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Laval, Québec, Canada
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Contractor_____**Branch**_____

Compressor Model_____

Compressor Serial _____

Date of Installation (mm/dd/yy) _____

Unit Type **Split____ Package____ V.A.V.____ Multi-Zone____**

Application **A/C____ Medium____ Low Temp____**

Job #_____

Compressor #_____

Compressor Start-up Report

<u>Warning</u>: Failure to follow these instructions could lead to compressor failure & automatically voids your warranty.

***This form must be completed properly and returned to **G&S Hermétique Inc.** , failure to do this will cancel the warranty. ***

Crack the suction service valve and keep a sharp look for possible liquid refrigerant or oil trapped in the suction line. Make sure that the oil level doesn't exceed half the sight glass. Remove any excess oil if necessary. Should the compressor begin to shake, vibrate and/or if you hear a knocking sound, front seat the suction service valve until the vibration and noise are gone. **Use extreme caution while back seating the suction service valve.**

Take Voltage and Amperage Readings at the Contactor(s)

Compressor Contactor Voltage

Maximum Unbalance (2%)

	Contactor #1	Contactor #2
L_1-L_2	_____	_____
L_1-L_3	_____	_____
L_2-L_3	_____	_____

Compressor Contactor Amperage

Maximum Unbalance (10%)

	Conatactor #1	Contactor #2
L_1	_____	_____
L_2	_____	_____
L_3	_____	_____

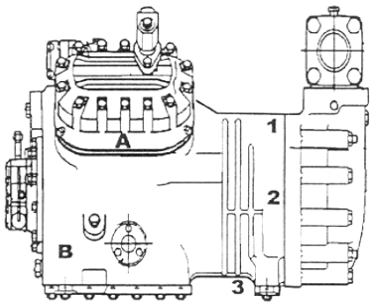
Pressures & Temperatures (Semi)

Outdoor Temp	_____F
Liquid Line Temp	_____F
Discharge Line Temp	_____F
Suction Line Temp	_____F
Motor Temp (**1**) Top	_____F
(**2**) Center	_____F
(**3**) Bottom	_____F
(**A**) Head Temp	_____F
(**B**) Crankcase Temp	_____F
Discharge Pressure	_____psig
Suction Pressure	_____psig
Oil Pressure	_____psig

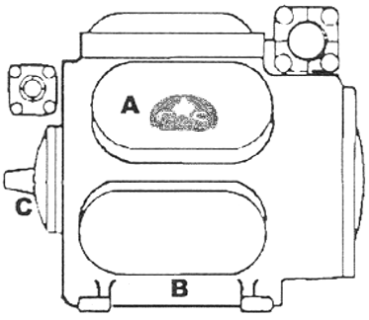
Pressures & Temperatures (Open)

Outdoor Temp	_____F
Liquid Line Temp	_____F
Discharge Line Temp	_____F
Suction Line Temp	_____F
(**A**) Head Temperature	_____F
(**B**) Crankcase Temperature	_____F
(**C**) Shaft Seal Temperature	_____F
Discharge Pressure	_____psig
Suction Pressure	_____psig
Oil Pressure	_____psig

<u>Note</u>: *Please verify alignement and system operation, broken crankshafts are not warranted since they clearly indicate a serious system problem.*



Semi-Hermetic Compressor



Open Type Compressor

System Piping Information

Has the TXV been replaced? Yes____ No____ Why?_____

Is there a discharge line check-valve? Yes____ No____

What type of condenser? Air cooled____ Water cooled____

What type of evaporator? Direct Expansion____ Chiller____

Length of suction line? _____ft Insulated? Yes____ No____

Is there a pump down solenoid? Yes____ No____

Electrical Information

Is there an anti-cycling timer? Yes____ No____ Duration?____minutes

What is the condition of the contactors? -Pitted? Yes____ No____

-Discolored? Yes____ No____

-Clean? Yes____ No____

Is there a crankcase heater? Yes____ No____ It draws _____amps

Controls

Low Pressure Control: Opens_____psig Closes_____

High Pressure Control: Opens_____psig

Oil Failure Ctl Trip Tested? Yes____ No____

NOTE: H.P. limit not to exceed 350psig due to internal relief valve.

Refrigerant Type_____

****Important****

Superheat(s) at the TXV Bulb(s)

Valve #1:_____F	Valve #4:_____F
Valve #2:_____F	Valve #5:_____F
Valve #3:_____F	Valve #6:_____F

Autograph your work with pride

Full name (print):_____

Signature: _____