



Installation Manual

Trailer Edition
Precedent™ S-750i
Single Temperature Systems

Rev. A

April 2022

TK 57073-2-IM-EN

TRANE
TECHNOLOGIES

Introduction

This manual was written to assist with the installation of the Thermo King Precedent S-750i refrigeration systems onto trailers specifically designed and built for refrigerated applications

Due to its complexity, you should not attempt this installation unless you:

- Are an experienced mechanic
- Can safely lift 34 kilos (75 lbs.)
- Are certified or trained in the repair and maintenance of diesel powered refrigeration systems
- Have a basic understanding of electricity and electrical wiring
- Have the necessary tools and equipment to complete the installation

This manual is published for informational purposes only. Thermo King makes no representations warranties express or implied, with respect to the information recommendations and descriptions contained herein. Information provided should not be regarded as all-inclusive or covering all contingencies. If further information is required, Thermo King Corporation Service Department should be consulted.

Thermo King's warranty shall not apply to any equipment which has been "so installed, maintained, repaired or altered as, in the manufacturer's judgment, to affect its integrity."

Manufacturer shall have no liability to any person or entity for any personal injury, property damage or any other direct, indirect, special, or consequential damages whatsoever, arising out of the use of this manual or any information, recommendations or descriptions contained herein. The procedures described herein should only be undertaken by suitably qualified personnel. Failure to implement these procedures correctly may cause damage to the Thermo King unit or other property or personal injury.

Revision History

Revision A (04/22) Released new manual.

Customer Satisfaction Survey

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Safety Precautions

Danger, Warning, Caution, and Notice

Thermo King recommends that all service be performed by a Thermo King dealer and to be aware of several general safety practices.

Safety advisories appear throughout this manual as required. Your personal safety and the proper installation of this unit depend upon the strict observance of these precautions.

⚠ DANGER

Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

⚠ WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

⚠ CAUTION

Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury and unsafe practices.

NOTICE

Indicates a situation that could result in equipment or property-damage only accidents.

General Practices

⚠ DANGER**Hazardous Voltage!**

Dangerous three phase AC electric power is present whenever the unit is operating in either Diesel Mode or Electric Mode and whenever the unit is connected to a source of external standby power. Voltages of this magnitude can be lethal. Exercise extreme caution when working on the unit. If there is a risk of energized electrical contact, arc, or flash, technicians **MUST** put on all PPE in accordance with OSHA, NFPA 70E, or other local, state, or country-specific requirements for arc flash protection **PRIOR** to servicing the unit. **NEVER PERFORM ANY SWITCHING, DISCONNECTING, OR VOLTAGE TESTING WITHOUT PROPER ELECTRICAL PPE AND ARC FLASHING CLOTHING. ELECTRICAL METERS AND EQUIPMENT MUST BE PROPERLY RATED FOR INTENDED VOLTAGE.**

⚠ DANGER**Hazard of Explosion!**

Never apply heat to a sealed refrigeration system or container. Heat increases internal pressure, which might cause an explosion resulting in death or serious injury.

⚠ DANGER**Hazardous Gases - Personal Protective Equipment (PPE) Required!**

Refrigerant in the presence of an open flame, spark, or electrical short produces toxic gases that are severe respiratory irritants which can cause serious injury or possible death. When working with or around hazardous chemicals, **ALWAYS** refer to appropriate Material Data Safety Sheets (MSDS) and OSHA/GHS (Global Harmonized System of Classification and Labelling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection, and handling instructions.

⚠ DANGER**Refrigerant Vapor Hazard!**

Do not inhale refrigerant. Use caution when working with refrigerant or a refrigeration system in any confined area with a limited air supply. Refrigerant displaces air and can cause oxygen depletion, resulting in suffocation and possible death. When working with or around hazardous chemicals, **ALWAYS** refer to appropriate Material Data Safety Sheets (MSDS) and OSHA/GHS (Global Harmonized System of Classification and Labelling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection, and handling instructions.



⚠ DANGER

Risk of Injury!

Keep your hands, clothing, and tools clear of fans and/or belts when working on a unit that is running or when opening or closing compressor service valves. Loose clothing might entangle moving pulleys or belts, causing serious injury or possible death.

⚠ WARNING

Hazard of Explosion!

Never close the compressor discharge service valve when the unit is operating. Never operate the unit with the discharge valve closed (front seated). This condition increases internal pressure, which can cause an explosion.

⚠ WARNING

Personal Protective Equipment (PPE) Required!

Always wear goggles or safety glasses and proper PPE when working on a unit. Refrigerant liquid, oil, and battery acid can permanently damage your eyes. When working with or around hazardous chemicals, ALWAYS refer to appropriate Material Data Safety Sheets (MSDS) and OSHA/GHS (Global Harmonized System of Classification and Labelling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection, and handling instructions.

⚠ WARNING

Equipment Damage and Risk of Injury!

Never drill holes into the unit unless instructed by Thermo King. Holes drilled into high voltage cables could cause an electrical fire, severe personal injury, or even death.

⚠ WARNING

Risk of Injury!

When using ladders to install or service refrigeration systems, always observe the ladder manufacturer's safety labels and warnings. A work platform or scaffolding is the recommended method for installations and servicing.

NOTICE

Equipment Damage!

All unit mounting bolts must be installed, be the correct length for their application, and torqued to specifications. Missing bolts, incorrect bolt lengths and improper torque specifications can damage equipment and void the warranty.

Battery Installation and Cable Routing

⚠ WARNING

Hazard of Explosion!

An improperly installed battery could result in a fire, explosion, or injury. A Thermo King approved battery must be installed and properly secured to the battery tray.

⚠ WARNING

Hazard of Explosion!

Improperly installed battery cables could result in a fire, explosion, or injury. Battery cables must be installed, routed, and secured properly to prevent them from rubbing, chaffing, or making contact with hot, sharp, or rotating components.

⚠ WARNING**Fire Hazard!**

Do not attach fuel lines to battery cables or electrical harnesses. This has the potential to cause a fire and could cause serious injury or death.

⚠ WARNING**Hazard of Explosion!**

Always cover battery terminals to prevent them from making contact with metal components during battery installation. Battery terminals grounding against metal could cause the battery to explode.

⚠ CAUTION**Hazardous Service Procedures!**

Set all unit electrical controls to the OFF position before connecting battery cables to the battery to prevent unit from starting unexpectedly and causing personal injury.

NOTICE**Equipment Damage!**

Do not connect other manufacturer's equipment or accessories to the unit or to the TK Batteries unless approved by Thermo King. Failure to do so can result in severe damage to equipment and void the warranty.

Refrigerant Hazards**⚠ WARNING****Personal Protective Equipment (PPE) Required!**

Refrigerant in a liquid state evaporates rapidly when exposed to the atmosphere, freezing anything it contacts. Wear butyl lined gloves and other clothing and eye wear when handling refrigerant to help prevent frostbite. When working with or around hazardous chemicals, ALWAYS refer to appropriate Material Data Safety Sheets (MSDS) and OSHA/GHS (Global Harmonized System of Classification and Labelling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection, and handling instructions.

Refrigerant Oil Hazards**⚠ WARNING****Personal Protective Equipment (PPE) Required!**

Protect your eyes from contact with refrigerant oil. The oil can cause serious eye injuries. Protect skin and clothing from prolonged or repeated contact with refrigerant oil. To prevent irritation, wash your hands and clothing thoroughly after handling the oil. Rubber gloves are recommended. When working with or around hazardous chemicals, ALWAYS refer to appropriate Material Data Safety Sheets (MSDS) and OSHA/GHS (Global Harmonized System of Classification and Labelling of Chemicals) guidelines for information on allowable personal exposure levels, proper respiratory protection, and handling instructions.

First Aid

REFRIGERANT

- **Eyes:** For contact with liquid, immediately flush eyes with large amounts of water and get prompt medical attention.
- **Skin:** Flush area with large amounts of warm water. Do not apply heat. Remove contaminated clothing and shoes. Wrap burns with dry, sterile, bulky dressing to protect from infection. Get prompt medical attention. Wash contaminated clothing before reuse.
- **Inhalation:** Move victim to fresh air and use CPR (cardio pulmonary resuscitation) or mouth-to-mouth resuscitation to restore breathing, if necessary. Stay with victim until emergency personnel arrive.
- **Frost Bite:** In the event of frost bite, the objectives of First Aid are to protect the frozen area from further injury, warm the affected area rapidly, and to maintain respiration.

REFRIGERANT OIL

- **Eyes:** Immediately flush with large amounts of water for at least 15 minutes. Get prompt medical attention.
- **Skin:** Remove contaminated clothing. Wash thoroughly with soap and water. Get medical attention if irritation persists.
- **Inhalation:** Move victim to fresh air and use CPR (cardio pulmonary resuscitation) or mouth-to-mouth resuscitation to restore breathing, if necessary. Stay with victim until emergency personnel arrive.
- **Ingestion:** Do not induce vomiting. Immediately contact local poison control center or physician.

ENGINE COOLANT

- **Eyes:** Immediately flush with large amounts of water for at least 15 minutes. Get prompt medical attention.
- **Skin:** Remove contaminated clothing. Wash thoroughly with soap and water. Get medical attention if irritation persists.
- **Ingestion:** Do not induce vomiting. Immediately contact local poison control center or physician.

ELECTRICAL SHOCK

Take IMMEDIATE action after a person has received an electrical shock. Get quick medical assistance, if possible.

The source of the shock must be quickly stopped, by either shutting off the power or removing the victim. If the power cannot be shut off, the wire should be cut with a non-conductive tool, such as a wood-handle axe or thickly insulated cable cutters. Rescuers should wear insulated gloves and safety glasses, and avoid looking at wires being cut. The ensuing flash can cause burns and blindness.

If the victim must be removed from a live circuit, pull the victim away with a non-conductive material. Use wood, rope, a belt or coat to pull or push the victim away from the current. DO NOT TOUCH the victim. You will receive a shock from current flowing through the victim's body. After separating the victim from power source, immediately check for signs of a pulse and respiration. If no pulse is present, start CPR (cardio pulmonary resuscitation). If a pulse is present, respiration might be restored by using mouth-to-mouth resuscitation. Call for emergency medical assistance.

Fuel Tank Mounting

⚠ DANGER

Risk of Injury!

An improperly installed fuel tank could lead to serious injury or death. Consult your trailer manufacturer for specific details on proper fuel tank installation and recommendations.

⚠ WARNING

Equipment Damage!

NEVER remove or install any other component in place of the fuel tank air vent. The factory installed fuel tank air vent must be in place and functional for the Thermo King unit's fuel system to operate correctly and for the fuel tank to remain in compliance with Federal Motor Carrier Safety Administration specifications (title 49, paragraph 393.67). A plugged or restricted fuel tank air vent can result in premature damage to the fuel pump and could also cause severe damage to the fuel tank.

Fuel Line Installation

⚠ DANGER

Fire Hazard!

Leaking fuel lines could cause a fire resulting in death or serious injury. All fuel line fittings must be tight and leak free.

⚠ DANGER

Fire Hazard!

Do not route fuel lines with battery cables or electrical wires, as this could cause a fire.

