

## CARRIER ADVANCE CONTROLLER GUIDELINES

Turn on the Unit: Toggle the switch to the upwards position



## TO SET THE TEMPERATURE

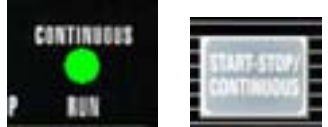
Use the UP and DOWN arrow buttons in the keypad to change the temperature to the desired set point.

Then press the = button to confirm the change in set point. (If you do not press the = button the set point will not be changed.)



## CONTINUOUS CYCLE

Your Unit should always be RUN in CONTINUOUS CYCLE. To Check and make sure CONTINUOUS is on look at the TOP Right of the screen for the word "Continuous" the green button should always be on underneath this word. If it's not on, press the Start-Stop/Continuous button to turn it on. (This should be locked into Continuous, if not Contact Dave Hanshue).




## HOW TO PERFORM A PRETRIP INSPECTION

With the unit running on the main screen press the select button 3 times to obtain the PRETRIP inspection Menu. Then press the = button to start the pretrip.



## MANUAL DEFROST CYCLE

When picking-up shipments in a hot or humid climate, you may need to perform a MANUAL DEFROST of the unit after the freight has been loaded and the doors have been closed.

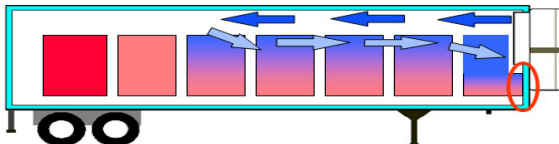
Press the  button to perform a manual defrost. If one is required the unit will say:

**DEFROST CYCLE STARTED**

## RETURN AIR SENSOR

The RETURN AIR sensors are located in the back of the unit behind the metal frame. This is the RETURN AIR for the UNIT and for the QUALCOMM. Make sure that airflow is **NOT blocked** to the return air portion of the unit. Ideally freight should be loaded approximately 2 feet from the front of the TCU.

- **No Bulkhead**
  - Stops air return from floor
  - Warm at back and floor of trailer

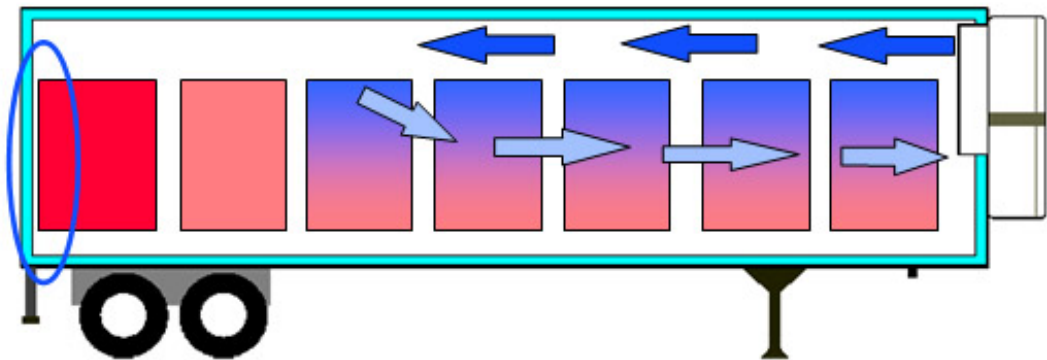


## CHECKING THE LOAD

If there are issues with the cargo hold returning to the correct temperature range check for the following conditions. You may need the shipper to reconfigure how the freight is loaded or just wait for the cargo hold to return to temperature if freight is warm and can not be cooled.

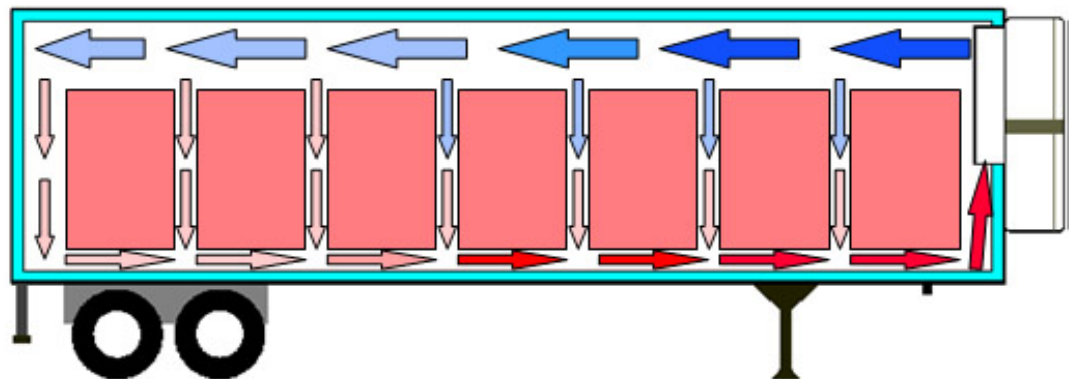
### 1. Datalogger probes in the back of the cargo-hold are reading too warm.

- **Tight to back door**
  - No flow to back and limited to bottom of trailer
  - Back is hot



### 2. Trouble Returning to Temperature

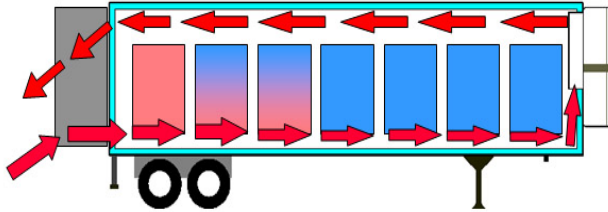
- **To many Btu's of heat to remove**
  - Unit designed to maintain temperature, not change it



### 3. Heat Sources

- **Door openings**

- Blow cold air out
- Pull warm air in



- **Trailer air leaks**

- Rear door seal leaks
- Floor drains
- Defrost drains



Pavement (blacktop) and Warm Air may also hinder the return to temperature. A TCU operates best when in motion.

#### 4. You can also check for:

- a. Damage to the Chute or Chute Obstruction. (Report to Panther)
- b. Debris caught in the return air portion of the TCU (Shrink wrap and other items may be torn off and sucked into the TCU – look in the unit [while off] to check for this issue. Report to Panther).
- c. If a defrost cycle is too long the damper door or valve may be stuck – maintenance should be called in these cases. (Report to Panther)

## MECHANICAL ISSUES

If you are under a load and have any Mechanical Issues with the TCU that can not be resolved by following any of the guidelines above call OPERATIONS immediately to report.

Operations will look for the closest vendor that has the ability to fix your unit and may send a mobile repair unit or instruct you where to go.

Always check the datalogger to note the exact temperature of the Cargo-Hold. This unit is independent of the TCU and will not fall under the same mechanical issues.

If you are NOT on a shipment and notice mechanical issues call the Asset Manager at extension 3759. He will make arrangements to get you into a service center.

To Operate the Datalogger Please Consult the Datalogger Operational Guide

For more specific questions please call Williams Carrier at 330.659.3084

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