



Teläir

AIR CONDITIONER

Split BIPOWER



Split BIPOWER 7000

*MANUAL FOR INSTALLATION
AND USER MANUAL*

GB

ENGLISH

V001 - June 2005



Via E. Majorana , 49 48022 Lugo (RA) ITALY

CE STATEMENT OF COMPLIANCE

Under the EEC Machine Directive 89/392, attachment II A

We hereby declare that the air conditioner, the data of which are provided below, has been designed and built to comply with the essential requirements in terms of safety and health laid down by the European Directive on Machine Safety.

This statement shall fail to be valid should any changes be made to the machine without our approval in writing.

Machine: AIR CONDITIONER

Model: SPLIT BIPOWER 7000

Serial Number

Directive of reference:

Machine Directive (89/392/EEC) in the 91/31/EEC version.

Low Voltage Directive (73/23/EEC).

Electromagnetic compatibility (89/336/EEC) in the 93/31/EEC version.

Harmonized standards applied, especially: EN 292-1; EN 292-2; EN 60204-1.

DATEJanuary 3rd, 2004

THE CHAIRMAN

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1 FOREWORD



MANUAL

Read this manual carefully before carrying out any kind of operation on the air conditioner.

1.1. Purpose and scope of application of this manual

This manual has been drawn up by the Manufacturer in order to provide the essential information and instruction needed to carry out every maintenance and use operation on the air conditioner in a proper and safe manner.

It is an integral part of the equipment of the air conditioner, and must be kept carefully throughout its lifetime and protected against any agent which might deteriorate it. It must follow the air conditioner if this is reinstalled on another vehicle or if there is a change of property.

The information contained in this manual is addressed to the staff which must install the air conditioner, and to all those involved in maintenance and use.

This manual lays down the purpose for which the machine was built and contains all the information needed to ensure its safe and proper use.

Constant compliance with the instructions contained in it ensure the safety of the user, economy of use and longer machine life.

In order to make it easier to consult, it has been subdivided into sections which identify the main ideas; to consult it quickly, refer to the table of contents.

The parts of the text which must not be ignored are highlighted in bold type and preceded by symbols which are explained below.

We strongly suggest reading the contents of this manual and of the documents of reference carefully: this is the only way to ensure proper operation of the air conditioner through time, its reliability and the prevention of any damage to people or things.

Note: the information provided here was correct at the time of going to press, but may be modified at any time without prior notice.

1.2 Symbols and definitions



DANGER

This means you must be careful to avoid serious consequences which could lead to the death or injury of people.



WARNING

This means a situation which could take place within the lifetime of a product, system or installation considered to be hazardous in terms of injury to people, damage to property or to the environment or financial loss.



CAUTION

This means you must pay attention in order to incur serious consequences which could lead to damage to material goods, such as resources or the product.



INFORMATION

This refers to information which is especially important.

Drawings and photos are provided by way of example only. Although the machine you actually have may differ from the illustration in this manual, its safety and the information provided for are guaranteed.

The manufacturer, in order to pursue a policy of constant development and updating of the product, may make changes without giving prior notice.

1.3 General information

Every **SPLIT LINE** air conditioner consists of two separate units:

- 1) **CONDENSER UNIT** which can be installed outside the vehicle, inside the double bottom, inside the garage or a bench or a cabinet. The purpose of this unit is to drive out hot air.



- 2) **EVAPORATOR UNIT** (or AERATOR) which must be installed on the roof of the vehicle in the place of a porthole (40 x 40 cm) or else on an opening of the same size made on an area of your choice on the roof itself. It has the purpose of cooling the air inside the vehicle.



Both units are connected to each other by two very thin hoses (6 and 10 mm). The hoses are connected to the units by quick coupling joints (which do not require any special tool).



All the **SPLIT BIPOWER** air conditioners have been designed for **230 Volt AC** and **12 Volt DC** feeding.

WARNING *The 230 Volt feeder takes priority; when you connect the SPLIT BIPOWER air conditioner to a power source, the battery disconnects automatically.*

2 AIR CONDITIONER IDENTIFICATION

2.1 Components (Fig. 1)

- A) 1 CONDENSER UNIT
- B) 4 SILENT BLOCKS
- C) 1 SUCTION CONVEYOR
- D) 1 EXTENSION 6 m TUBE D. 6 mm
- E) 1 EXTENSION 6 m TUBE D. 10 mm
- F) 1 EXTENSION CONTROL CABLE
- G) 1 EVAPORATOR UNIT
- H) 1 COLD AIR CONVEYOR
- I) 1 DIFFUSER WITH CONTROLS

2.2 ID plate

- 1 Model
- 2 Machine code
- 3 Serial number
- 4 Compressor and fan consumption
- 5 Type and quantity of refrigerating gas

① **SPLIT BIPOWER 7000**

② CODE : xxxxxx S.N. xxxxxxxxxxxx ③
 Refrigerating yeld : 1,85 kW
 Voltage : .. 12 Vdc e 230 V a.c./50Hz
 Inlet Power : 650-920 W ④
 Gas gr. 450 R134A ⑤

