 C (Room temperature)

ENGINE (CONTINUED)

Timing Injection Pump:

TK 482, TK 486 and TK 486V
se 2.2 and di 2.2

12° +/- 1° BTDC (timed on No. 1 cylinder)
0.5 mm at 14° BTDC (timed on No. 1 cylinder)

Low Oil Pressure Switch (Normally Closed):

TK 482, TK 486 and TK 486V
se 2.2 and di 2.2 on SB-III
se 2.2 and di 2.2 on SMX and SMX-II

0.69 +/- 0.21 bar, 10 +/- 3 psi
0.69 +/- 0.21 bar, 10 +/- 3 psi
1.03 or 1.17 +/- 0.21 bar,
15 or 17 +/- 3 psi

High Coolant Temperature Switch*:

TK 482, TK 486 and TK 486V
se 2.2 and di 2.2

Sensor*
Closes: 102 to 107 C
Opens: 88 C

Engine Thermostat:

All engines (except TK 486V)
TK 486V

82 C
71 C

Coolant System Capacity:

TK 482, TK 486, TK 486V, se 2.2 and di 2.2:
All models in the SB Range
All models in the SL Range
All Models in the SLX Range

9.5 litre with overflow tank
7.1 litre with overflow tank
7.1 litre with overflow tank

Engine Coolant Type (All engines):

Conventional

Conventional coolant (antifreeze) is green or blue-green. GM6038M or equivalent, low silicone antifreeze mixture, 50/50 antifreeze and water mixture, not to exceed 60/40 (NOTE: DO NOT use high silicate automobile antifreeze).

CAUTION: Do not mix conventional coolant and ELC.

ELC is red. See "ELC (Extended Life Coolant)" in the "Engine Maintenance" chapter.

Use a 50/50 concentration of any of the following equivalents:

Texaco ELC (7997, 7998, 16445, 16447),
Havoline Dex-Cool® (7994, 7995),
Havoline XLC for Europe (30379, 33013),
Shell Dexcool® (94040), Shell Rotella (94041),
Saturn/General Motors Dex-Cool®, Caterpillar ELC,
Detroit Diesel POWERCOOL® Plus

ELC (Extended Life Coolant)

Radiator Cap Pressure:

All engines

0.62 bar, 10 psi

CYCLE-SENTRY Block Temperature Switch*:

All engines

Start: -1 +/- 10 C
Off: 32 +/- 4°C

* Models with a TG-VI, μ P-IV, μ P-V or μ P-VI controller use sensors to provide engine high coolant temperature protection and CYCLE-SENTRY operation.

ENGINE (CONTINUED)

Clutch:

SB-III, SL, SLe, SMX and SMX-II:

Model:

P/N 107-299

6-Pin Coupling with Small Compressor Shaft

P/N 107-340

6-Pin Coupling with Large Compressor Shaft

P/N 107-342

8-Pin Coupling with Small Compressor Shaft

P/N 107-343

8-Pin Coupling with Large Compressor Shaft

SLX

Model:

P/N 107-364

8-Pin Coupling with Large Compressor Shaft

Engagement

400 +/- 100 rpm

Dynamic Torque

79 N•m minimum at 900 rpm

DRIVE SYSTEM

NOTE: Use belt tension gauge TK P/N 204 (427 or 1903) whenever possible to check belt tension. However, on some unit models, and on some belts, it is difficult to use the gauge. Adjust these belts to allow 12 mm of deflection at the centre of the longest span. New belts should be tensioned cold and tensioned cold again after 10 hours of unit operation.