Trailer Requirements

Swing Radius and King Pin Requirements

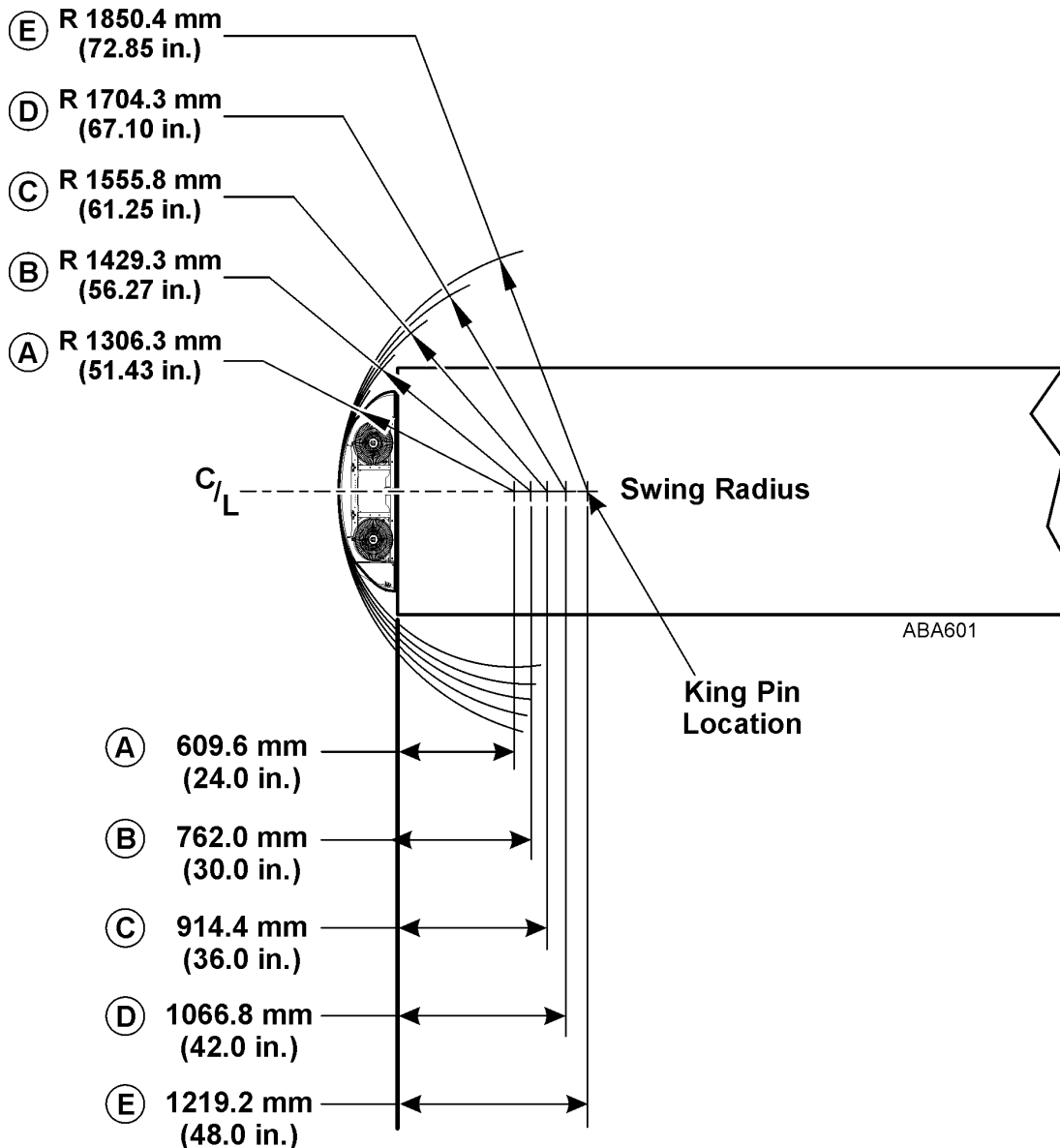
Important: VERIFY SWING RADIUS AND KING PIN DIMENSIONS BEFORE INSTALLING THE UNIT.

NOTICE

Equipment Damage!
 The minimum clearance required for the swing radius must be 1306.3 mm (51.43 in.) or severe damage to the equipment will result. VERIFY THIS DIMENSION BEFORE INSTALLING UNIT!

NOTICE

Equipment Damage!
 The minimum distance from the king pin to the front of the trailer must be at least 609.6 mm (24.00 in.) or severe damage to the equipment will result. VERIFY THIS DIMENSION BEFORE INSTALLING UNIT! See "Swing Radius and King Pin Requirements".



Evaporator Opening Requirements

⚠ DANGER

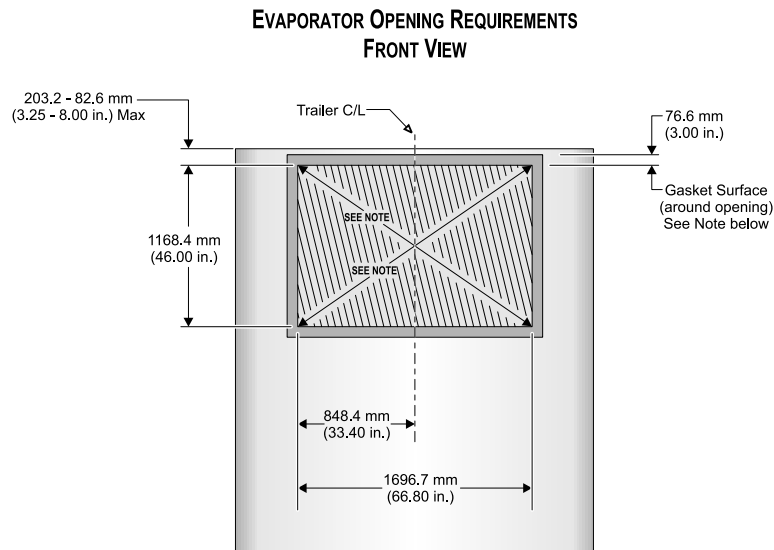
Risk of Injury!

The front wall of the trailer must be structurally strong enough to support the weight of the refrigeration unit.

Important: Location of unit mounting bolts and evaporator opening in front wall is critical. **VERIFY ALL DIMENSIONS BEFORE INSTALLING UNIT.** Refer to the illustration provided.

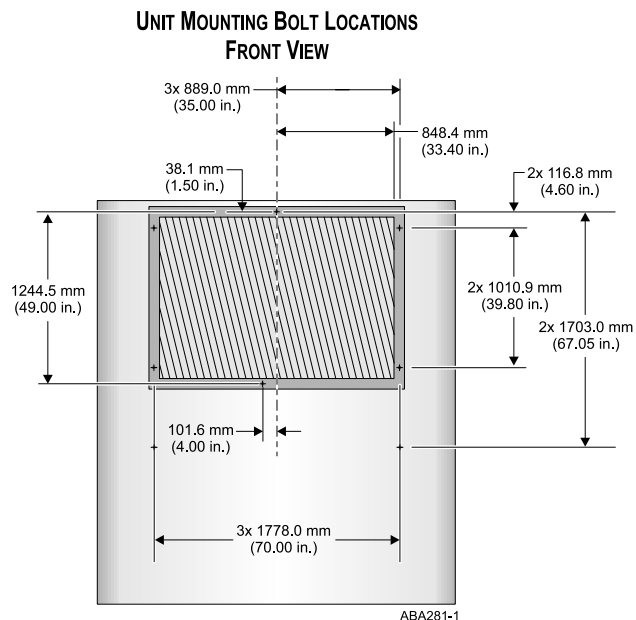
Note: It may be necessary to relocate the trailer's front corner clearance lights to the corner radius of the trailer to prevent damage.

Note: Verify adequate clearance is available for trailer fresh air exchange doors, if applicable.



NOTE: Corners of Evaporator opening **MUST** be Square. The diagonal measurement must be within 3.2 mm (0.12 in.).

NOTE: Gasket Surface **must** be free of rivets, seams, & bolt heads



ABA281-1



Mounting Hardware Requirements

Unit Mounting Bolts

⚠ DANGER

Risk of Injury!

Eight mounting bolts must be installed to properly secure the unit to the trailer front wall. Failure to do so could result in severe damage to equipment, void the warranty, or cause personal injury or death.

Important: The location of the unit mounting bolts in the front wall of the trailer is critical for proper unit installation. Refer to the illustration provided.

The following mounting bolt requirements must be adhered to:

- All eight mounting bolts must be installed to secure unit to trailer.
- Surface of all mounting bolts are to be flat within 2.50 mm (0.10 in.).
- All mounting bolts must be square with the front wall and securely fastened to the trailer wall in such a manner to allow the mounting nuts be torqued to 82 N•m (60 ft. lbs.) from outside the trailer.
- **Six** unit mounting bolts must extend a **minimum** 57.20 mm (2.25 in.) and a **maximum** of 69.85 mm (2.75 in.) beyond the surface of the front wall.
- **One** unit mounting bolt must extend a **minimum** 44.45 mm (1.75 in.) and a **maximum** of 63.5 mm (2.50 in.) beyond the surface of the front wall.
- **One** unit mounting bolt must extend a **minimum** 57.20 mm (2.25 in.) and a **maximum** of 63.5 mm (2.50 in.) beyond the surface of the front wall.

Note: Refer to the illustration on the following page for mounting bolt locations and lengths.

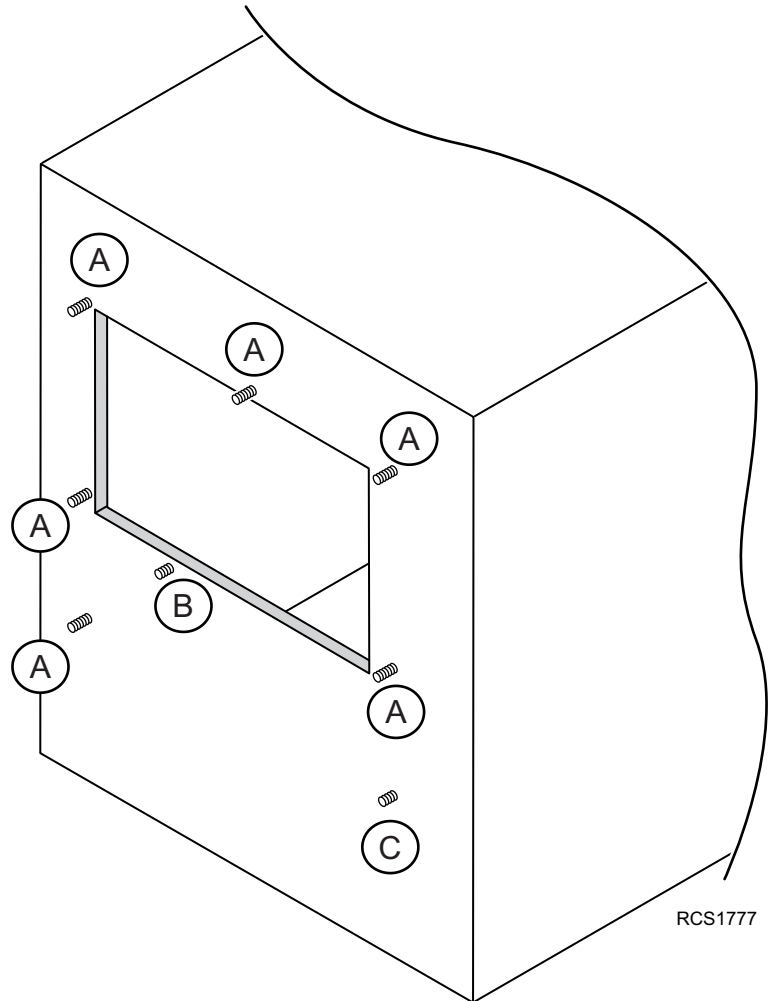
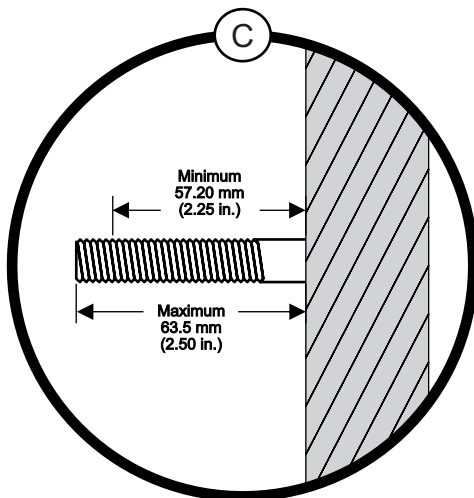
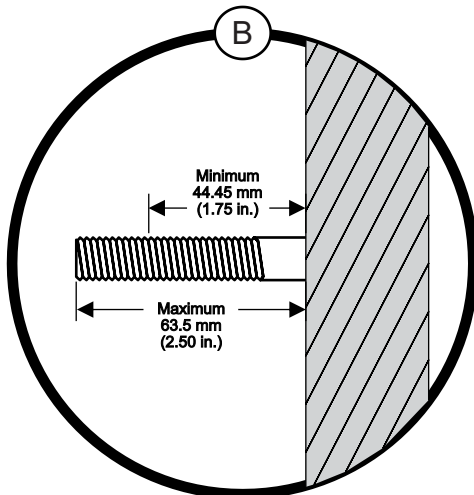
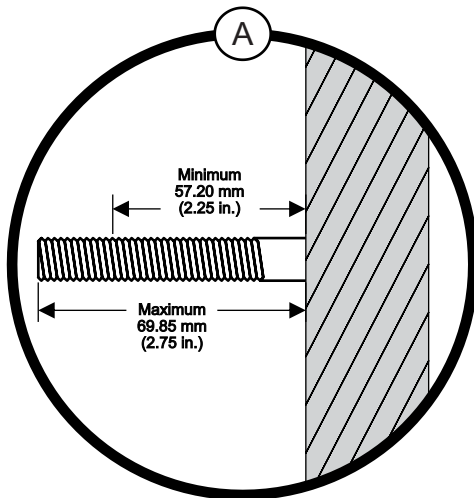
Mounting Bolt Specifications

⚠ DANGER

Risk of Injury!

The use of mounting bolts other than those specified could result in severe damage to equipment, void the warranty, or cause personal injury or death.