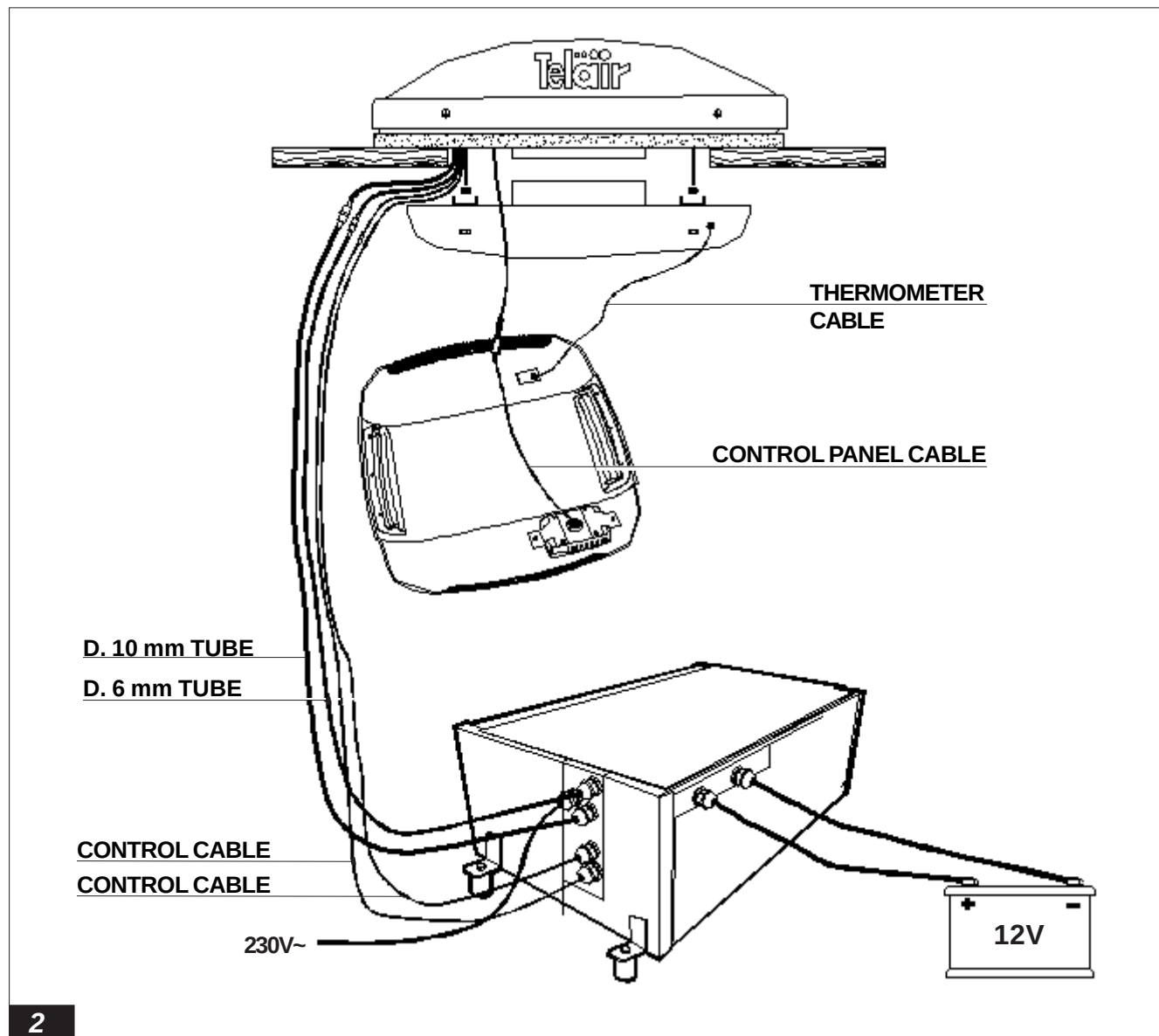


2.3 Technical features

SPLIT BIPOWER 7000

Refrigerating power	1.85 kW / 6500 BTU
Number of fan speeds	2 + auto
Feeding	12 VDC - 230 V 50 Hz
Consumption	54A/12V 4,0A/230 V
Absorbed power	650-920 W
Refrigerating gas	R 134 A
Air supply	300 m³/h
Diffuser height	7 cm

2.4 Connection diagram (Fig. 2)



3 TRANSPORT, HANDLING, STORAGE

4 INSTALLATION

3.1 Storage

During transport, the air conditioner is protected by a suitable carton packaging. The air conditioner must be stored in a horizontal position, in a covered, dry and ventilated environment.

The package is made to allow up to five (5) condensing parts and up to five (5) evaporating parts to be stacked.

 **CAUTION** *Do not turn the package upside down. The right position is shown by the symbol stamped on the package (↑).*

 **DANGER** *Stacking a larger number of items than the number specified above, complete with their packaging, is dangerous not only for the integrity of the equipment, but is also hazardous for people.*

3.2 Weight

Weight not including packaging.

SPLIT BIPOWER 7000

26 kg for the condensing part

9 kg for the evaporating part

3.3 Handling

The air conditioners, complete with their packaging, can be handled using ordinary hoisting and transport means.

The boxes are fitted with spacers which allow you to introduce transpallet forks.

 **DANGER** *When hoisting and transporting, comply with accident prevention and safety rules. Use hoisting and transport equipment with a capacity greater than the load to be hoisted.*

4.1 Preliminary information

 **INFORMATION** *Before installing the air conditioner, you must by all means read these instructions in order not to make any mistake while installing.*

 **WARNING** *Improper installation of the air conditioners may lead to irreparable damage to the equipment and compromise the safety of the user.*

Should the air conditioners be installed in a manner which does not comply with the instructions of this manual, the Manufacturer shall not be held liable for any failure or for the safety of the air conditioner, according to the law DM 89/392/EEC. The Manufacturer shall also not be liable, in such a case, for any damage to things or injury to people.

 **DANGER** *Installation must be performed only by qualified and properly trained staff.*

4.2 Installation

 **WARNING** *Before installing, you must cut off all the power supply to the vehicle.*

- Battery positive pole
- Generator unit (if any)
- Outside power source.

 **DANGER** *to comply with the above instructions may lead to electrical discharge.*

 **DANGER** *Before getting onto the roof of the vehicle, make sure it is strong enough to be walked on. Check with the provider of the vehicle. Should it not be strong enough, you must set up a special trestle with scaffolding.*

4.3 Installing the condenser unit

When you install the condenser unit, remember it must always communicate towards the outside via at least two openings **Fig. 3 Ref. (1) and (2)**.

In fact, the condenser unit sucks air in from the outside via the opening **Fig. 3 Ref. (1)**, then – after having used it to cool the condenser inside – it again drives the heated air out via the opening **Fig. 3 Ref. (2)**.

Two kinds of installations can be made:

4.3.1 “A” type installation

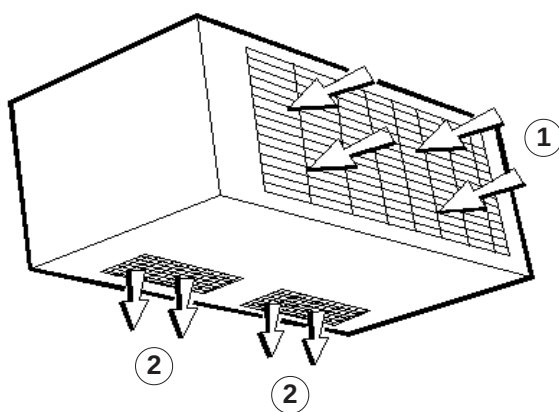
The condenser unit sucks in the outside air from the side and drives the hot air out towards the bottom.

4.3.2 “B” type installation

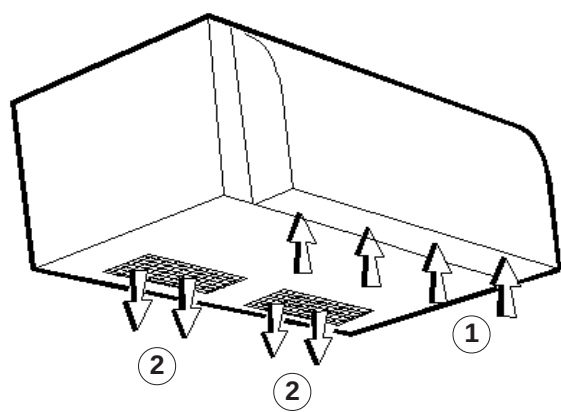
The condenser unit sucks in the outside air from the bottom and drives the hot air out towards the bottom too. This kind of installation calls for greater attention, since it is of the utmost importance that the hot air which is driven out is not sucked back in via the opening **Fig. 3 Ref. (1)**, as this would diminish the efficiency of the conditioner.

Should the condenser unit be installed outside the vehicle, do not place the air inlet hole against a wall which could limit the passage of air. If the unit is too close to the ground (less than 40 cm), the hot air – driven out from **Fig. 3 Ref. (2)** – as it springs back from the ground could be sucked in again by the opening **Fig. 3 Ref. (1)**.