Belt	Tension Number on TK Gauge 204-427 Field Reset	Tension Number on New TK Gauge 204-1903 Field Reset
SB-III: Direct Drive to Compressor (Model 30)		
Alternator/Water Pump (Model 30, 37 Amp Alternator)	35	
Alternator/Water Pump (Model 30, 65 Amp Alternator)	46	
Upper Fan, Fan to Idler (Model 30)	74	
Lower Fan, Engine to Idler (Model 30)	67	
Electric Motor/Compressor (Model 50)	79	
Alternator (Model 50)	29	
Water Pump (Model 50)	35	
Fan (Model 50)	74	
SL, SMX (After 2/93) and SMX-II: Direct Drive to Compressor (Model 30)		
Electric Motor/Compressor Drive—Double V Belt (Model 50)	80	
37 Ampere, 12 Vdc Alternator	30	
65 or 120 Ampere, 12 Vdc Alternator	45	
Water Pump	35	
Upper Fan (Fan to Jackshaft)	75	
Lower Fan (Engine to Jackshaft) w/37 Ampere Alternator	80	
Lower Fan (Engine to Jackshaft) w/65 or 120 Ampere Alternator	85	
SLe and SPECTRUM SL**: Direct Drive to Compressor (Model 30)		
Electric Motor/Compressor Drive—Polygroove Belt (Model 50)	80–85	85–90
SLX: Direct Drive to Compressor (Model 30)		
Electric Motor/Compressor Drive—Polygroove Belt (Model 50)	80–85	85–90
Water Pump	40	
SMX (Before 2/93): Direct Drive to Compressor (Model 30)		
Electric Motor/Compressor (Model 50)	75	
Alternator	30	
Water Pump	35	
Upper Fan (Fan to Jackshaft)	75	
Lower Fan (Engine to Jackshaft)	75	

* FM models with idler pulley in fan belt system.

** SLe, SLX and SPECTRUM SL units have an automatic tensioning polygroove belt system driving the condenser and evaporator fanshaft. The lower polygroove belt runs from the engine or electric motor to the intermediate jackshaft. The upper polygroove belt runs from the intermediate jackshaft to the fanshaft and includes the drive for the alternator.

Refrigeration System

Caution: Fluorinated Green House gases should not be ventilated to atmosphere.

R-134a

Compressor Model:	
SB-III	X430
Refrigerant Charge:	
SB-III	6.04 kg
Compressor Oil Charge:	
SB-III	4.14 litre*
Compressor Oil Type:	
All models	TK P/N 204-413 (Polyol Ester)
Throttling Valve Setting:	
SB-III	1.65 bar, 24 psi
High Pressure Cutout:	
SB-III	Opens: 22.40 +1.72/-0 bar, 325 +25/-0 psi Closes: Automatic reset @ 1379 +/- 138 kPa, 13.79 +/- 1.38 bar, 200 +/- 20 psi
High Pressure Relief Valve:	
All models	Opens: 34.48 +/- 3.45 bar, 500 +/- 50 psi Reset: 27.58 bar, 400 psi

** When the compressor or compressor oil filter is removed from the unit, oil level should be noted or the oil removed from the compressor should be measured so that the same amount of oil can be added before placing the replacement compressor in the unit.*

R-403B

Caution: Refrigerant R-403B is restricted and will be phase out in 2010.

Compressor Model:

SB-III and SMX X430

Refrigerant Charge:

SB-III 5.90 kg

SB-III TC 8.20 kg

SMX 6.35 kg

SMX TCI 7.40 kg

Compressor Oil Charge:

Compressor Sump

SB-III 3.96 litre*

SB-III TC 3.96 litre*

SMX 3.96 litre*

SMX TCI 3.96 litre*

Compressor Oil Filter (if equipped, additional oil is required)

SB-III TC and SMX TCI 0.7 litre*

Compressor Oil Type:

All models TK P/N 67-404 (Synthetic)

Suction Pressure Regulator Setting:

Throttling Valve Setting:

SB-III 1.65 bar, 24 psi

SMX (Except SMX SR) 1.86 to 2.00 bar, 27 to 29 psi

SMX SR 1.65 to 1.79 bar, 24 to 26 psi

High Pressure Cutout:

All models Opens: 31.03 +/- 0.69 bar, 450 +/-10 psi

Closes: Automatic reset @ 25.86 +/- 2.62 bar, 375 +/- 38 psi

High Pressure Control Switch (Receiver Tank):

SMX TCI Opens: 20.68 +1.72/-0 bar, 300 +25/-0 psi

Closes: 13.79 +/- 0.69 bar, 200 +/- 20 psi

High Pressure Relief Valve:

All models Opens: 34.48 +/- 3.45 bar, 500 +/- 50 psi

Reset: 27.58 bar, 400 psi

* When the compressor or compressor oil filter is removed from the unit, oil level should be noted or the oil removed from the compressor should be measured so that the same amount of oil can be added before placing the replacement compressor in the unit.