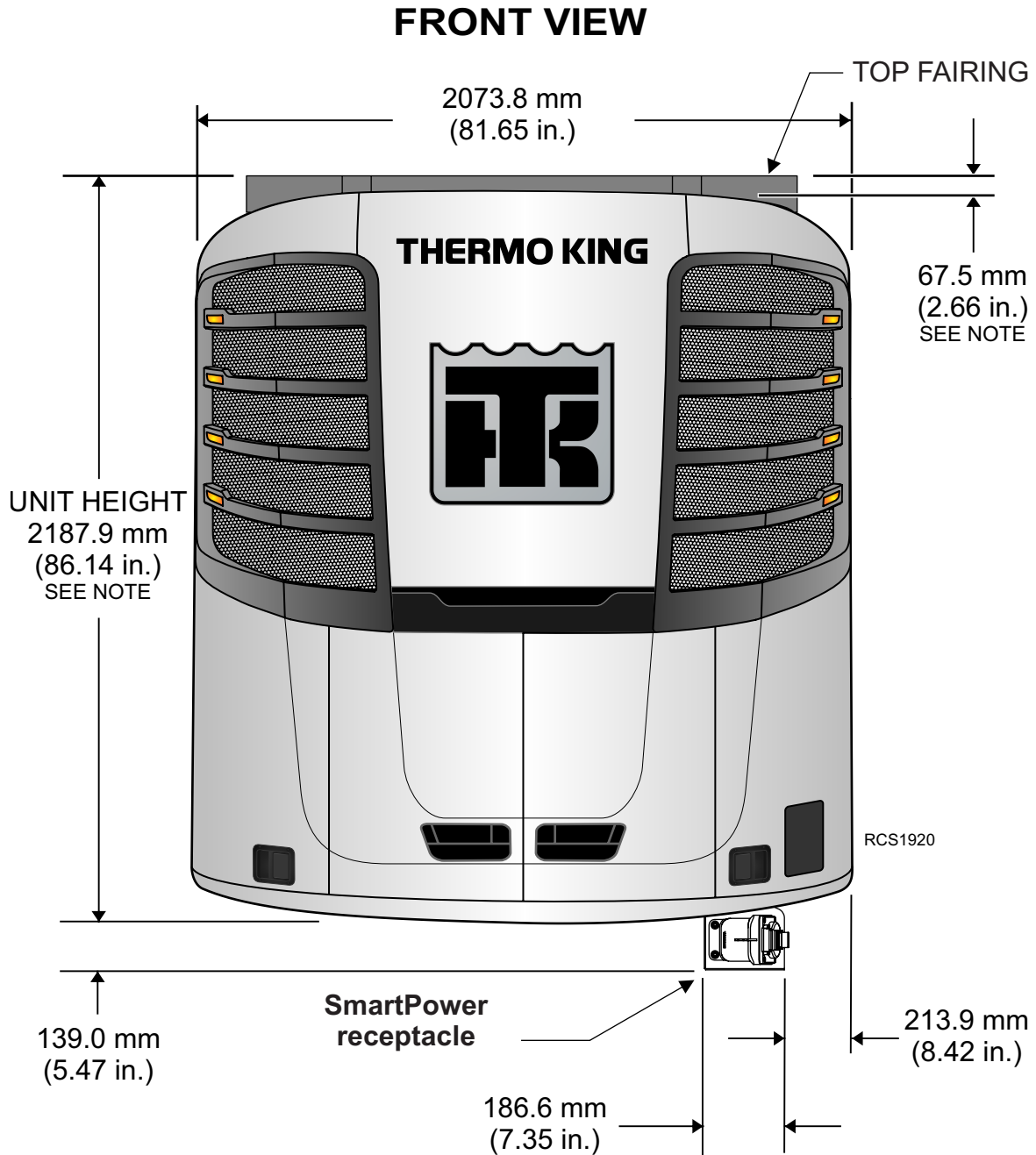
Use 1/2 in.-13 UNC - 28 Rolled thread grade 5, medium carbon steel bolts and locking nuts. All hardware must be zinc plated with dichromate finish.



RCS1777

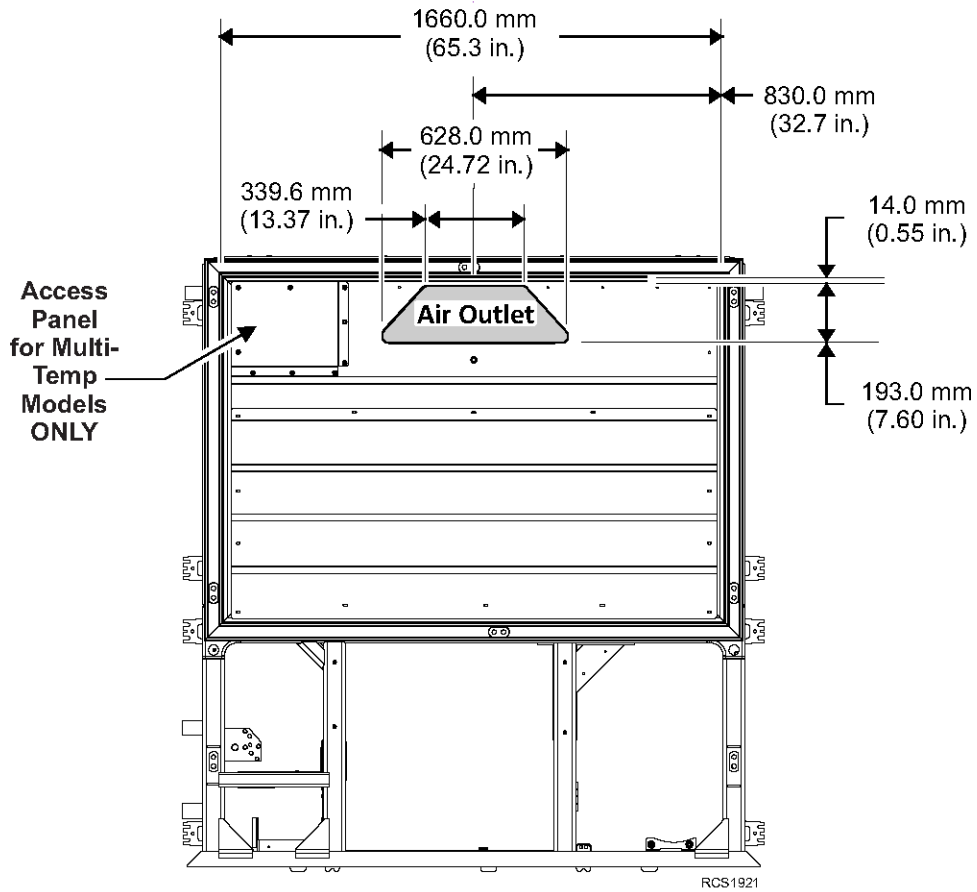
Unit Dimensions

Important: Adequate clearance must be provided to allow for routine service and maintenance of the Thermo King unit. Refer to the illustrations provided.

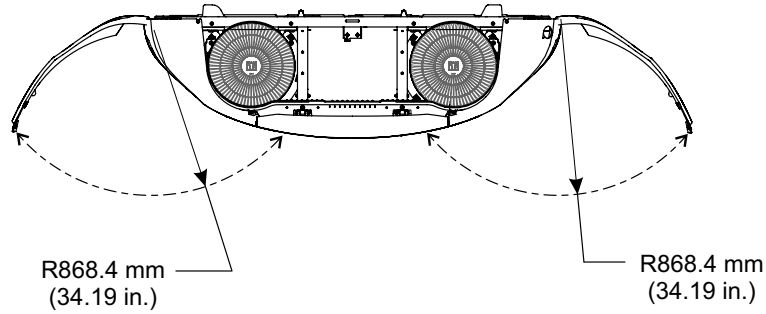


NOTE: The unit height shown includes the top fairing. Some applications such as Domestic Refrigerated Containers (DRC) and Trailer On Flat Car (TOFC) with an intermodal guard will not have a top fairing. The unit height for these applications would be 67.5 mm (2.66 in.) less.

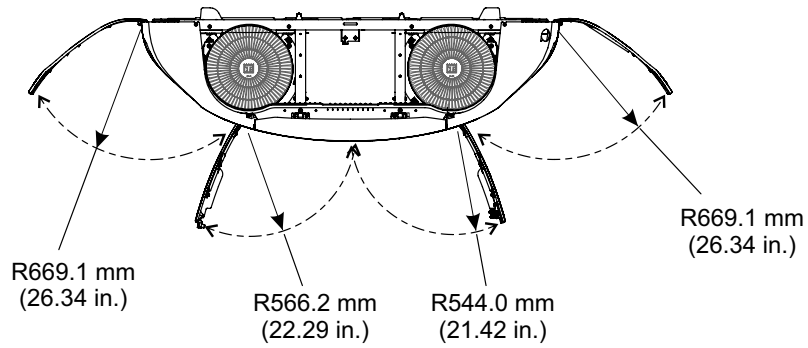
REAR VIEW



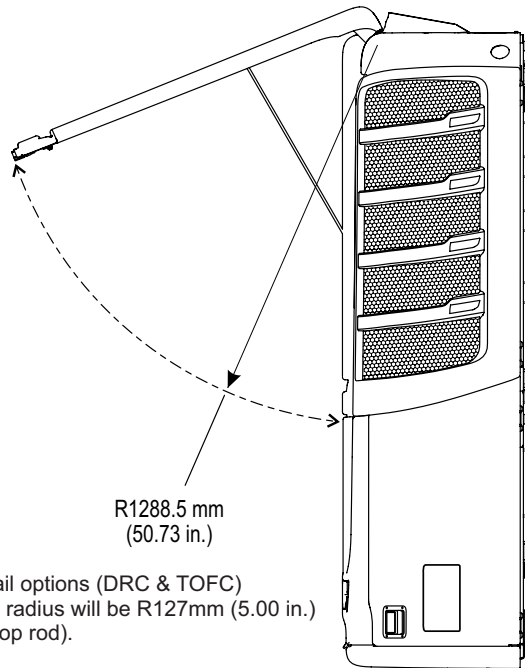
**TOP VIEW
UPPER GRILLE RADII**



**TOP VIEW
LOWER DOOR & PANEL RADII**



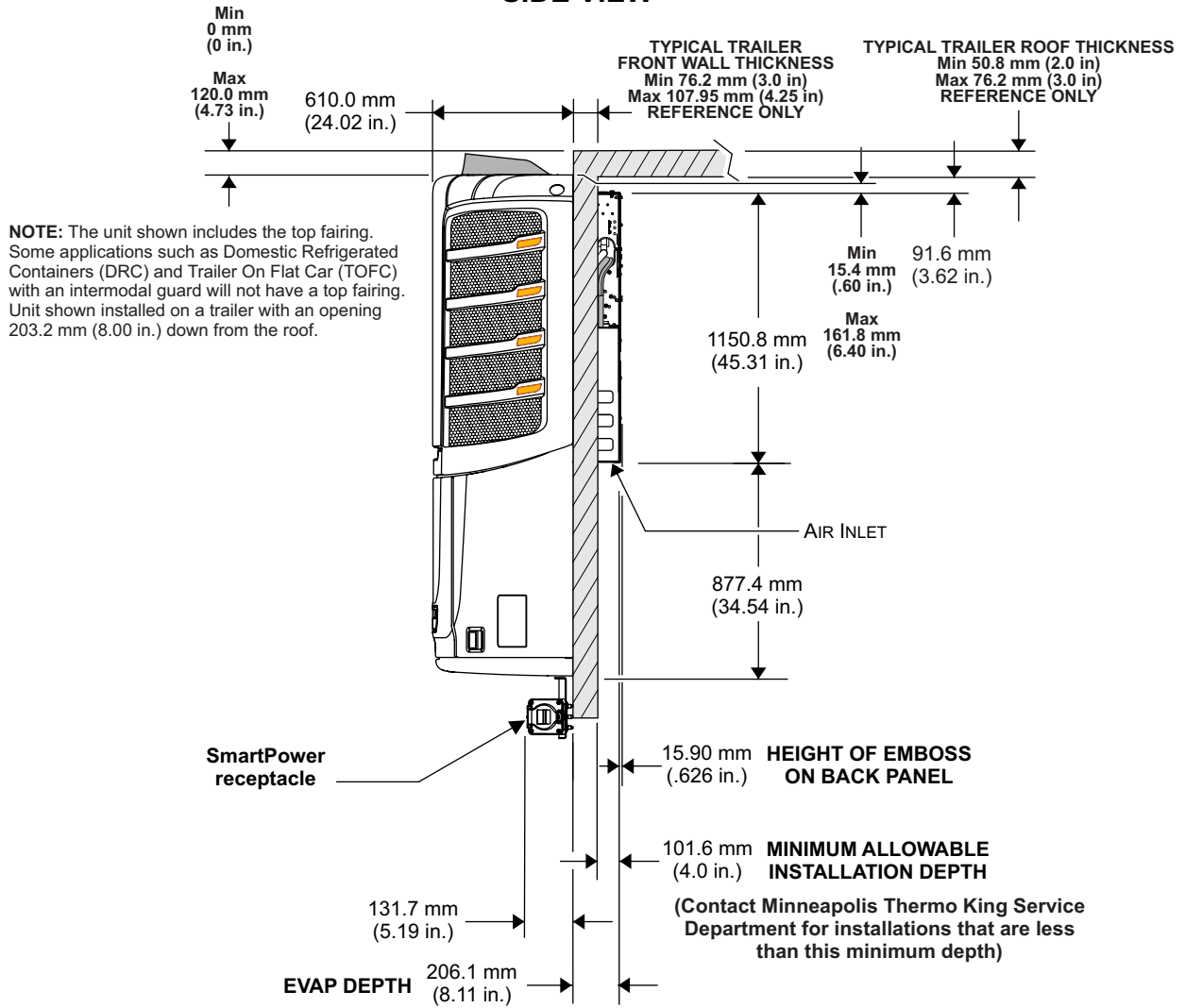
**SIDE VIEW
TOP DOOR RADIUS**



NOTE: For rail options (DRC & TOFC) door opening radius will be R127mm (5.00 in.) (with short prop rod).