“A” type installation



“B” type installation



1 Outside cool air inlet
2 Hot air outlet

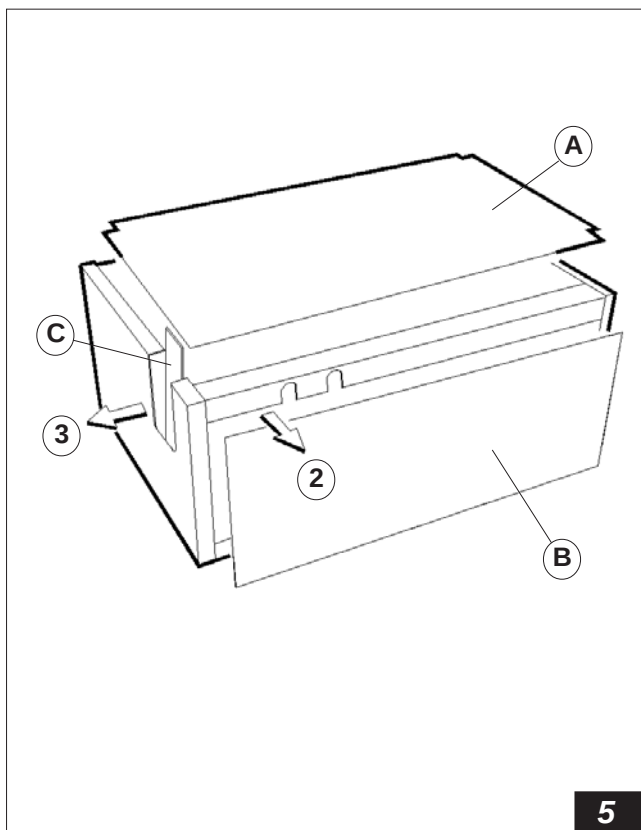
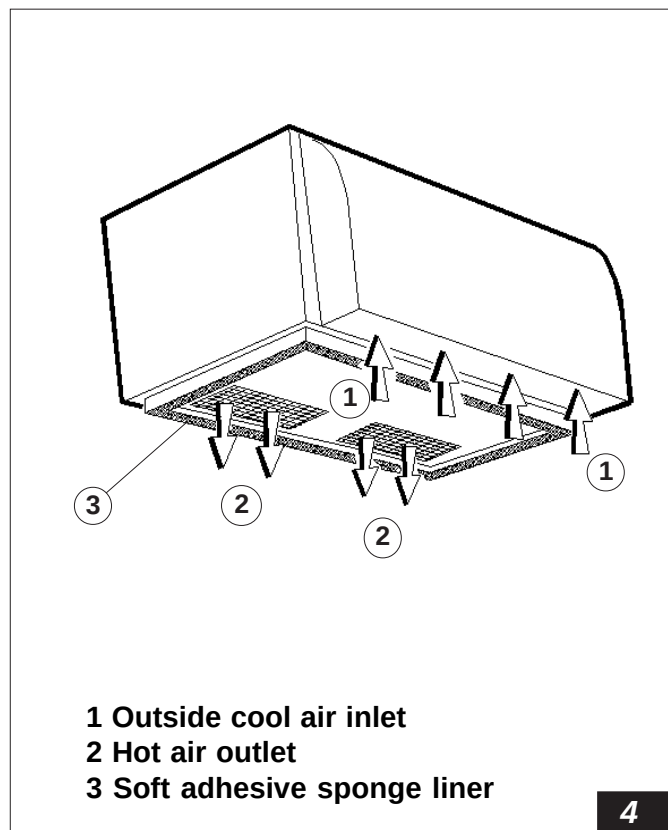
If you install the condenser unit inside the vehicle, you must be careful to keep the flow of the sucked in outside air separate from that of the hot air driven out, and also prevent the expelled hot air from getting inside the vehicle.

To separate the two air flows, use a soft sponge adhesive liner **Fig. 4 Ref. (3)**, placing it against the floor, in order to prevent the hot air coming out from **Fig. 4 Ref. (2)** from being sucked in through the opening **Fig. 4 Ref. (1)**.

After having prepared the area of installation of the condenser unit, you should connect the gas pipes and the extension cables, before finally fastening the unit in place.

The metal container has been set up so as to let both gas pipes, the 2 extension cables and the 230 Volt feeding cable of the air conditioner out on 2 directions: on the long side **Fig. 5 Ref. (2)** and on the short side **Fig. 5 Ref. (3)**.

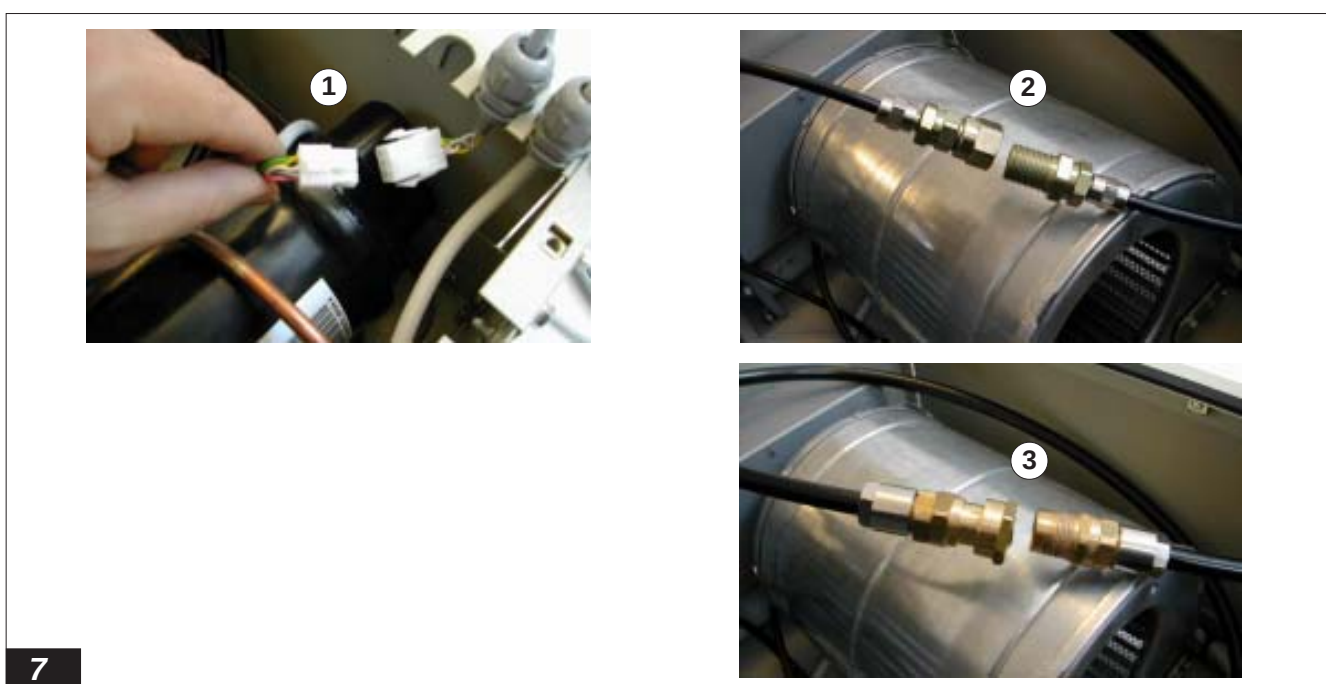
After having chosen the best position, first take off the lid **Fig. 5 Ref. (A)** in order to access the inside of the condenser unit and then take off one of the other two lids: **Fig. 5 Ref. (B)**, if you have chosen the outlet on the long side **Fig. 5 Ref. (2)**, **Fig. 5 Ref. (C)** if you chosen the outlet on the short side **Fig. 5 Ref. (3)**.



The extension cables and pipes are provided with a through bush **Fig. 6 Ref. (1)** which must be fitted into each of the sockets **Fig. 6 Ref. (2)** and then locked in place via the nut **Fig. 6 Ref. (3)**.

Connect the extension cable to the relevant connector of the condenser unit, **Fig. 7 Ref. (1)**.