R-404A

Compressor Model:

SL-100, SL-100e, SL-200 and SL-200e	X426
SL-300, SL-400, SL-400e, SL TCI and	X430
SPECTRUM SL	
SLX-100, SLX-200	X426LSC5
	X426C5
SLX-400	X430LSC5
	X430C5
SB-III, SMX and SMX-II	X430

Refrigerant Charge:

SB-III	5.90 kg
SB-III DE-2	5.90 kg
SB-III DE-3	7.40 kg
SB-III TC-2 and TCI-2	7.40 kg
SB-III TC-3 and TCI-3	8.20 kg
SL-100 and SL-100e	5.00 kg
SL-200, SL-200e and SL-300	6.35 kg
SL-400, SL-400e	6.35 kg
SL TCI-2 and SPECTRUM SL-2	7.40 kg
SL TCI-3 and SPECTRUM SL-3	8.20 kg
SLX 100	7.00 kg
SLX 200 and 400	7.50 kg
SMX	6.35 kg
SMX TCI	7.40 kg
SMX-II	6.35 kg
SMX-II TCI-2	7.40 kg
SMX-II TCI-3	8.20 kg

Compressor Oil Charge:

X426 or X430	4.10 litre*
	6.62 litre (deep sump)*
DE-3, TC, TCI and SPECTRUM models	Add 0.7 litre for remote evaporator system tubing

Compressor Oil Type:

All models	TK P/N 203-413 (Polyol Ester)
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Suction Pressure Regulator Setting:

Throttling Valve Setting:

SB-III 30 (All models)	1.59 to 1.73 bar, 23 to 25 psi
SB-III 50 (All models except DE and TCI)	1.59 to 1.73 bar, 23 to 25 psi
SB-III 50 DE and TCI models	1.17 to 1.31 bar, 17 to 19 psi
SL-100 and SL-100e	1.65 to 1.79 bar, 24 to 26 psi
SL-200, SL-200e and SLX-200 MTV	2.28 to 2.35 bar, 33 to 34 psi
SL-300	1.38 to 1.52 bar, 20 to 22 psi
SL TCI	1.38 to 1.52 bar, 20 to 22 psi
SPECTRUM SL	
SMX (Except SMX SR and SMX TCI)	1.38 to 1.52 bar, 20 to 22 psi
SMX SR	1.86 to 2.00 bar, 27 to 29 psi
SMX TCI	1.65 to 1.79 bar, 24 to 26 psi
SMX-II and SMX-II TCI	1.65 to 1.79 bar, 24 to 26 psi
Standard models	
SMX-II HC and SMX-II HC TCI	
High Capacity models	2.00 to 2.14 bar, 29 to 31 psi

* When the compressor or compressor oil filter is removed from the unit, oil level should be noted or the oil removed from the compressor should be measured so that the same amount of oil can be added before placing the replacement compressor in the unit.

R-404A (Continued)

High Pressure Cutout:

SB-III and SMX

Opens: 31.03 +/- 0.69 bar, 450 +/-10 psi

Closes: Automatic reset @ 25.86 +/- 2.62 bar, 375 +/- 38 psi

SL, SLe, SLX and SMX-II

Opens: 32.41 +/- 0.48 bar, 470 +/-7 psi

Closes: Automatic reset @ 25.86 +/- 2.62 bar, 375 +/- 38 psi

High Pressure Control Switch (Receiver Tank):

DE, TCI and SPECTRUM models

Opens: 20.68 +1.72/-0 bar, 300 +25/-0 psi

Closes: 13.79 +/- 0.69 bar, 200 +/- 20 psi

High Pressure Relief Valve:

All models

Opens: 34.48 +/- 3.45 bar, 500 +/- 50 psi

Reset: 27.58 bar, 400 psi

HEAT/DEFROST SYSTEM

Heat/Defrost Method*:

All models:

Engine Operation

Hot gas

Electric Operation

Hot gas & electric heater strips** (Model 50)

Electronic Defrost Termination Switch:

All models with TG-IV

Opens 9 C

Closes 3 C

All models with TG-V

Opens 11 C

Closes 6 C

All models with TG-VI, μ P-IV, μ P-V, μ P-VI or SR-2

Coil must be below 7 C for defrost initiation

Coil must be above 14 C for defrost termination

Defrost Timer:

All models with TG-IV

Selectable 4, 6, 8 or 12 hour time

All models with TG-V

4 hours (Out-of-range)

6 hours (In-range, setpoint above -9.5 C)

12 hours (In-range, setpoint below -9.5 C)

Setting adjustable through guarded access in controller software

Terminates defrost 30 to 45 minutes after initiation

All models with TG-VI

4 hours (Out-of-range)

Setting adjustable through guarded access in controller software

Terminates defrost 30 to 45 minutes after initiation

All models with μ P-IV, μ P-V, μ P-VI or SR-2

4 hours (Out-of-range)

6 hours (In-range)

Setting adjustable through guarded access in controller software

Terminates defrost 30 to 45 minutes after initiation

Defrost Air Switch*** Setting:

SB-III (Except SB-III SR)

25.4 +/- 1.3 mm H₂O

SB-III SR

28.0 +/- 1.0 mm H₂O

ECT Remote Evaporator****

8.9 +/- 1.3 mm H₂O

SMX and SMX-II

22.9 +/- 1.3 mm H₂O

*SLX units don't have heater bras as standard.

** Electric heater strips are not available on SL-100, SL-100e, SL-200 and SL-200e models.

*** A defrost air switch is not available on the SB-III DE, SB-III TCI, SMX-II TCI or SL models.

**** A defrost air switch is used on ECT remote evaporators with SB-III TC and SMX TCI host units only.

CONTROLLER

Type:

SB-III TC and SMX TCI	Thermoguard V controller (TG-V)
SL-100, SL-100e, SL-200, SL-200e, and SMX-II	Thermoguard VI controller (TG-VI)
SB-III SR, SMX SR and SMX-II SR	Thermoguard μ P-IV controller (μ P-IV)
SB-III DE, SB-III TC, SB-III TCI, SL TCI, SPECTRUM	Thermoguard μ P-IV multi-temp controller (μ P-IV Multi-Temp)
SL and SMX-II TCI	Thermoguard μ P-V controller (μ P-V)
SL-300	Thermoguard μ P-VI controller (μ P-VI)
SL-400 and SL-400e	or Smart Reefer 2 (SR-2) on SL-400e
	Smart Reefer 2 (SR-2)

SLX

Setpoint Range:

TG-IV and TG-V	-28.0 to +28.0 C
TG-VI, μ P-IV, μ P-V, μ P-VI and SR-2	-28.0 to +28.0 C (optional range to \pm 32.0 C)

Digital Temperature Display:

TG-V, TG-VI, μ P-IV, μ P-V, μ P-VI and SR-2	-40.0 to +40.0 C
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Heat Lockout (TG-IV and TG-V Only):

Continuous Run Operation	High Speed Heat locked out below -9.5 +/- 2 C
Cycle-Sentry Operation (Optional Equipment)	All heat locked out below -9.5 +/- 2 C
Electric Standby Operation (Optional Equipment)	All heat locked out below -9.5 +/- 2 C

Fresh/Frozen (FRFZ) Temperature Setting (TG-VI, μ P-IV, μ P-V and μ P-VI Only):

TG-VI Factory Setting	High Speed Heat (or all Heat) locked out below -4 C
μ P-IV, μ P-V, μ P-VI and SR-2 Factory Setting	High Speed Heat (or all Heat) locked out below -4 C, programmable for -4 C or -9 C

ELECTRICAL CONTROL SYSTEM

Voltage:

All models	12.5 Vdc (nominal)
Battery	12 volt, AHr Rating - 92AHrs, 760 Cold Cranking Amps at -18 C

Fusible Link:

All models (Except SL)	18 gauge wire (50 to 55 amperes)
SL	16 gauge wire (100 to 110 amperes)

TG-IV and TG-V Controllers:

Control Circuit Breaker:

SB-III and SMX	30 ampere auto reset
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Throttle Solenoid/Motor Contactor Circuit Breaker:

SB-III and SMX	12 ampere manual reset
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Defrost Circuit:

SMX and SMX TCI with TG-V	10 ampere fuse
SMX with TG-IV	7.5 ampere fuse
SB-III and SB-III TC with TG-V	15 ampere fuse