RCS1918

SIDE VIEW



RCS1919

Unit Weight

Approximate Weight	
S-750i	998 kg (2200 lbs.)

Battery Selection Guide

NOTICE

Equipment Damage!

Do not connect other manufacturer's equipment or accessories to the unit or to the TK Batteries unless approved by Thermo King. Failure to do so can result in severe damage to equipment and void the warranty.

Important: *The specified battery, electrical wiring and electronic controls were designed to operate and maintain only the Thermo King refrigeration system and factory authorized Thermo King options.*

Trailer units are designed for one, Group C31, 12 volt battery supplied by the installer.

The battery must be suitable for deep cycling, heavy duty and rated with a minimum of 95 amp/hr.

Note: *See the following table for Thermo King approved batteries.*

BATTERY APPLICATION TABLE	
925 CCA Wet Cell Thermo King ReliaMax 925N P/N 203-733 Threaded Stud P/N 203-732 SAE Post	1150 CCA Dry Cell (AGM) Thermo King EON P/N 203-550 Threaded Stud P/N 203-551 SAE Post
<ul style="list-style-type: none"> • Wet Cell Technology • Recommended for both warm and cold climates • High cranking power at low ambient temperatures • 18-24 month expected life *see note below 	<ul style="list-style-type: none"> • Dry Cell (AGM) Technology • Recommended for extreme climates and for Rail Ready (RR), Domestic Refrigerated Container (DRC), and Trailer on Flat Car (TOFC) applications. • High cranking power at lower ambient temperatures • Suited for extreme temperatures • Best for high cycling applications (Cycle-Sentry use) • 5-7 year expected life
<p>* NOTE: Wet cell battery life and maintenance requirements are determined by the operating environment and the charge/discharge rate (cycles) while the battery is in service. Higher ambient temperatures and frequent discharges will shorten a wet cell battery's overall life expectancy and increase maintenance requirement. If the unit is not going to be used for an extended period of time, turn the Microprocessor On/Off Power Switch to the OFF position to maximize battery life.</p>	

Lifting Bar Dimensions

⚠ WARNING

Risk of Injury!

Thermo King requires a 2 point lifting bar to safely lift and install units. A lifting bar can be made from the drawings provided using ASTM A514 Grade B Steel Plate (UNS K11630).

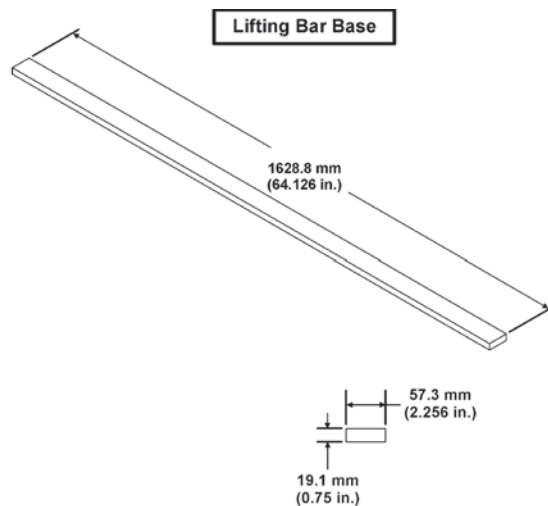
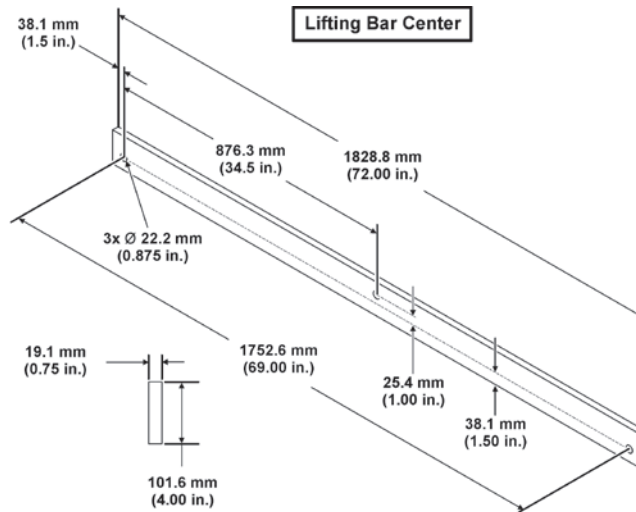
⚠ WARNING

Risk of Injury!

The lifting bar and lifting device combined must be able to support minimum weight of 1360.8 kilos (1 1/2 tons).

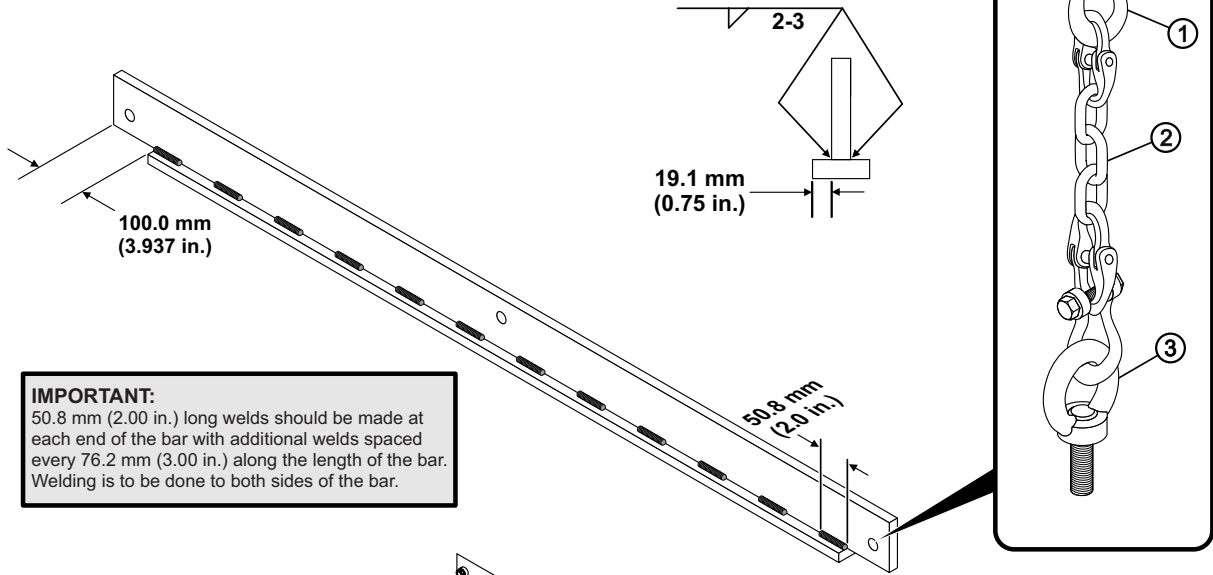
Important: Use forged clevis and pins, forged chain links and forged eyebolts with strength equal to total lift capacity of hoist mechanism and that meet all safety standards.

Note: Refer to the illustrations provided.

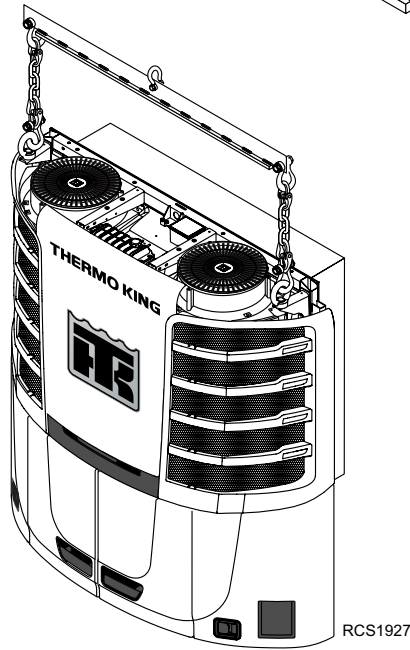


ABA603

Welded Lifting Bar Assembly



IMPORTANT:
50.8 mm (2.00 in.) long welds should be made at each end of the bar with additional welds spaced every 76.2 mm (3.00 in.) along the length of the bar. Welding is to be done to both sides of the bar.



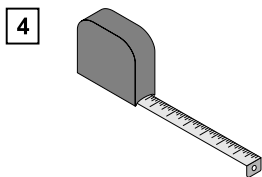
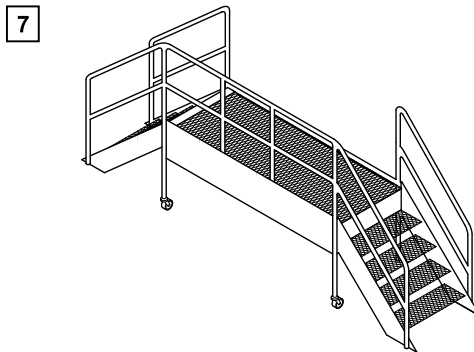
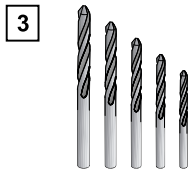
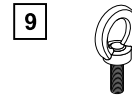
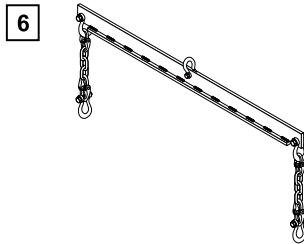
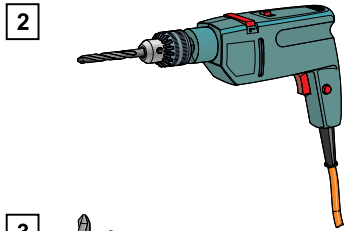
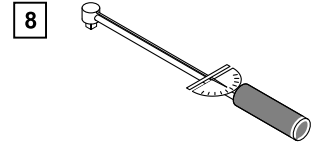
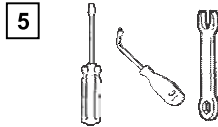
1.	Forged Clevis Pins
2.	Forged Chain Links
3.	Forged Eyebolts

Note: These instructions are provided for fabricating the lifting bar used to install Precedent units. Thermo King is not the manufacturer of the lifting bar and is not responsible for material used or failure of this lifting device.

Required Tools for Installation

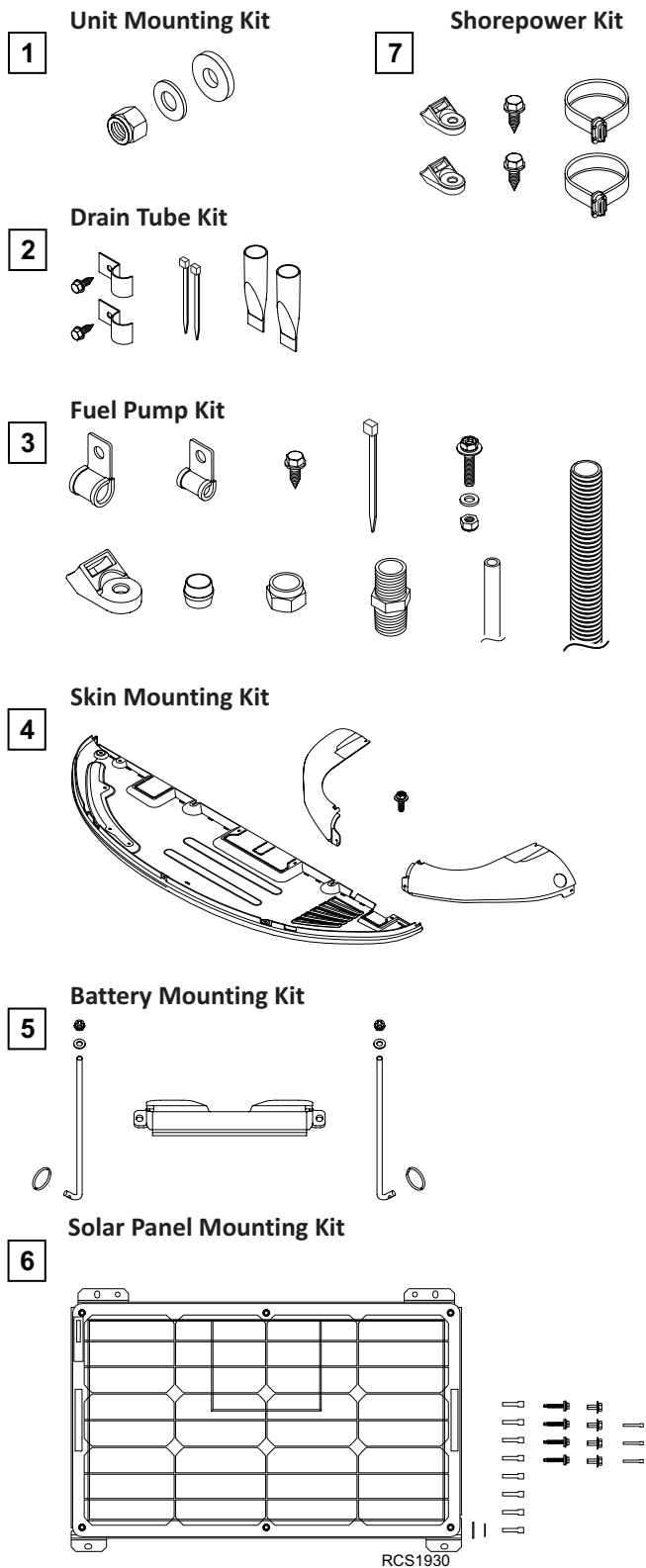
1. Safety Glasses
2. Drill
3. Drill Bits
4. Tape Measure
5. Mechanics Tools
6. Lifting Bar
7. Work Platform (Recommended)
8. Torque Wrench
9. Forged Eyebolts (5/8-11)

Note: Equipment such as scales, gauges, refrigerant leak detectors, and torque wrenches should be in good working condition and routinely calibrated to assure accurate readings.