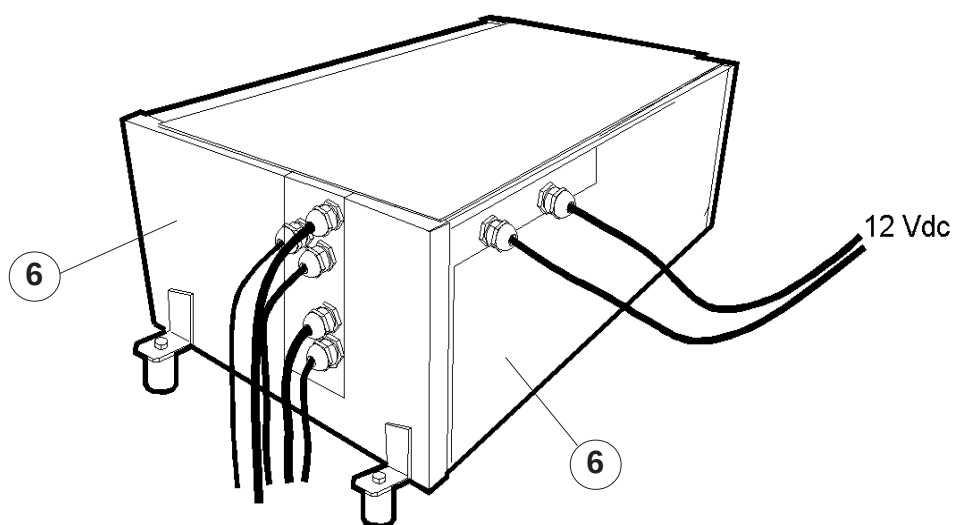
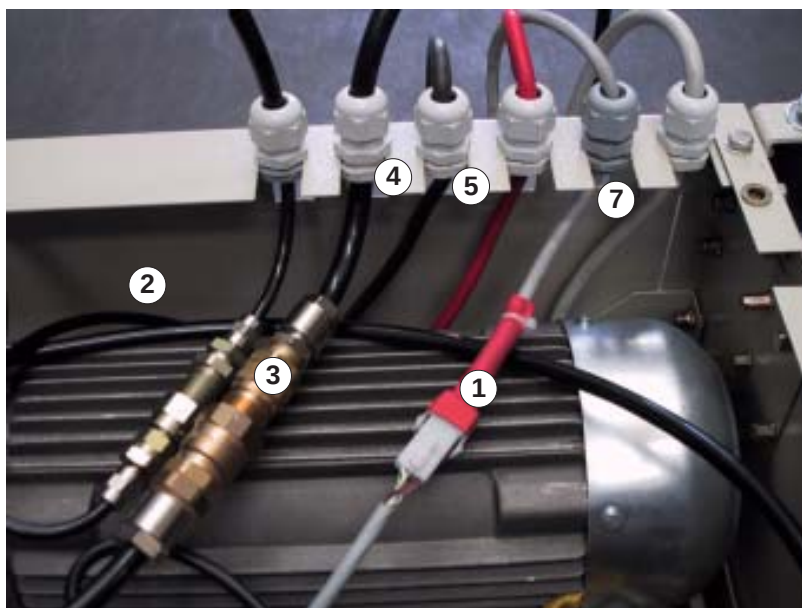
Connect both pipes of the refrigerating gas to the relevant quick couplings, screwing all the way down using two wrenches **Fig. 7 Ref. (2)** and **(3)**.



Fit the through bushes into the socket and lock them in place using the plastic nuts provided with the supply.

Let the **230 Volt** supply cable out locking the through bush in place on the steel plate socket **Fig. 8 Ref. (7)**. Put the lids back on, fastening them carefully **Fig. 8 Ref. (6)**.

Insert the red and black **12 Volt** feeder cables **Fig. 8 Ref. (4)** and **(5)** into the two through bushes and fasten them on the connector provided with the equipment. Now collect the connector to the inside one.

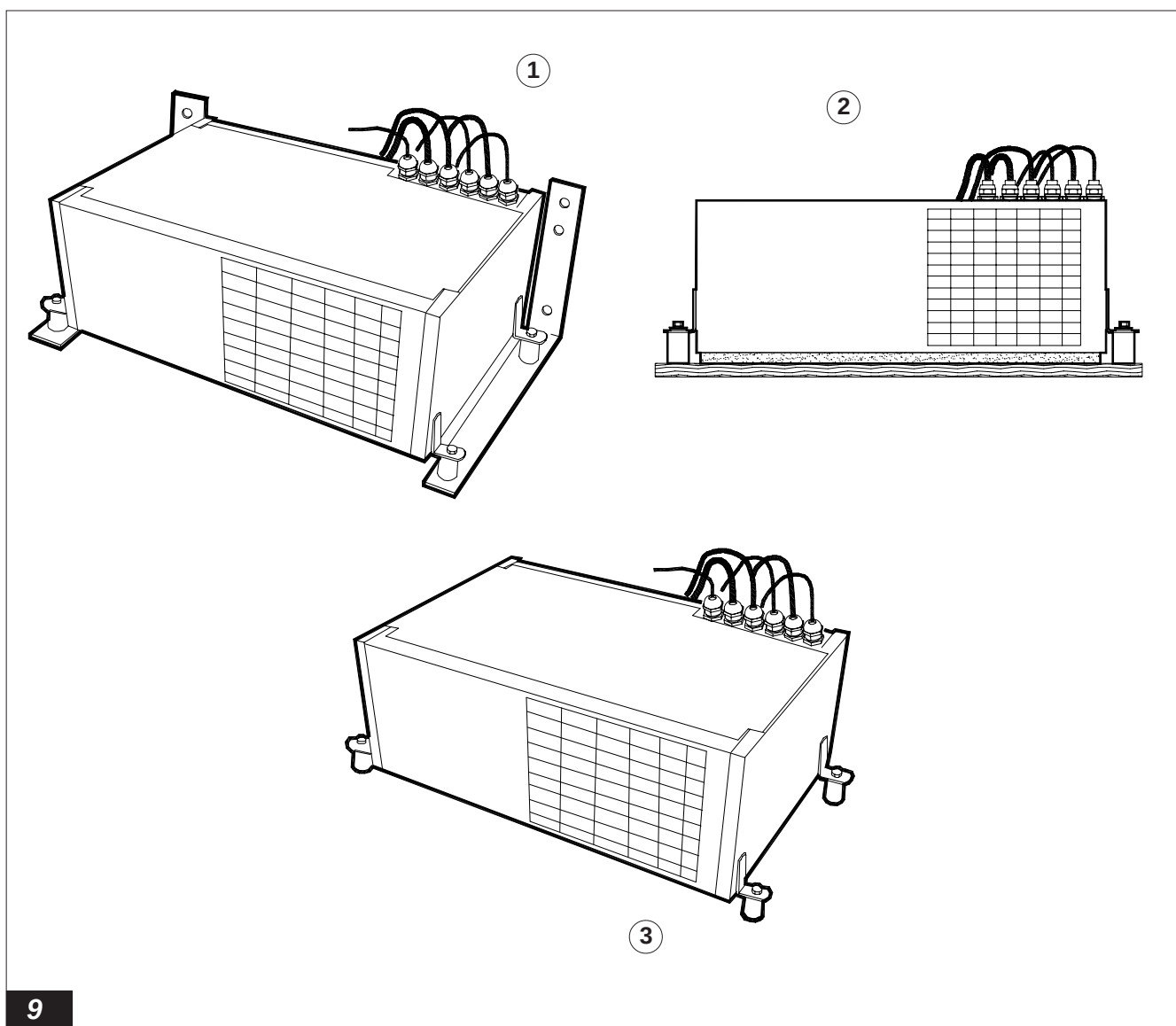


4.4 How to fasten the condenser unit

The condenser unit may be installed either suspended on two brackets (not provided with the supply) on the outside of the vehicle **Fig. 9 Ref. (1)**, or resting on the floor on the inside **Fig. 9 Ref. (2)**.

