TRANE AIR CONDITIONING

FILE INFORMATION:
DIVISION TAB-TRANE REFRIGERATION PRODUCTS
PRODUCT TAB-RECIPROCATING COMPRESSOR-CONDENSER UNITS
MODEL TAB-Hermetic M-R
LITERATURE ITEM-GENERAL SERVICE BULLETIN

LITERATURE FILE NO.

HCOM-SB-3A

GENERAL SERVICE BULLETIN

7/1/81
Supersedes HCOM-SB-3
Dated 11/14/75

SUBJECT: MODEL "M" COMPRESSOR, MOTOR STATOR PIN DESIGN CHANGE

INTRODUCTION

In 1975, the motor stator pin and locating holes on the new Model "M" compressor motor stator and housing were redesigned for increased reliability. The design change was incorporated on all "B" and later design sequence compressors.

DISCUSSION

Since La Crosse supplies only motors of the new design, any motor changeout on all "A" design compressors requires a motor housing modification and a new stator pin. See Table 1 for model numbers of the new and old style housing.

The original "A" design compressor used a motor stator pin (PIN-85) and access plug (PLU-97) as shown in Figure 1 and Figure 3.

The "B-C & D" design Model M use motor stator pin (SCR-557) also as shown on Figure 1 and Figure 2.

The "B-C & D" design have a single piece threaded stator pin, compared to a two piece stator pin found on "A" design Model "M" compressors.

CORRECTIVE ACTION

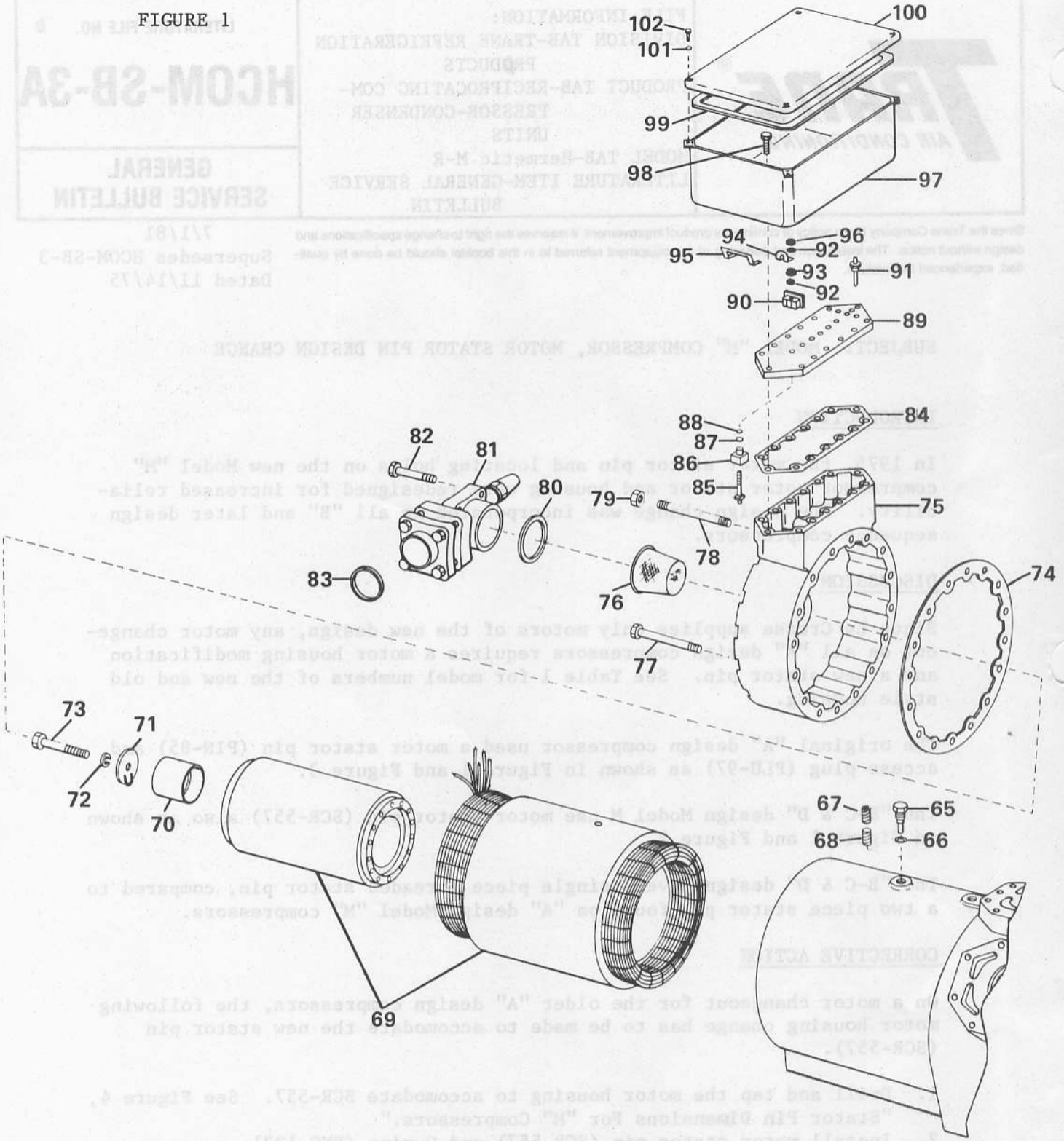
On a motor changeout for the older "A" design compressors, the following motor housing change has to be made to accomodate the new stator pin (SCR-557).