ABA604-1

Installation Components



Unpacking Unit

⚠ WARNING

Risk of Injury!

Thermo King requires a 2 point lifting bar to safely lift and install units. A lifting bar can be made from the drawings provided using ASTM A514 Grade B Steel Plate (UNS K11630).

⚠ WARNING

Risk of Injury!

Use only locking hooks to safely lift the unit. Failure to use locking hooks could result in severe damage to the equipment, void the warranty, or cause personal injury or death.

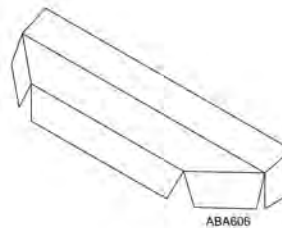
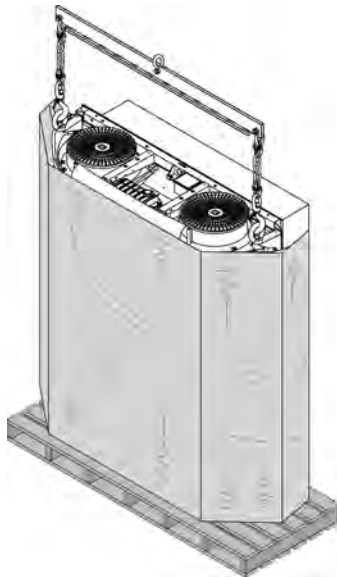
Note: A lifting bar can be made from the drawings shown ("[Lifting Bar Dimensions](#)," p. 20) using ASTM A514 Grade B Steel Plate (UNS K11630).

Units are shipped attached to disposable wooden pallet and wrapped with protective cardboard and plastic stretch wrap.

Note: To avoid unnecessary damage to your unit, place the crated unit near the trailer prior to its removal. Refer to the illustration provided.

Important: DO NOT use a sharp knife to remove the stretch wrap or cardboard wrap as damage to the exterior of the unit will result.

1. Carefully remove plastic stretch wrap from unit.
2. Carefully remove the top cardboard cover.
3. Carefully remove the outer cardboard wrap.
4. Remove installation kit boxes, bottom panel, and any other loose components from rear of unit.
5. Install two forged eyebolts into the top corners of the unit and attach the 2 point lifting bar with locking hooks to the eyebolts. Raise unit only enough to remove slack from lifting bar chains.
6. Remove hardware holding unit to wooden pallet.
7. Unit is now ready for installation.



Installing Unit

⚠ WARNING

Equipment Damage and Risk of Injury!

Do not use a forklift to install the unit. This could result in severe damage to equipment, void the warranty, or cause personal injury or death.

⚠ WARNING

Risk of Injury!

Thermo King requires a 2 point lifting bar to safely lift and install units. A lifting bar can be made from the drawings provided using ASTM A514 Grade B Steel Plate (UNS K11630).

⚠ WARNING

Risk of Injury!

Use only locking hooks to safely lift the unit. Failure to use locking hooks could result in severe damage to the equipment, void the warranty, or cause personal injury or death.

⚠ WARNING

Equipment Damage and Risk of Injury!!

Unit mounting nuts should be installed using hand tools or low speed (maximum 150 RPM) power tools and then torqued properly with a calibrated tool. Never use a high speed tool such as an impact, as they overheat mounting hardware and damage the locking feature of the lock nut.

Note: A lifting bar can be made from the drawings shown ("Lifting Bar Dimensions," p. 20) using ASTM A514 Grade B Steel Plate (UNS K11630).

Unit Installation

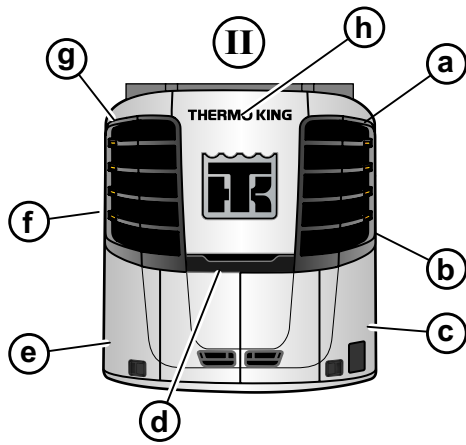
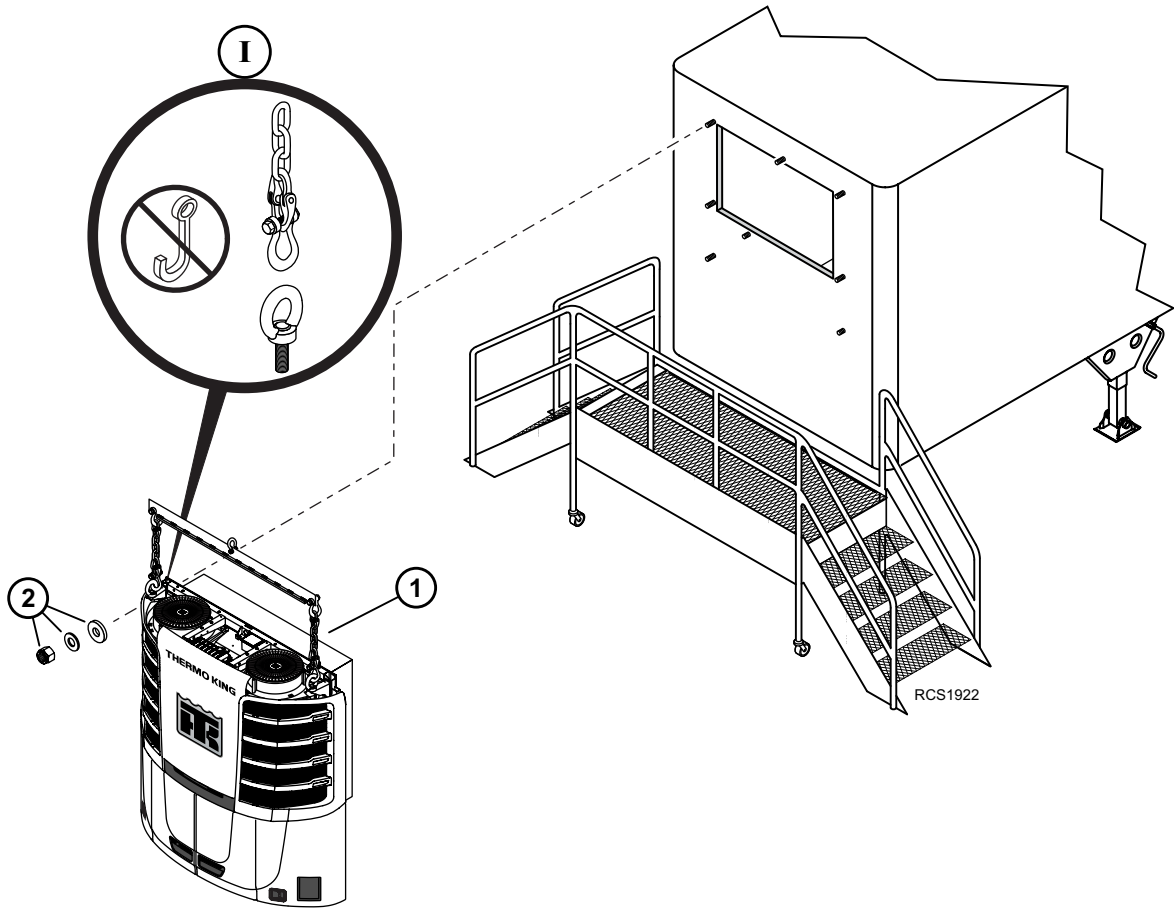
Note: Refer to the illustration on the following page.

1. Raise unit up to the trailer opening and position onto the mounting bolts.
2. Attach thick washer, standard washer, and elastic stop nuts provided in the installation kit. Torque to 82 N•m (60 ft. lbs.).

Access to Mounting Bolts

Note: Refer to the illustration on the following page — Detail II.

- a. Top side mounting hole through the hinged roadside grille.
- b. Center side mounting hole through hinged roadside grille.
- c. Lower side mounting hole through hinged roadside panel, behind hinged control box.
- d. Center side mounting hole through hinged lower curbside door.
- e. Lower side mounting hole through hinged curbside panel.
- f. Center side mounting hole through hinged curbside grille.
- g. Top side mounting hole through hinged curbside grille.
- h. Top center mounting hole from top of the unit.



Installing Drain Hoses and Coolant Overflow Hose – Trailer Applications

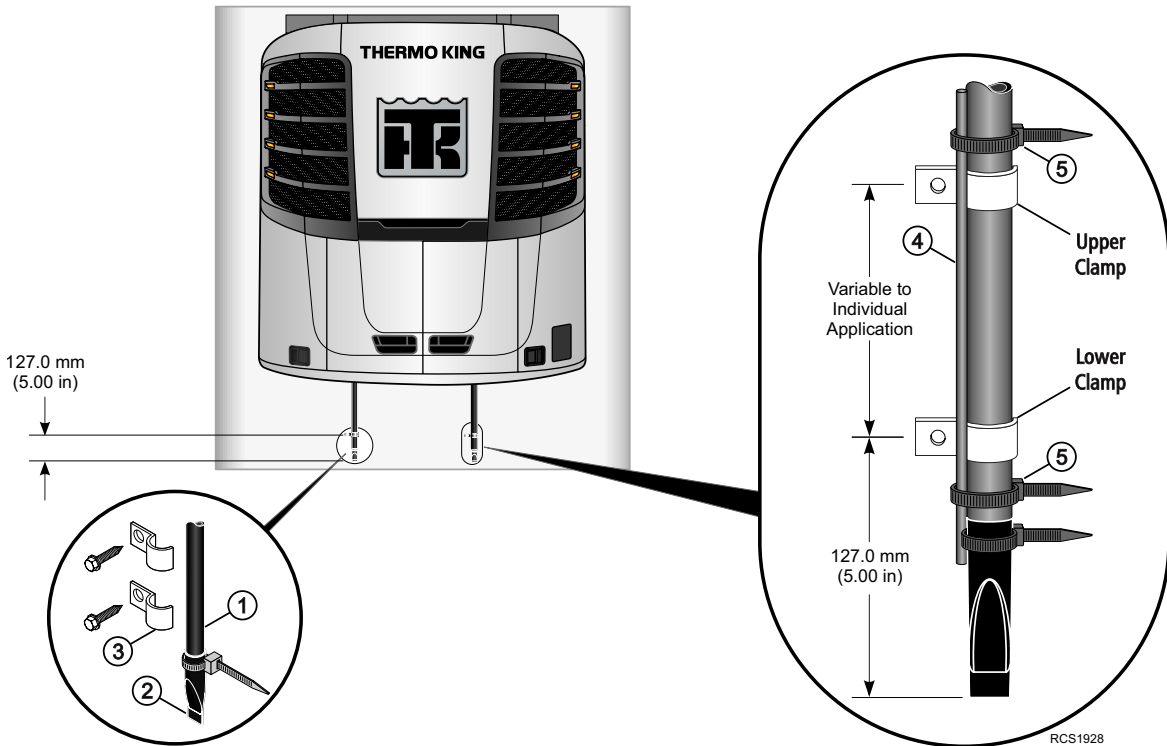
Note: Refer to the illustration provided.

1. Evaporator drain hoses should run straight down the trailer wall from each side of the unit with no kinks or bends.
2. Cut off excess hose and attach check valves with supplied band wraps.
3. Secure each hose to trailer wall with two clamps and screws as shown.

Important: Upper clamp location varies by individual application while lower clamps should be installed 127 mm (5.00 in.) up from the bottom of the drain valves and not be so tight as to restrict water drainage.