Every conditioner comes provided with 4 L-shaped brackets and 4 silent-blocks **Fig. 9 Ref. (3)**.

In order to avoid transmitting any vibrations from the condenser unit to the floor, it is important to fasten the unit onto the silent-blocks.



5 INSTALLING THE EVAPORATING (AERATOR) UNIT

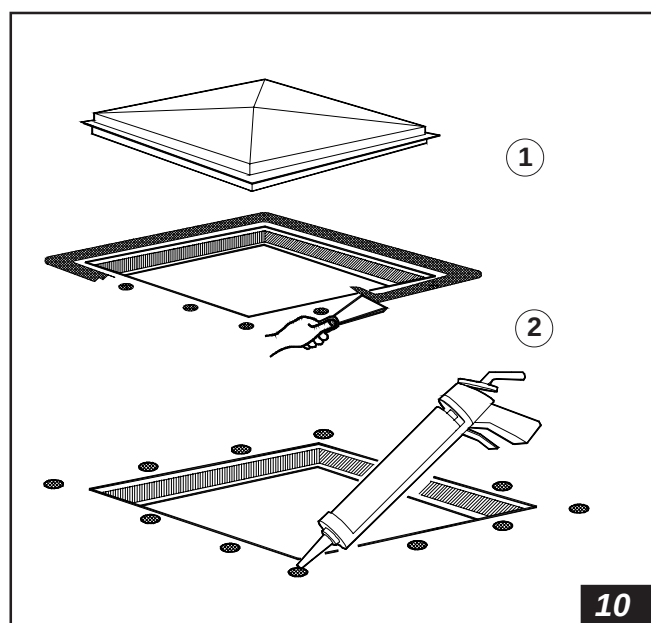
The evaporator unit may be installed in either of two ways:

- using the ventilation holes (ventilation portholes) already present on the vehicle.
- opening a new hole.

5.1 Using the ventilation port

This solution can be applied on condition that the porthole measures 395x395 mm. First remove the porthole after having taken out the screws which fasten it to the roof of the vehicle. Scrape away all the sealing material located around the opening **Fig. 10 Ref. (1)** and suitable close the holes of the screws and the joint lines using silicone or putty of a kind easily available in specialized shops **Fig. 10 Ref. (2)**.

INFORMATION Every kind of scrap, glue, silicon, liners and so on should not be disposed of within the environment, but should be put in special containers and delivered to Collection and Disposal Centres.

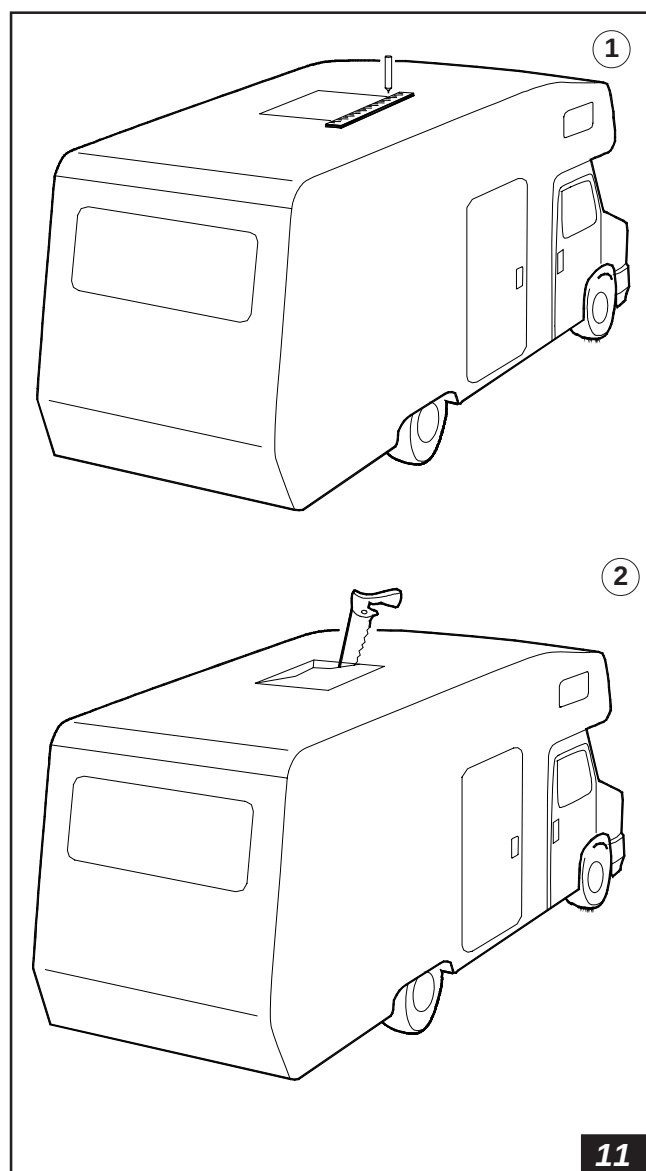


5.2 Opening a new hole

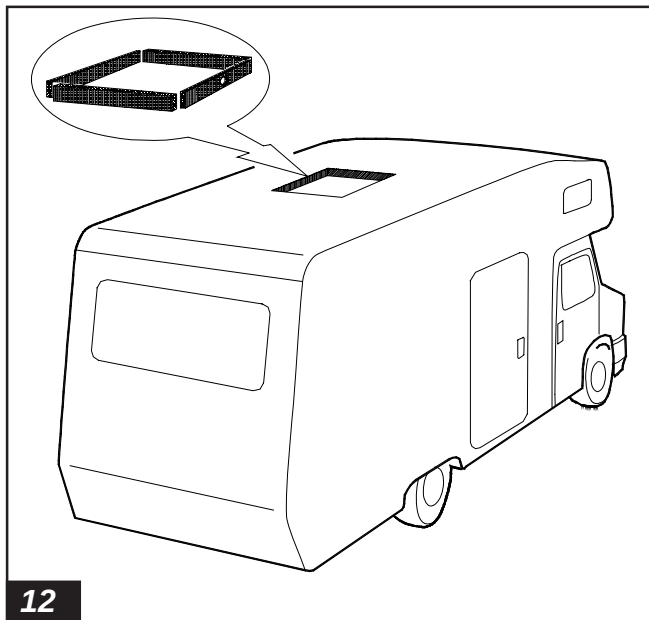
On the roof, chose an central area between two stanchions and use a felt pen to mark off a square measuring 395 mm on each side **Fig. 11 Ref. (1)**. Use a small saw to carefully cut the opening on the roof. Be careful not to cut any electric wires **Fig. 10 Ref. (2)**.



CAUTION Wear goggles and safety gloves before using any electrical tools or manual saws.



Place a reinforcing frame (**Fig. 12**) along the profile of the opening; if necessary, drill a hole on the side to let through the power cables and refrigerating gas pipes.