1. Drill and tap the motor housing to accomodate SCR-557. See Figure 4, "Stator Pin Dimensions For "M" Compressors."
2. Install motor stator pin (SCR-557) and O-ring (RNG-133).

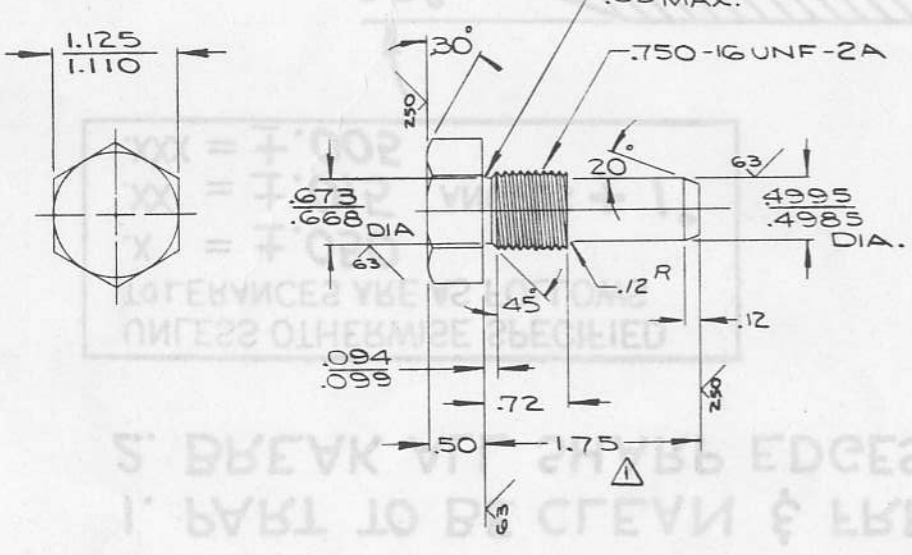
PARTS ORDERING INFORMATION

Order B,C & D design stator pin, SCR-557 and O-ring, RNG-133.

FIGURE 1



REF. NO.	PART NAME AND DESCRIPTION	PART NO.	QUANTITY REQUIRED			
			3 CYL.	4 CYL.	5 CYL.	6 CYL.
65	Screw-Motor Mounting ----------	SCR-557	1	1	1	1
66	"O" Ring-Motor Mounting ----------	RNG-133	1	1	1	1
67	Plug-Access, Motor Mounting ----------	PLU-97	1	1	1	1
68	Dowel-Motor Mounting ----------	PIN-85	1	1	1	1
69	Motor-Hermetic ----------	****	1	1	1	1
70	Spacer-Motor (5 Cylinder Only) ----------	SPC-80	-	-	-	-
71	Washer-Retaining, Rotor to Crankshaft -----	WAS-314	1	1	1	1



NOTES:

1. BREAK ALL SHARP EDGES .015 R. MAX. OR .015 X 45° MAX.
2. HEAT TREATMENT Rc 35-40 AUSTENITIZE @ A TEMPERATURE OF 1550°F FOR 30 MIN IN A NEUTRAL FURNACE ATMOSPHERE QUENCH IN OIL & TEMPER FOR 1-HOUR @ 800° F TO OBTAIN HARDNESS.
3.

UNLESS OTHERWISE SPECIFIED TOLERANCES ARE AS FOLLOWS	
.X = ±.050	
.XX = ±.015	ANGLES ± 2°
.XXX = ±.005	

FIGURE 2

NOTES:

1. PART TO BE CLEAN & FREE FROM ALL FOREIGN MATERIAL.
2. BREAK ALL SHARP EDGES .010 R OR .010 X 45°.

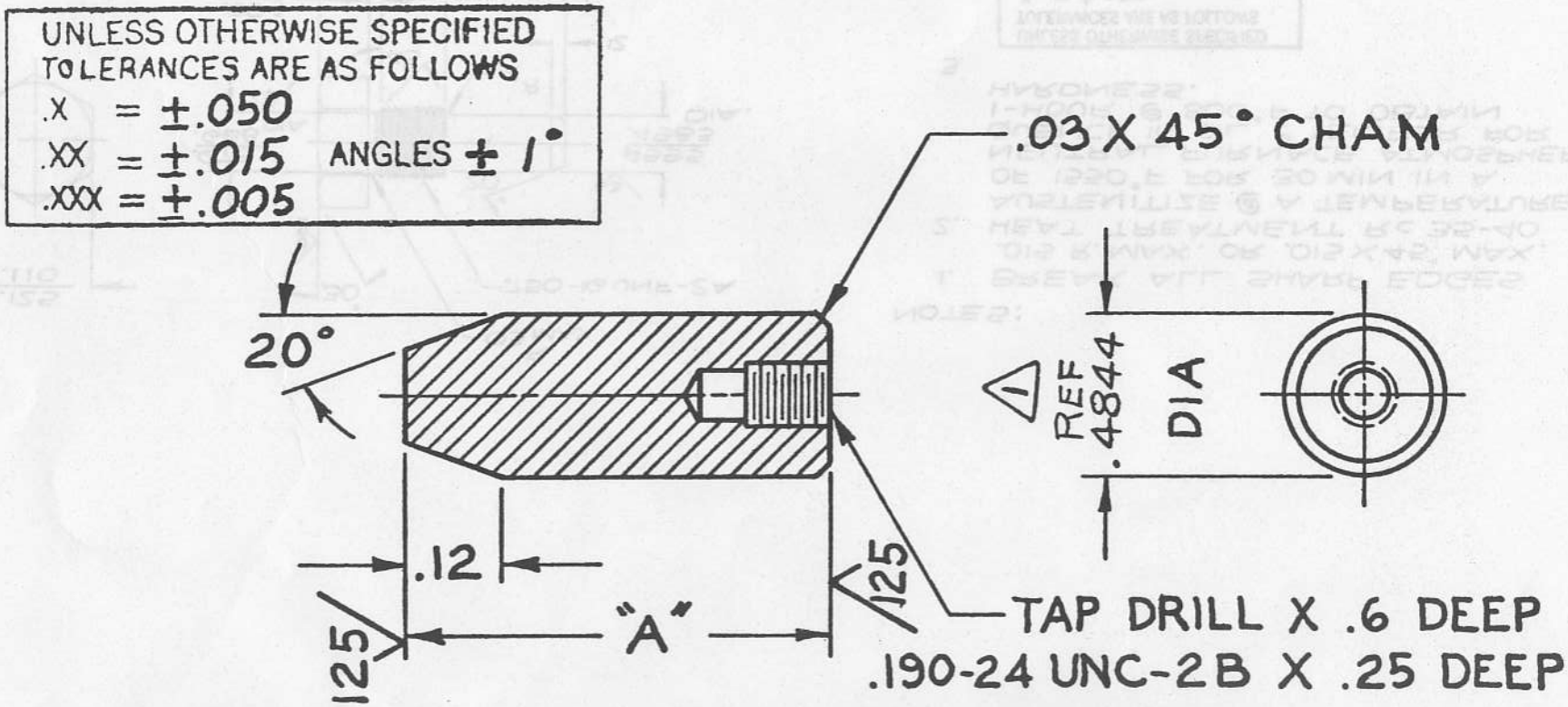


FIGURE 3

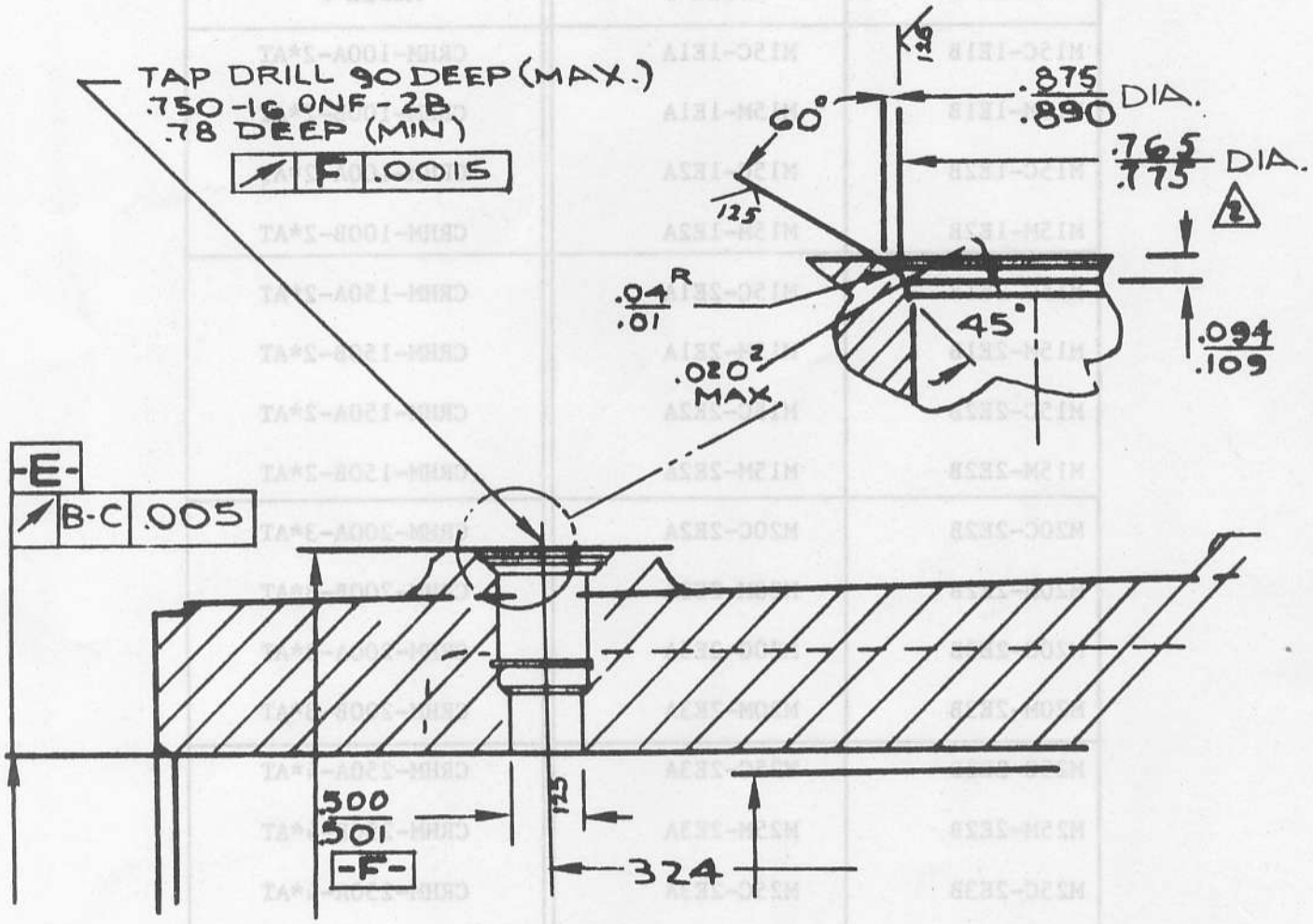

TAP DRILL 90 DEEP (MAX.)
.750-16 ONF-2B
.78 DEEP (MIN)
F .0015
.125
.875
.890 DIA.
60°
.765
.775 DIA.
125
.04 R
.01
45°
.094
.109
.020 MAX
-E-
B-C .005
.500
.501
-F-
.125
324

FIGURE 4

TABLE 1 - MODEL "M" COMPRESSORS

OLD MODELS		NEW MODEL REPL.*
230V Control	115V Control	115V Control
MODEL #	MODEL #	MODEL #
M15C-1E1B	M15C-1E1A	CRHM-100A-2*AT
M15M-1E1B	M15M-1E1A	CRHM-100B-2*AT
M15C-1E2B	M15C-1E2A	CRHM-100A-2*AT
M15M-1E2B	M15M-1E2A	CRHM-100B-2*AT