4. Coolant overflow hose should run straight down the wall with no kinks or bends.
5. Secure the overflow hose to the evaporator drain hose with supplied bandwraps as shown

Important: The band wraps must not be so tight as to restrict water drainage.



Installing Fuel Lines

Without Optional Fuel Heater

Important: Using the wrong fuel system fittings may void your engine warranty! All Thermo King supplied fuel line fittings (except fuel line connector) are nickel plated brass for Precedent units.

- **DO NOT** use fuel fittings (main body) made of brass, copper, zinc, zinc plated or galvanized steel where it would make direct contact with flowing diesel fuel. Diesel fuel flowing through these types of fittings allows those metals to leach into the fuel forming deposits on the injector tips which fouls them prematurely. Fuel fitting nuts, compression sleeves, and fuel line connectors made of brass are acceptable because diesel fuel does not flow across their surfaces.
- **DO NOT** use PTFE (Polytetrafluoroethylene) thread sealing tape on fuel fittings in a Precedent unit. PTFE tape may allow strands into the fuel system that could plug the tight clearance fuel injectors causing failures

DETAIL I - Fuel lines should be routed in a protective housing with no kinks or sharp bends. Rubber grommets must be used when routing fuel lines through holes in metal.

DETAIL II - Secure all fuel lines with provided clamps.

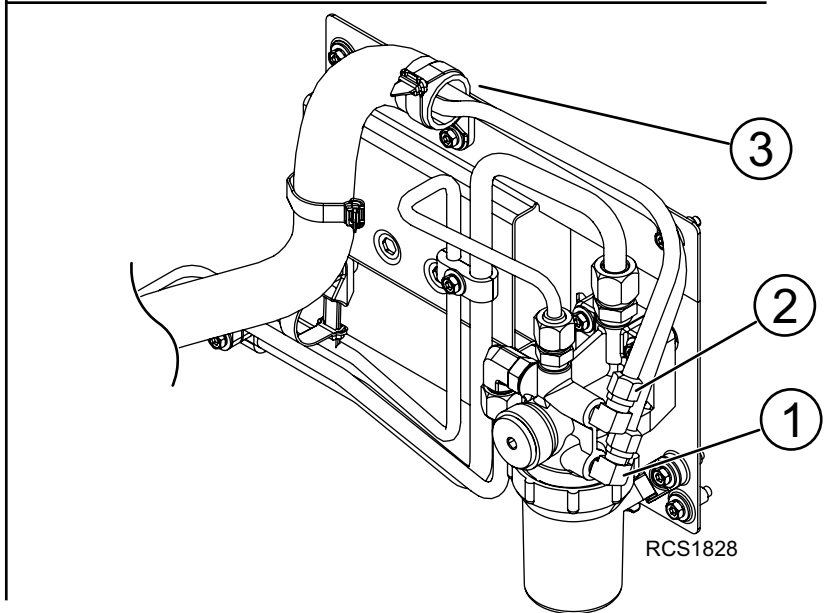
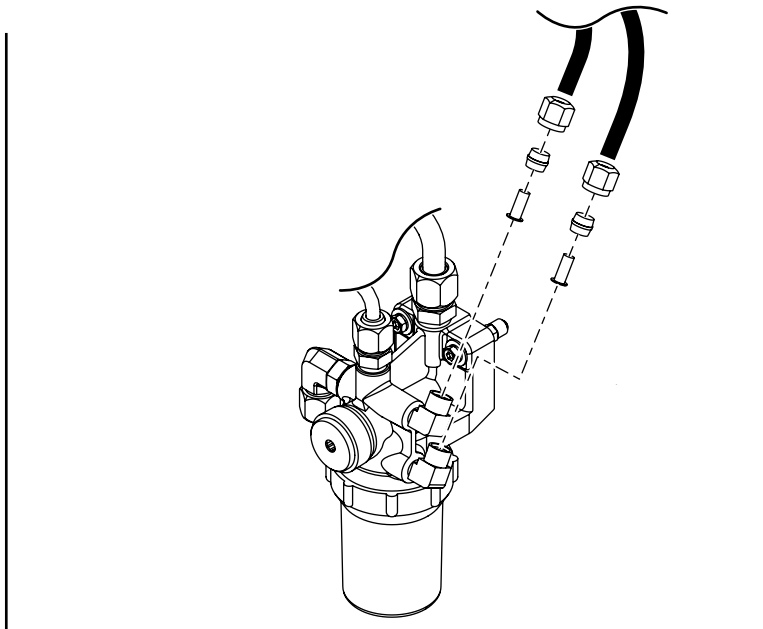
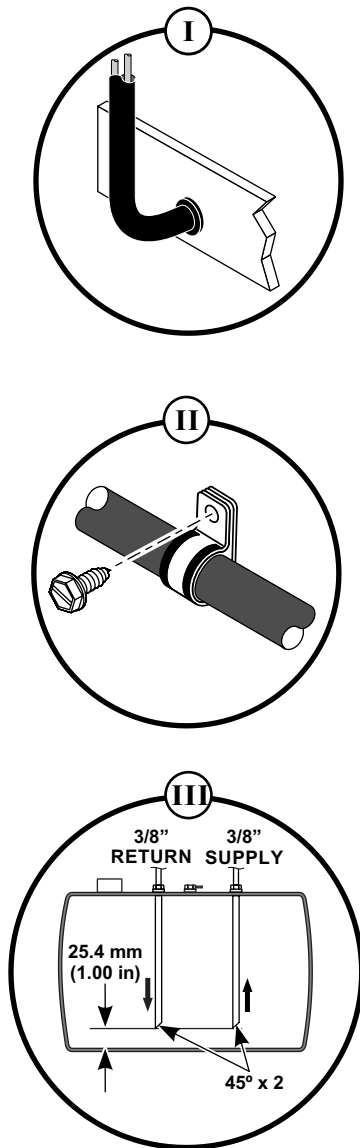
DETAIL III - Both the fuel supply and the fuel return lines must be 25.4 (1.00 in.) from bottom of tank and the ends cut at 45 degree angle.

Important: The anchor tie and conduit provided in the installation kit are to be used to secure the fuel lines to the rear of the frame.

1. From the **regulator / strainer SUPPLY** fitting, install 3/8" fuel line and route through the plastic tube and down to the fuel tank.
 - a. Install 3/8" pass through fitting onto the fuel tank **SUPPLY** tube fitting.
 - b. Cut end of 3/8" fuel line at 45 degree and install sleeve and nut.
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
 - c. Insert fuel line into pass through fitting and into the tank until it bottoms out, then pull line up 25.4 mm (1.00 in.)
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
2. From the **regulator / strainer RETURN** fitting, install 3/8" fuel line and route through the plastic tube and down to the fuel tank.
 - a. Install 3/8" pass through fitting onto the fuel tank **RETURN** tube fitting.
 - b. Cut end of fuel line at 45 degrees and install sleeve and nut.
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
 - c. Insert fuel line into pass through fitting and into the fuel tank until it bottoms out, then pull line up 25.4 mm (1.00 in.)
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
3. Remove plastic cap from the fuel tank air vent and point the outlet to the rear of the trailer.

Important: Do not allow the unit to run out of fuel during the engine break-in period. Add a sufficient amount of fuel (approximately 20 gallons) to allow the unit to run for 8 to 12 hours during engine break-in and pre-delivery procedures.

Figure 1. S-750i Fuel Line Connections Without Fuel Heater Shown



1.	Fuel Supply
2.	Fuel Return
3.	Plastic Tube



With Optional Fuel Heater

Important: Using the wrong fuel system fittings may void your engine warranty! All Thermo King supplied fuel line fittings (except fuel line connector) are nickel plated brass for Precedent units.

- **DO NOT** use fuel fittings (main body) made of brass, copper, zinc, zinc plated or galvanized steel where it would make direct contact with flowing diesel fuel. Diesel fuel flowing through these types of fittings allows those metals to leach into the fuel forming deposits on the injector tips which fouls them prematurely. Fuel fitting nuts, compression sleeves, and fuel line connectors made of brass are acceptable because diesel fuel does not flow across their surfaces.
- **DO NOT** use PTFE (Polytetrafluoroethylene) thread sealing tape on fuel fittings in a Precedent unit. PTFE tape may allow strands into the fuel system that could plug the tight clearance fuel injectors causing failures

DETAIL I - Fuel lines should be routed in a protective housing with no kinks or sharp bends. Rubber grommets must be used when routing fuel lines through holes in metal.

DETAIL II - Secure all fuel lines with provided clamps.

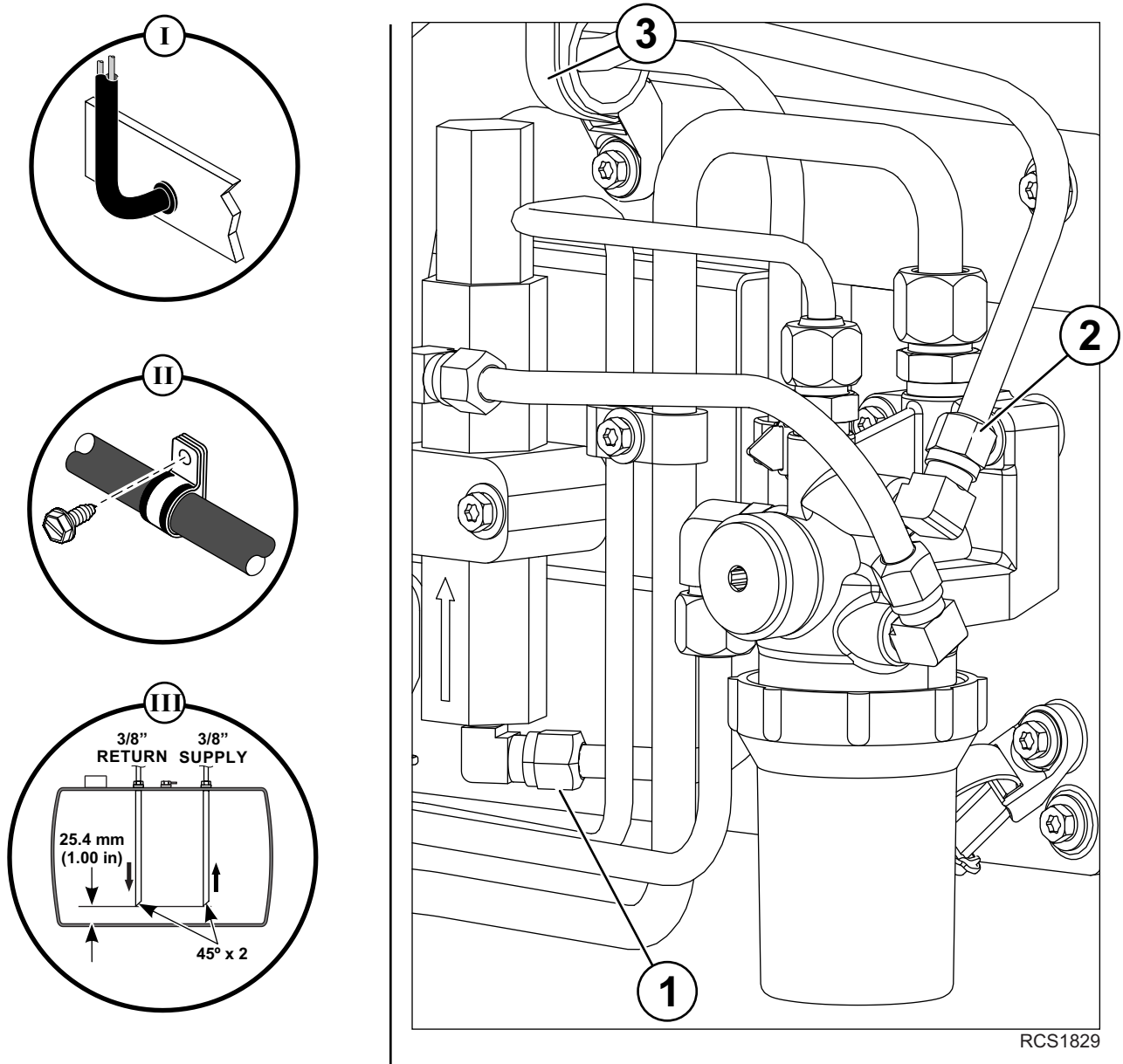
DETAIL III - Both the fuel supply and the fuel return lines must be 25.4 (1.00 in.) from bottom of tank and the ends cut at 45 degree angle.

Important: The anchor tie and conduit provided in the installation kit are to be used to secure the fuel lines to the rear of the frame.