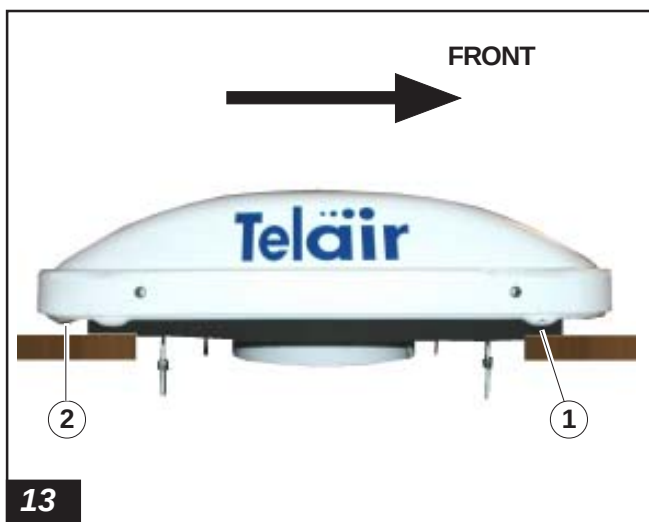


5.3 Positioning the evaporating unit

Before positioning the evaporating unit on the roof of the vehicle, you must spread a proper amount of slow-drying sealant around the edges of the opening.

Put the evaporating unit onto the roof of the vehicle and place it over the opening, previously treated with the sealant. Make sure that the side holes (which are on the bottom) **Fig. 13 Ref. (1)** face the driving direction of the vehicle, while the rear holes **Fig. 13 Ref. (2)** face the rear of the vehicle.

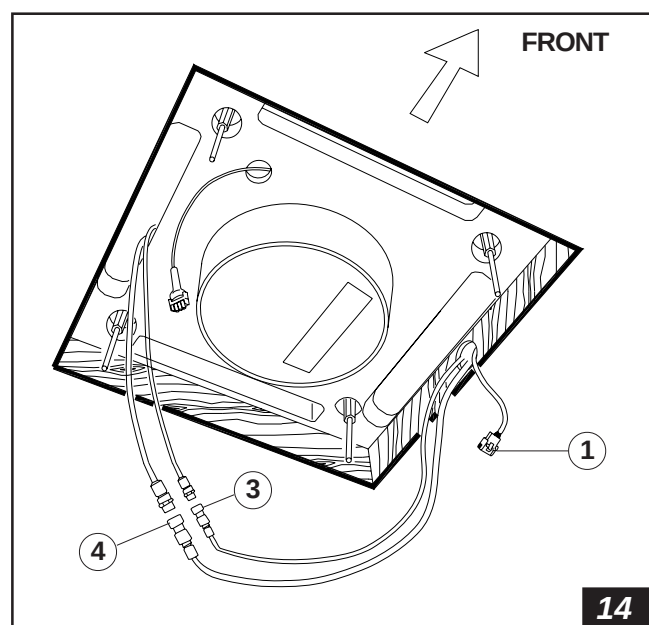
The arrow on **Fig. 13** shows the driving direction of the vehicle



INFORMATION Place the outside unit on the roof as shown on the figure and centre it over the 39,5 x 39,5 cm hole.

Connect the cable coming from the condensing unit to the relevant cable on the control panel.

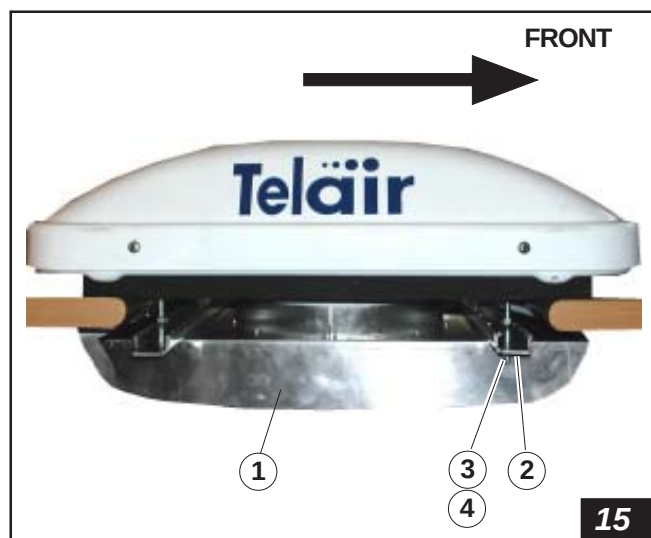
Connect both hoses, screwing the two quick couplings all the way down using a wrench. First connect the smaller tube (6 mm) **Fig. 14 Ref. (3)** then the larger one (10 mm) **Fig. 14 Ref. (4)**. Cover the large tube and the coupling with anti-condensation material.



Introduce the aluminium air conveyor **Fig. 15 Ref. (1)** into the plastic tube of the evaporator and push it down until the 2 fastening brackets **Fig. 15 Ref. (2)** to the roof of the vehicle, leading the 4 fastening screws out of the holes **Fig. 15 Ref. (3)**.

Note: The air conveyor has been designed to be installed on vehicles with a roof having a thickness between 30 and 60 mm. With thicker roofs, one can ask for a suitable conveyor.

WARNING Do not crush the sealing liner too much: it must not be less than 12 mm thick.
If you crush the liner too much, this will damage the supporting base of the air conditioner, compromising the sealing of the joint and generating loud noise inside the vehicle when working.

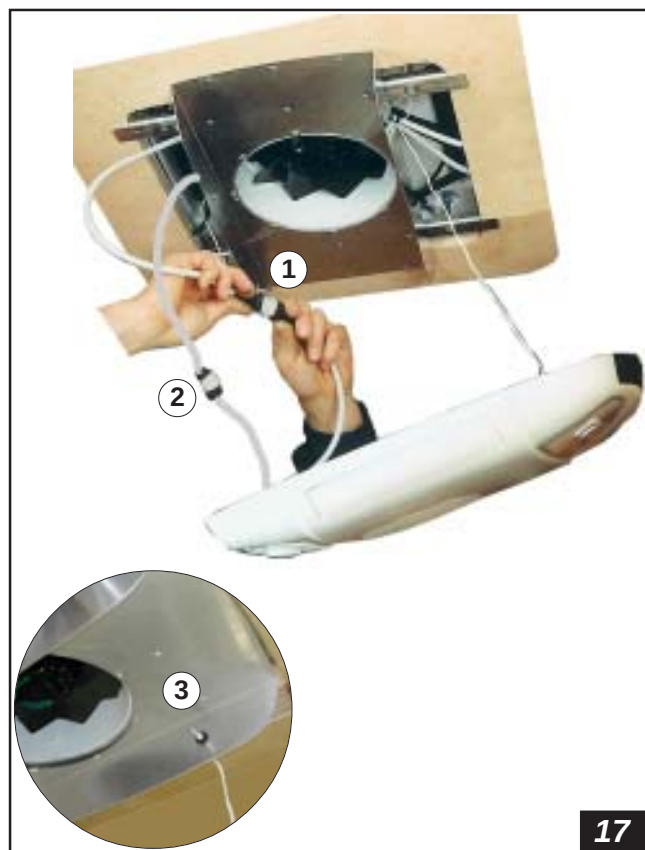


5.4 Installing the diffuser

After anchoring the evaporating unit to the roof of the vehicle, take both cold air outlet flaps out of the diffuser **Fig. 16**.



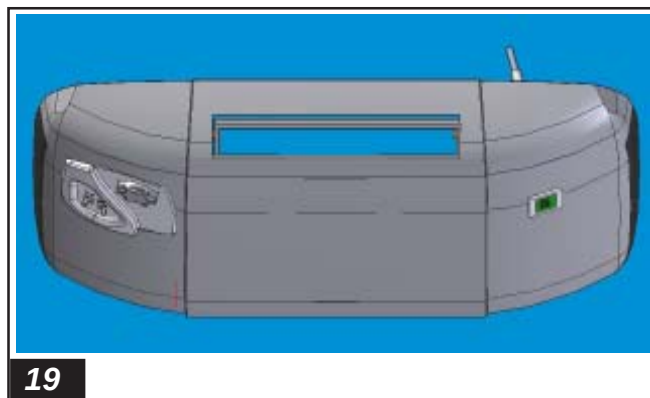
Fit the probe of the thermometer into the rubber tab on one side of the aluminium conveyor **Fig. 17 Ref. (3)**. Connect the cable (1) coming from the condensing unit to the connector of the control unit, then the cable (2) (red/black) coming from the evaporator to the other cable on the control unit.