FCH (7X-CH):

SB-III TC and SMX TCI	15 ampere fuse
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ELECTRICAL CONTROL SYSTEM (CONTINUED)

TG-VI, μ P-IV, μ P-V, μ P-VI and SR-2 Controllers:

2 Circuit:

SB-III, SL, SLe, SMX and SMX-II models 40 ampere fuse

High Speed Solenoid Circuit:

SB-III, SL, SLe, SMX and SMX-II models 15 ampere fuse

8 or 8F Circuit:

SB-III, SL, SLe, SMX and SMX-II models (except SL-400 and SL-400e) 15 ampere fuse

SL-400 and SL-400e models 25 ampere fuse

Damper Circuit:

SMX 10 ampere fuse

SB-III, SL, SLe, and SMX-II models 15 ampere fuse

Remote Evaporator Fan (RFM) Circuit:

DE, TCI and SPECTRUM models (Except SMX TCI) 25 ampere fuse

Other Circuits*:

SB-III, SL, SLe, SMX and SMX-II 2 or 3 ampere fuses

Evaporator Fan Circuit Breaker:

SB-III TC, SL TCI and SPECTRUM SL 30 ampere auto reset

SMX TCI 40 ampere auto reset

Battery Charging Alternator:

All models (Except DE, TC, TCI and SPECTRUM models) 37 ampere brush type (optional: 65 ampere brush type)

DE, TC and TCI and models (Except SL TCI) 65 ampere brush type

SL TCI and SPECTRUM 120 ampere brush type

Voltage Regulator Setting:

All models 13.8 to 14.2 @ 25 C

Alternator/Regulator LED Diode

Used when replacing "Old Style" Integral Regulator 4.7 mFd 50 Vdc

Alternators with "New Style" Remote Regulator

Alternators

Alternator/Output Capacitor

Used to Filter Electrical Interference on "Old Style" 0.5 mFd 100 Vdc

Integral Regulator Alternators

Purge Valve Timer:

SMX TCI 60 +/- 3 seconds

* The alternator field fuse (F15 or F7) must be removed from the relay board for the Bosch alternator.

SLX SR-2 Controller

Fuse	Size	Function
F2	15A	2AB Power
F3	40A	Fuel Sol Pull-In/Starter Circuit
F4	None	No Fuse - all Bosch Alternators
F5	60A	Preheat Circuit (Slow Burn Fuse)
F6	15A	High Speed Circuit
F7	2A	8FP Circuit - CAN Bus
F8	5A	CAN Connector J12
F9	5A	CAN Connector J14
F10	10A	8X Power (Install Fuse in Upper Position)
F11	10A	Electric Clutch (not Used)
F12	5A	CAN Connector J13
F13	2A	8FC Circuit (Remote Lights)
F15	p/s	On/Off Relay
F20	2A	Alternator Sense
F25	7.5A	HPCO Switch Circuit

ELECTRICAL COMPONENTS

Disconnect components from unit circuit to check resistance.

		Current Draw (Amperes) at 12.5 Vdc	Resistance (Ohms)
Starter Motor:			
TK 482, TK 486, se 2.2 and di 2.2*		250 to 375 (cranking) 80 (bench test)	
TK 486V		350 to 475 (cranking)	
Air Heater:			
TK 482, TK 486 and TK 486V	One	89	0.14
Glow Plug:			
se 2.2 and di 2.2	One	7.1	1.8
	All Plugs	28.4	
Fuel Solenoid:			
TK 482, TK 486 and TK 486V	Pull-in	35 to 45	0.2 to 0.3
	Hold-in	0.5 or 1.0	24 to 29
se 2.2 and di 2.2	Hold-in	1.4	8.8
Throttle Solenoid:			
All engines		2.9	4.3
Pilot Solenoid:			
All models		0.7	17
Unloader Solenoid:			
SB-III (Fuelsaver I)		1.2	10.6
Damper Solenoid:			
SB-III DE Small Solenoid		2.9	4.3
Damper Motor:			
SL, SLX, SMX and SMX-II		2.1	6.0
Damper Gear Motor			
SL and SLe (beginning August 2000)		3.1 to 4.2	3.0 to 4.0
SLX		2.5 to 3.1	4.0 to 5.0
Receiver Tank Pressure Solenoid:			
DE, TC, TCI and SPECTRUM models		0.7	17
Liquid Line Solenoid (Front and Rear):			
DE, TC, TCI and SPECTRUM models		1.3	9.6
Hot Gas Bypass Solenoid:			
DE, TC, TCI and SPECTRUM models		1.3	9.6
Remote Hot Gas Solenoid:			
DE, TC, TCI and SPECTRUM models		1.3	9.6
Suction Line Solenoid (Front and Rear):			
DE, TC, TCI and SPECTRUM models		1.3	9.6
Condenser Inlet Solenoid:			
DE, TC, TCI and SPECTRUM models		1.3	9.6
Purge Valve Solenoid:			
DE, TC, TCI and SPECTRUM models		0.9	17.0
Modulation Valve (Option):			
All models (Except DE, TC, TCI and SPECTRUM models)		1.7	7.6
Hot Gas Bypass Valve (Option):			
All models (Except DE, TC, TCI and SPECTRUM models)		1.1	11.1