1. From the fuel heater **INLET** fitting, install and route 3/8" fuel supply line through the plastic tube and down to the fuel tank.
 - a. Install 3/8" pass through fitting onto the fuel tank **SUPPLY** tube fitting.
 - b. Cut end of 3/8" fuel line at 45 degree and install sleeve and nut.
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
 - c. Insert fuel line into fuel tank **SUPPLY** tube until it bottoms out, then pull line up 25.4 mm (1.00 in.)
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
2. From the **regulator / strainer RETURN** fitting, install and route 3/8" fuel line through the plastic tube and down to the fuel tank.
 - a. Install 3/8" pass through fitting onto the fuel tank **RETURN** tube fitting.
 - b. Cut end of fuel line at 45 degrees and install sleeve and nut.
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
 - c. Insert fuel line into fuel tank **RETURN** tube until it bottoms out, then pull line up 25.4 mm (1.00 in.)
 - Tighten nut finger tight, followed by four (4) full turns with a wrench.
3. Remove plastic cap from the fuel tank air vent and point the outlet to the rear of the trailer.

Note: Do not allow the unit to run out of fuel during the engine break-in period. Add a sufficient amount of fuel (approximately 20 gallons) to allow the unit to run for 8 to 12 hours during engine break-in and pre-delivery procedures.

Figure 2. S-750i Fuel Line Connections With Fuel Heater Shown



1.	Fuel Supply
2.	Fuel Return
3.	Plastic Tube

Installing UFLS Harness – Trailer Applications

⚠ DANGER

Fire Hazard!

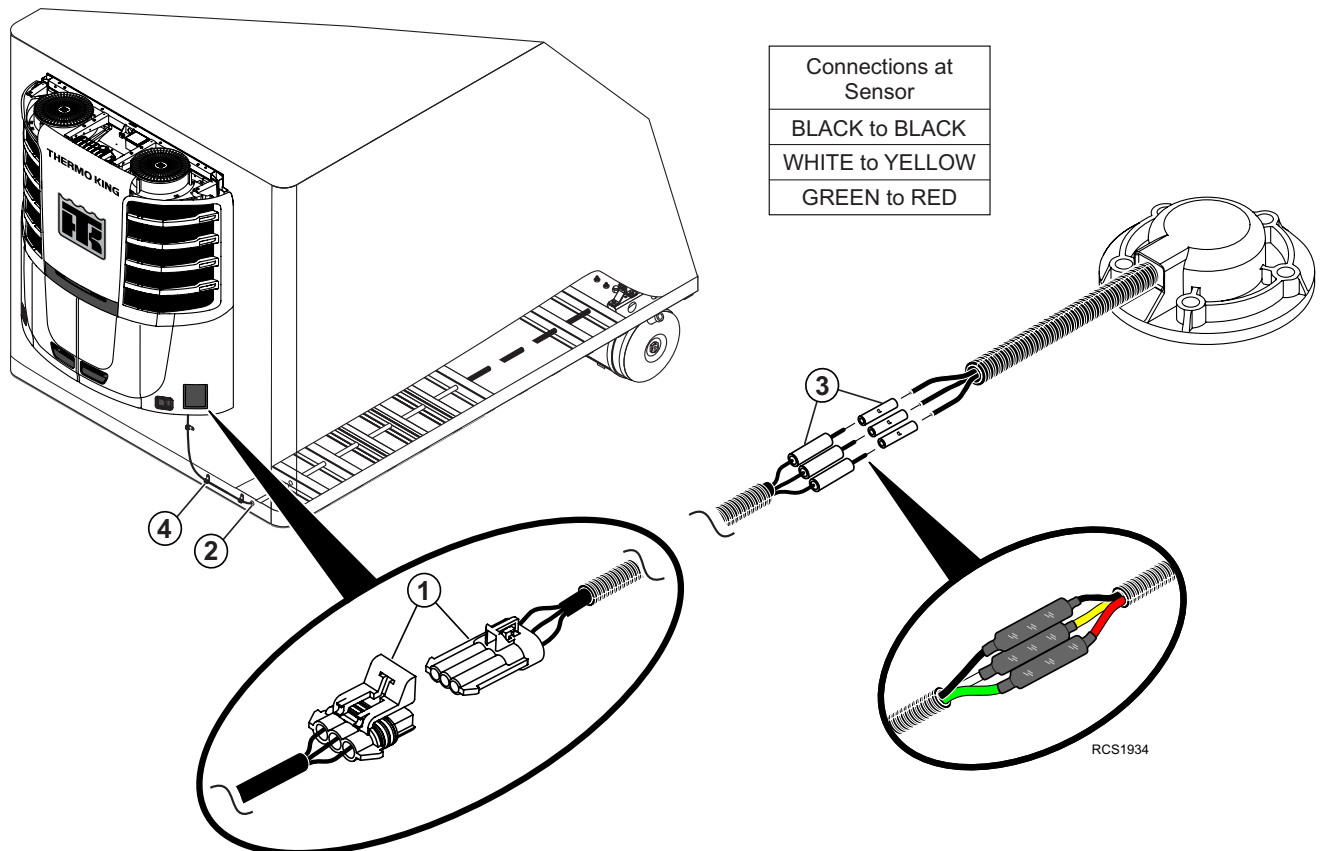
Do not route electrical harness together with fuel lines as this could cause a fire resulting in death or serious injury.

Important: All electrical connections from UFLS harness to UFLS must be made with supplied crimp and solder style connectors with separate heat shrink tubing. DO NOT burn heat shrink. If heat shrink is burnt, charred, or has bubbles from overheating, the wire connections must be removed and redone correctly.

Note: Refer to illustration on following page.

1. Attach interconnect harness 3-pin connector to mating capped off connector (FUEL-01, FUELN-01 and FUELP-01) located near unit controller.
2. Route interconnect harness to fuel tank using trailer's harness conduit or chase to avoid interference with fifth wheel plate area.
3. Splice interconnect harness wires to the UFLS wires by following steps a-d below.
 - a. Slide supplied heat shrink tubing onto each wire and position them away from joint.
 - b. Connect each wire with wire connector and crimp securely.
 - c. Solder wires to wire connectors with a soldering gun.
 - d. Slide heat shrink tubing over each wire connector and applying heat with a heat gun.
4. Secure harness with clamps as needed.

Important: This is a "Solid State" fuel level sensor and the S-750i Controller must be programmed accordingly to enable the fuel level feature.



Installing SmartPower Receptacle – Trailer Applications

Power Receptacle Installation

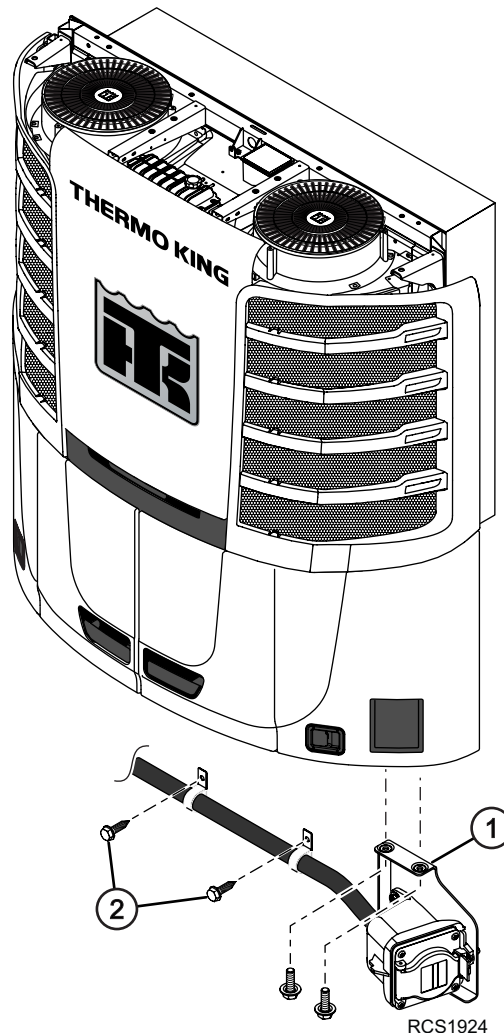
⚠ DANGER

Hazardous Voltage!

Risk of fatal injury from electric shocks! Precedent SmartPower units with the remote power receptacle option require the electrical wiring (installer supplied) to be correctly sized and properly installed to prevent serious injury or death! The unit ground wire (supplied) must also be properly attached to the trailer chassis. Refer to TK 55597 for installation guidelines. These guidelines must be followed.

Note: SmartPower receptacle is factory wired and secured inside the unit with tie bands for shipment. Install receptacle as follows:

1. Remove tie bands securing receptacle to unit.
 - a. Attach receptacle bracket under roadside of unit with two supplied screws.
 - b. Securely tighten hardware.
2. Secure cable to trailer wall with supplied cable clamps and screws.

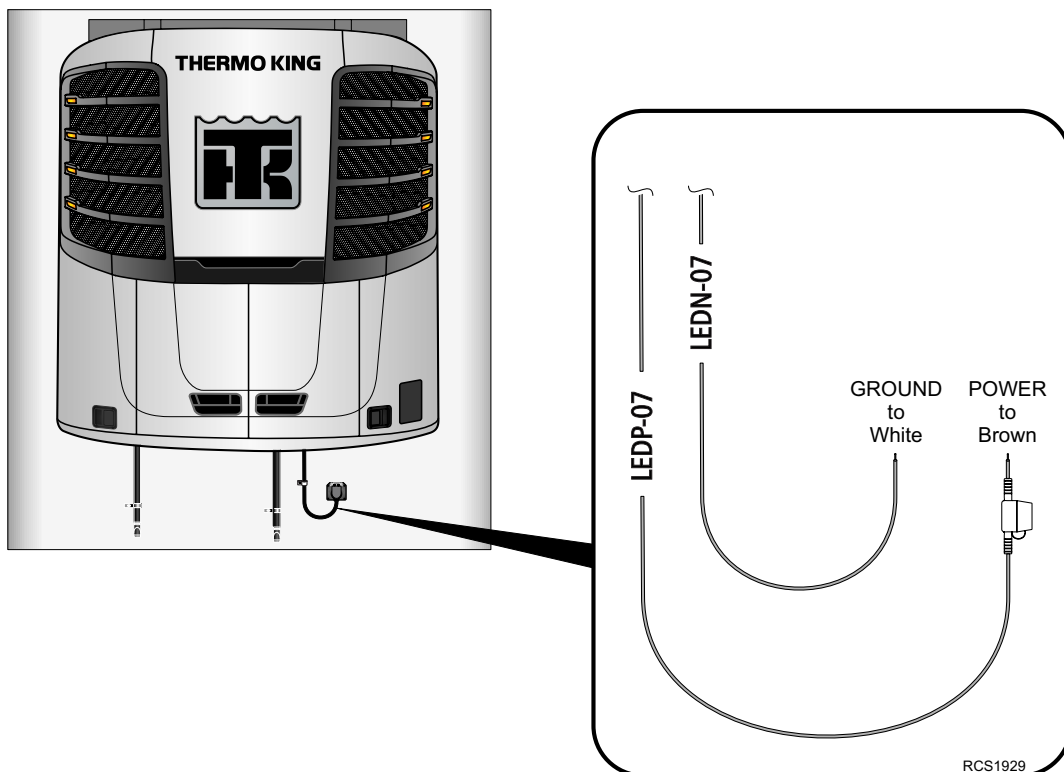


Installing LED Clearance Lighting (Option) – Trailer Applications

Installation

Note: Refer to the illustration provided.

1. Locate the following:
 - LED extension harness bundled and secured under the unit.
 - Fuse holder and butt splice connector shipped with the unit.
2. Route the LED extension harness to the trailer's OEM lighting connector.
3. Allow enough wire to provide a drip loop and cut LED extension harness to proper length.
4. **POWER WIRE** - Install the fuse holder to the power wire (**LEDP-07**) with the butt splice connector.
 - Connect the power wire with the fuse holder to the **BROWN** wire on the trailer's OEM lighting connector.
5. **GROUND WIRE** - Connect the ground wire (**LEDN-07**) to the **WHITE** wire on the trailer's OEM lighting connector.
6. Provide a drip loop and secure wires with a clamp.



Installing Battery

Important Battery Information

Important: See “Battery Installation and Cable Routing” (“Safety Precautions,” p. 5) for additional information.

⚠ WARNING

Hazard of Explosion!

An improperly installed battery could result in a fire, explosion, or injury. A Thermo King approved battery must be installed and properly secured to the battery tray.

⚠ WARNING

Hazard of Explosion!

Improperly installed battery cables could result in a fire, explosion, or injury. Battery cables must be installed, routed, and secured properly to prevent them from rubbing, chaffing, or making contact with hot, sharp, or rotating components.