Apply the diffuser to the conveyor. Make sure that the aluminium tunnel is properly placed at the very centre of the diffuser.

Fasten the diffuser to the ceiling, using the self-tapping screws provided with the supply **Fig. 18**.

Put the two cold air direction orientation flaps back on **Fig. 19**.



6 USER INSTRUCTIONS

6.1 Foreword

The **SPLIT BIPOWER 7000** air conditioner consists of four basic sections:

- **compressor**: this makes the refrigerating gas inside the system circulate and raises its temperature;
- **condenser**: this cools the refrigerant, changing its state from gaseous to liquid;
- **injector**: this changes the state of the refrigerant from liquid to gaseous;
- **evaporator**: this receives the refrigerant in its gaseous state, cooling the surrounding air. The cooled air is spread inside the vehicle by a variable speed fan.

The air temperature is controlled by a thermostat. Before starting up the air conditioner – after a long period during which the vehicle has been exposed to the sun – it is good practice to open the doors and windows to let out the heat which has been accumulated inside. When the temperature inside the vehicle has reached the same level as the outdoor temperature, close the doors and windows and start up the air conditioning system, opening the doors and windows only in case of need.

The **SPLIT BIPOWER 7000** air conditioner is able to run at both 12 Volts (battery) and at 230 Volts (power mains). The 12 Volt or 230 Volt power supply is selected by a special circuit which, when a mains voltage at 230 Volts is present, cuts the connection to the 12 Volt battery off automatically and activates the connection to the power mains. On the other hand, when the plug is taken out of the 230 Volt power source, the circuit automatically restores the connection to the 12 Volt battery.

WARNING if the conditioner is made to run at 12 Volts, with the vehicle parked, remember that a good 100 Ah battery completely charged will last for no more than one and a half hours. If the battery is not in a good condition, or is smaller, this time will diminish drastically. In any case, we suggest you do NOT use the battery until it runs out, as this would damage it irreparably and make it unusable in the future.

6.2 Preliminary checks

Before switching on the air conditioner for the very first time:

- Check that condensate drainage holes are unobstructed.
- Check that power voltage and frequency are as indicated in the previous section.
- Check that air flow through relative ducts and vents is unobstructed. To ensure maximum efficiency always keep external ventilation grilles clear.

6.3 Control panel (fig 20)

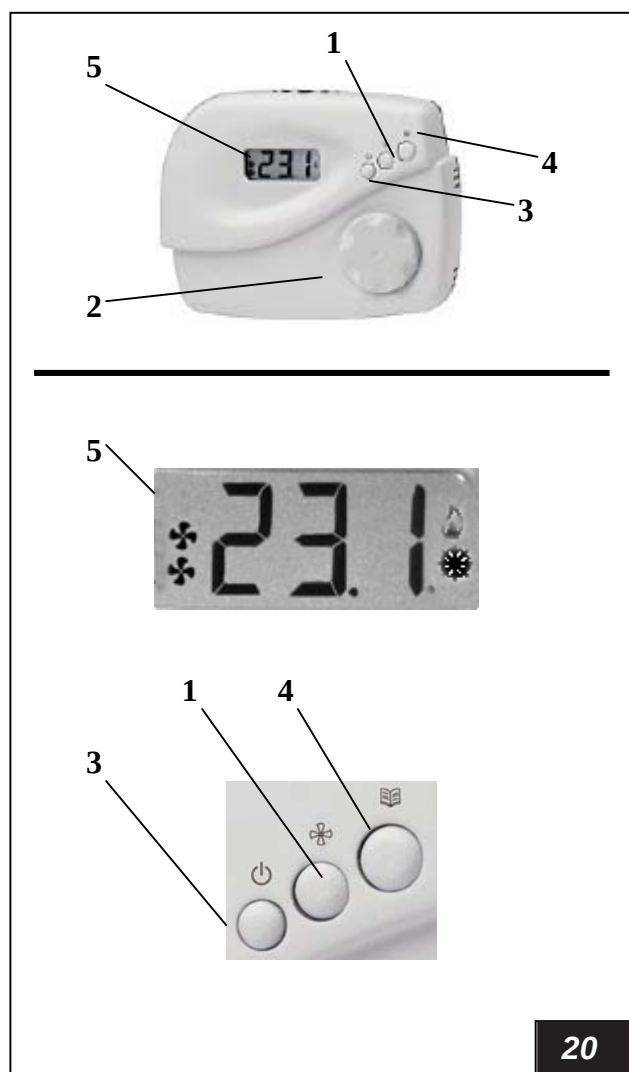
Fan speed key [fig. 20 ref. 1]

Thermostat adjuster knob [fig. 20 ref. 2]

On/off switch [fig. 20 ref. 3]

Menu key [fig. 20 ref. 4]

Display [fig. 20 ref. 5]



6.4 Switching on

To switch the air conditioner on press the on/off key [fig. 20 ref. 3] and at the same time, the display is active.



WARNING

After switching on the conditioner there is a 3-minute pause before the compressor is started and cold air outflow begins.



INFORMATION

The conditioner features an automatic thermostat with a minimum working temperature of 16°C (+/- 1°C). Below this temperature the thermostat does not enable the compressor: this prevents ice forming inside the unit. Fans and the heating function remain enabled.

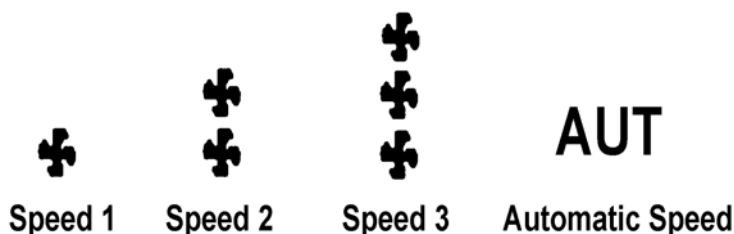
6.5 Display [fig.20 rif.5]

The display shows the temperature setting (SET). Temperature is set via the thermostat knob [fig. 20 ref. 2].

Press the menu key 

[fig. 20 rif.4] on the display and the ambient temperature (TA) inside the vehicle is displayed for a few seconds.

The display then reverts to the temperature setting. In addition to temperature, the Display [fig. 20 ref. 5] also shows the following:



WAY HEATING (winter)



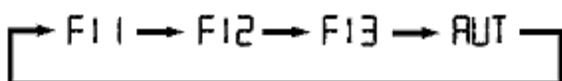
WAY COOLING (summer)

6.6 Setting fan speed



Press the **speed key**
[fig. 20 rif. 1]

If pressed once the display shows the fan speed setting: this is shown for a few seconds before the display reverts to ambient temperature (TA). To modify fan speed keep pressing the key: fan speed will be adjusted according to the following sequence



In which F11, F12 and F13 are the three fixed speeds and AUT is automatic speed. F11 indicates slow fan speed, F12 medium speed and F13 high speed.

If one of the three fixed speeds is set the control panel always activates ventilation at that same speed. If, instead, fan speed is set to AUT, the control panel step by step

[fig. 20] automatically selects the most appropriate fan speed in consideration of the temperature setting and the temperature in the vehicle interior.