*Gear reduction type starter.

EVAPORATOR FAN MOTORS

ECT Fan Motor

Number	1
Horsepower	0.17 hp
Voltage	12 Vdc
RPM	1675 RPM
Full Load Amps	13.7 amperes
Locked Rotor Amps	123 amperes

EW Fan Motor

Number	1 or 2
Horsepower	0.07 hp
Voltage	12 Vdc
RPM	2100 to 2200 RPM
Full Load Amps	6.8 amperes

ELT Motorised Centrifugal Impeller

Number	2
Voltage	12 Vdc
RPM	1500 RPM
Full Load Amps	3.75 amperes

TLE Fan Motor

Number	2 or 3
Voltage	12 Vdc
Full Load Amps	7 amperes

SPECTRUM Remote Evaporator Fan Motor

Number	2 or 3
Voltage	12 Vdc
Full Load Amps	7 amperes

ELECTRIC STANDBY

(Model 50 only)

Electric Heater Strips (optional):

SB-III (Except SB-III SR), SL-300, SL-400, SL-400e, SMX and SMX-II)

Number	3
Watts (each)	1000
Resistance (cold and disconnected)	122 ohms

SB-III SR

Number	3
Watts (each)	1000
Resistance (cold and disconnected)	48 ohms

ECT

Number	3
Watts (each)	1000
Resistance (cold and disconnected)	105 ohms

EW

Number	3
Watts (each)	1000
Resistance (cold and disconnected)	105 ohms

Evaporator High Temperature Cutout**:

SB-III (Except SB-III SLE), SB-III TC, SMX and SMX TCI:

Closes	79 +/- 3°C
Opens	52 +/- 3°C

SB-III SLE, SB-III SR, SMX SR and SMX-II:

Opens	66 +/- 3°C
Closes	49 +/- 3°C

Electronic High Temperature Switch:

SB-III SLE, SMX SR:

Opens	54 +/- 3°C
Closes	Below 54°C with power off at least one second

**Electric heater strips are standard on SL-400 and SL-400e models, and not available on SL-100, SL-100e, SL-200 and SL-200e models.*

***Models with a TG-VI, μ P-IV, μ P-V or μ P-VI controller use the evaporator coil sensor to provide evaporator high temperature protection.*

ELECTRIC DRIVE MOTOR

SB-III, SL, SLe, SLX, SMX and SMX-II	230/3/60	460/3/60	190/3/50	380/3/50	400/3/50
Horsepower	14.0	14.0	11.7	11.7	11.7
Kilowatts	10.4	10.4	8.7	8.7	8.7
RPM	1755	1755	1450	1450	1450
Full Load Amps	37.8	18.9	38.0	19.0	19.0
Overload Relay Setting (Amps)	40	20	40	20	20

STANDBY POWER REQUIREMENTS

Supply Circuit Breaker:

All models	70 ampere for 190-230/3/50-60
	40 ampere for 380-460/3/50-60

Extension Cord Size:

190-230/3/50-60: Up to 15 m	10 mm ²
Over 15 m	16 mm ²
380-460/3/50-60: Up to 15 m	6 mm ²
Over 15 m	10 mm ²