M15C-2E1B	M15C-2E1A	CRHM-150A-2*AT
M15M-2E1B	M15M-2E1A	CRHM-150B-2*AT
M15C-2E2B	M15C-2E2A	CRHM-150A-2*AT
M15M-2E2B	M15M-2E2A	CRHM-150B-2*AT
M20C-2E2B	M20C-2E2A	CRHM-200A-3*AT
M20M-2E2B	M20M-2E2A	CRHM-200B-3*AT
M20C-2E3B	M20C-2E3A	CRHM-200A-3*AT
M20M-2E3B	M20M-2E3A	CRHM-200B-3*AT
M25C-2E2B	M25C-2E3A	CRHM-250A-4*AT
M25M-2E2B	M25M-2E3A	CRHM-250B-4*AT
M25C-2E3B	M25C-2E3A	CRHM-250A-4*AT
M25M-2E3B	M25M-2E3A	CRHM-250B-4*AT
M30C-2E3B	M30C-2E2A	CRHM-300A-4*AT
M30M-2E3B	M30M-2E2A	CRHM-300B-4*AT
M30C-2E4B	M30C-2E4A	CRHM-300A-4*AT
M30M-2E4B	M30M-2E4A	CRHM-300B-4*AT

* Design sequence is not shown. Latest design sequence will be furnished.