6.7 Thermostat [fig.20 rif.2]

Rotate the thermostat to set the desired temperature on the display.

INFORMATION

The control panel [fig. 20] allows automatic control of temperature in the vehicle interior.

If, for example, we set a temperature of 25°C the conditioner will produce cold air as long as the temperature inside the vehicle is higher than 25°C.

WARNING

Correct use of the thermostat is very important. If you set a temperature much lower than outdoor temperature (more than 8°C lower) you run the risk of falling ill (catching colds etc.) and energy consumption increases.

6.8 Cooling mode



- When this symbol is displayed constantly the air conditioner is generating cold air.

- When the symbol **flashes**, the air conditioner is restoring gas pressures inside its interior and will start producing cold air after 3 minutes.

- When neither the symbol not the heating symbol appear this means that:

a) a) ambient temperature has reached the set temperature so the compressor is off and only the ventilation fans are working.

b) temperature **is less than 16°C** and the thermostat is set to minimum.

In this case, as long as ambient temperature remains below the 16°C threshold, only the fans work; the compressor is shut down.



6.9 Switching off

To switch the air conditioner off press the on/off key [fig. 20 ref. 3].



CAUTION

After turning off the air conditioner, using the thermostat knob or else the ON-OFF switch, you must wait at least 3 minutes before turning it back on again, in order to allow the refrigerant to stabilize its pressure. Failure to comply with this rule may lead to irreparable damage to the compressor of the air conditioner.

6.10 Safety rules

- Always use power sockets which are connected to earth and are protected by differential cut-off switches.
- Never use the air conditioner near flammable liquids.
- Never use the air conditioner for any purpose other than those provided for by the Manufacturer.
- Do not modify or tamper with any part of the air conditioner.
- Use original spare parts.
- Maintenance and repairs must be carried out by specialized personnel.
- Do not put your hands inside the ventilation grids.
- Do not put any foreign matter into the ventilation outlets.
- Should the air conditioner suffer from any forceful impact, have specialized technicians check it out before using it again.
- In case of fire, never open the top lid of the air conditioner, but use approved type fire extinguishers.
- Do not use water to put out fire.

6.11 Troubleshooting

If the air conditioner fails to work properly, this usually will not be due to a fault but simply to improper use. For example:

- The air conditioner is undersized compared to the volume of air to be conditioned.
- The walls of the vehicle are not sufficiently insulated.
- The doors are opened too frequently.
- There are too many people inside the vehicle.
- Voltage is too low.

Following is a list of troubles which may come up, their reasons and how to solve them.



INFORMATION

If the air conditioner is working poorly, first make sure:

- **That the direct power supply is never less than 205 V, or else that the battery has not run out.;**
- **The suction filters are not jammed;**
- **The air diffusion outlets are open.**

1) The air conditioner fails to start up:

- **make sure that the cool air / warm air switch Fig. 20 Ref. (2) is not in "0" position and that the thermostat is in its all-cool position Fig. 20 Ref. (3).**
- **Then make sure that the sockets are powered, connecting a household appliance or using a voltmeter.**

2) The compressor does not work:

- **for the compressor to work, the thermostat Fig. 20 Ref. (3) must be set at a temperature at least 5 degrees lower than that of the indoor environment of the vehicle and the warm / cool selector must be in cool position.**

3) The evaporator fan does not work:

- **make sure that the ON-OFF switch Fig. 20 Ref. (2) is not in "0" position and that the fan speed selector Fig. 20 Ref. (1) is not blocked in an intermediate position.**

4) The condenser fan does not work:

- **call in a technician.**

5) The air conditioner has a poor yield:

• if the air conditioner has a poor yield, you must clean the air filter, the condenser and the evaporator, using specific detergents. We suggest washing the air conditioner before using it, after a long period of time during which it has not been used. If the air conditioner does not recover its initial yield even after the exchangers have been cleaned, check the load of the refrigerating gas.

condition. In any case, it is good practice to replace them at least once a year.

- Make sure that the insulation of the power cables is intact and remove any trace of humidity.
- Make sure all the screws are tightly fastened.
- During winter storage in the garage, we suggest you disconnect the air conditioner from the power source and from the battery.

7 MAINTENANCE

7.1 Maintenance operations

In order to ensure proper efficiency of the air conditioner, once a year you must carry out a thorough cleaning of the condenser, or have a technician carry it out.



DANGER

Before accessing the air conditioner, you must by all means disconnect the 230 V and 12 Volt power supply and wait for every part to cool down.

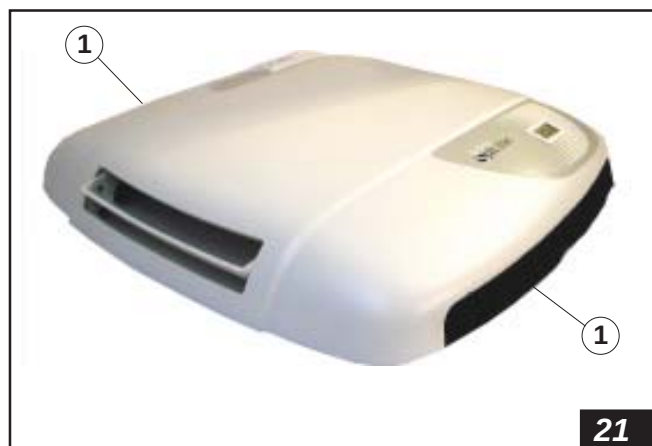
- Take off the outside lid and spray a specific detergent on the heat exchangers (evaporator and condenser) and rinse with water to remove all dirt.
- Make sure the condensate outlet holes on the evaporator are free **Fig. 13 Ref. (1) and (2)**.
- Make sure the sealing liners are in proper condition and that no water is leaking into the vehicle.
- Make sure that both active carbon filters (**Fig. 21 Ref. 1**) on the diffuser inside the vehicle are in proper

8 DISPOSAL

To dispose of the air conditioner, please refer to specialized shops.



INFORMATION *The waste material must not be disposed of in the environment, but dispatched to special Collection Centres.*





CA = STARTER CONDENSER
CE = COND. 2200uF
CM = GEAR CONDENSER
F5 = FUSE MWC
F6 = FUSE MVE
F20 = AUX. CIRC. FUSE
FB = BATTERY FUSE
K1 = COMP. RELAY
KRS = NET STREET RELAY
KV1 = MED. VEL. RELAY
KV2 = LOW VEL. RELAY
KCC = RELAY MCC
MVC = CONDENSING FAN MOTOR
IMVE = EVAPORATING FAN MOTOR
PMX = HIGH PRESSURE SENSOR
RD = DIODE BRIDGE
R1 = RESISTANCE
RAM = START COMPRESSOR RELAY

WRENCH KIT LIST FOR ASSEMBLING “SPLIT” CONDITIONERS



GENERAL TERMS OF WARRANTY

Telair guarantees that its products are without faults or defects in their material and/or construction.

The effects of the warranty are understood to be limited to the right to obtain replacement or repair free of cost of any part which should turn out to be defective, within 12 months from the date of purchase of the product and in **Telair's** opinion.

It is understood that the purchaser has no right whatsoever:

- to terminate the contract;
- to claim damages for people or things;
- to demand an extension of the warranty in case of any product defect or malfunction.

Any transport charges are on the account of the purchaser, as well as any expenses for on-site checks requested by the purchaser and accepted by **Telair**.

The warranty shall be valid only if the customer is able to show a document evidencing the date of purchase (invoice or receipt).

This document must be kept whole and must be submitted to the **Telair** after-sales centre when asking for operation under warranty.

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