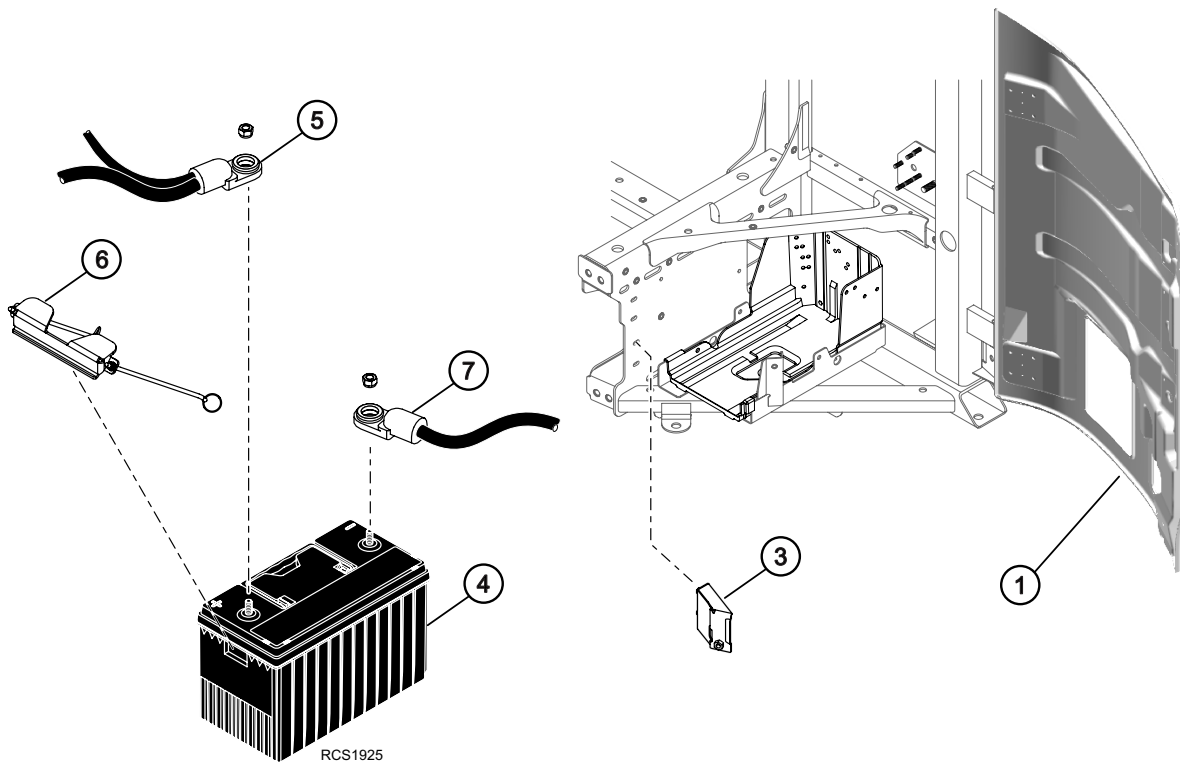
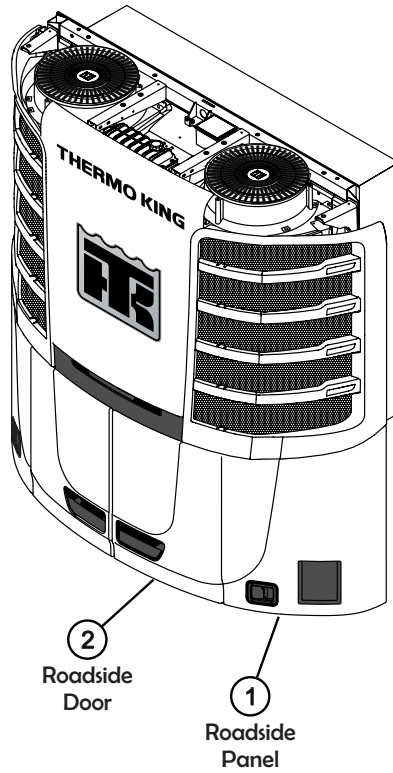
Note: Thermo King units are designed for one 12 volt, group 31 battery. The battery must be suitable for deep cycling, heavy duty, and rated with a minimum of 95 amp/hr.

Battery Installation

Important: Care should be taken to prevent direct metal contact to the battery’s positive post when installing the battery.

Note: Refer to the illustration provided.

1. Open the roadside panel to access the control box.
 - a. Loosen the two bolts securing the control box in place.
 - b. Swing the control box away to gain access to the battery tray area.
2. Open the roadside door.
 - a. Pull the hinge pins and remove the door assembly from unit.
3. Locate the lower bracket directly in front of the battery tray.
 - a. Remove the two bolts and bracket from the frame.
4. Install the battery into the plastic liner.
5. Attach the **positive (+)** battery cable on the positive battery post and securely tighten.
6. Install the battery hold down rods and bracket.
 - a. Tighten the two battery hold down rods to 2.25 N•m (20 in -lbs.). **DO NOT over tighten as this may crack or distort the battery.**
7. Attach the **negative (-)** battery cable on the negative battery post and securely tighten.
8. Reinstall the bracket removed in Step 3 and securely tighten hardware.
9. Swing the control box assembly back into place and securely tighten the two screws.
10. Reinstall the roadside door back onto the hinges and securely close.



Installing Top Covers and Bottom Pan – Trailer Applications

Important Fairing Information

Note: The top fairing increase the height of the unit by approximately 76 mm (3.00 in.). Tractor trailer height restrictions differ from state to state. The total height of the unit installed onto your particular trailer should not exceed these height restrictions. Remove the top fairing if it causes the unit to exceed these height restrictions.

Top Covers

Important: Top covers must be positioned between condenser fan grille and fairing as shown in Detail A. Refer to the illustration provided.

1. Open the top door along with the curbside and roadside grilles.
2. Remove the two M6 screws that secure the fairing to each condenser fan grille as shown in Detail A.
3. Place top covers onto unit.
 - a. Lift fairing up just enough so the top cover mounting holes are positioned under the fairing mounting tab,
 - b. Loosely reinstall the M6 screws back down through fairing, top cover and into condenser fan grille.
 - c. Install remaining M6 screws supplied in kit to secure top covers to threaded inserts on frame.
 - d. Use a T-30 Torx drive and tighten screws to 69 kg-cm (60 in-lbs).

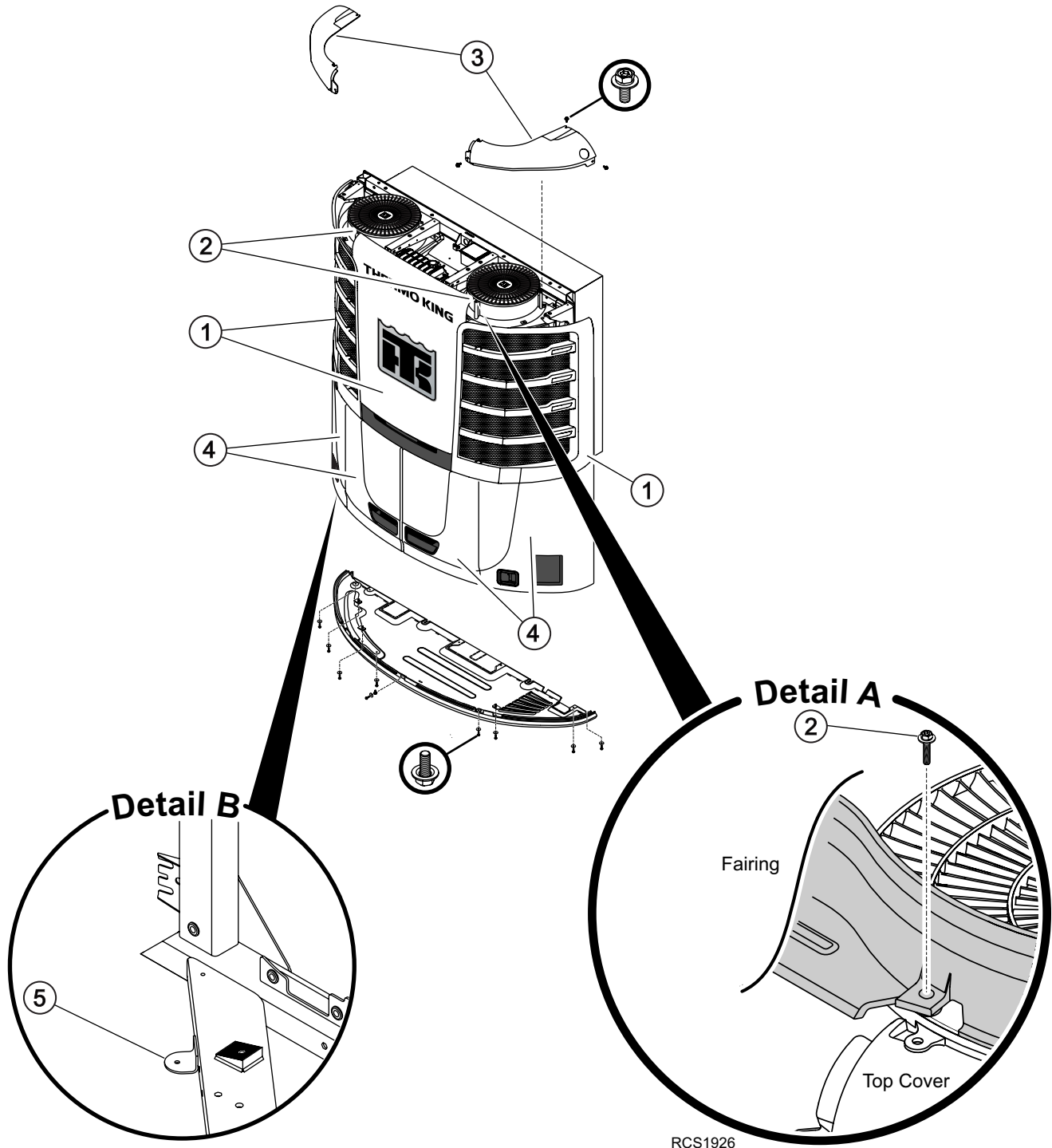
Bottom Pan

4. Open the roadside and curbside panels and doors.
5. Install five (5) nut clips onto frame: three (3) in frame mounting tabs, and one (1) in the end of the frame channels as shown in Detail B.
 - a. Position bottom pan under unit, align the five (5) mounting holes with the frame mounting tabs with nut clips and loosely install the M6 screws and washers.
 - b. Loosely install one (1) M6 screw and washer through the front center pan lip and into the front frame tab insert.
 - c. Loosely install the remaining eight (8) M6 screws and washers.
 - d. Use a T-30 Torx drive and tighten screws to 69 kg-cm, (60 in-lbs).
6. Close and secure all doors, panels and grilles.



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Installing Top Covers and Bottom Pan – Trailer Applications



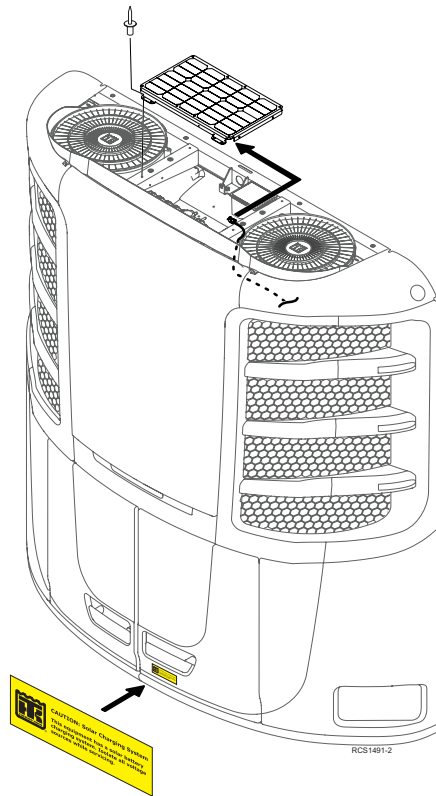
Installing the Solar Panel

Solar Panel Installation

Note: Precedent S-750i units include only the solar panel in a box, the battery harness is factory installed on the unit.

1. Locate the battery harness connector on top of unit behind coolant tank.
 - a. Remove and discard the cap from the connector.
 - b. Attach connector to solar panel controller and secure harness to bracket with three supplied band wraps.
2. Secure solar panel with supplied SEM's screws installed into the four inserts located in unit frame between the condenser fans.

Figure 3. Connect battery harness to panel and secure panel to frame.



Operating the Unit

STOP - ONLY TRAINED AND QUALIFIED INDIVIDUALS SHOULD OPERATE THE UNIT. REFER TO YOUR UNIT OPERATORS MANUAL FOR SPECIFIC DETAILS.

High Voltage Safety Precautions

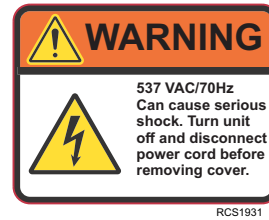
⚠ DANGER

Hazardous Voltage!!

Dangerous three phase AC electric power is present whenever the unit is operating in Diesel Mode and whenever the unit is connected to a source of external standby power. Voltages of this magnitude can be lethal. Exercise extreme caution when working on the unit. If there is a risk of energized electrical contact, arc, or flash, technicians MUST put on all PPE in accordance with OSHA, NFPA 70E, or other local, state, or country-specific requirements for arc flash protection PRIOR to servicing the unit. NEVER PERFORM ANY SWITCHING, DISCONNECTING, OR VOLTAGE TESTING WITHOUT PROPER ELECTRICAL PPE AND ARC FLASHING CLOTHING. ELECTRICAL METERS AND EQUIPMENT MUST BE PROPERLY RATED FOR INTENDED VOLTAGE.

High Voltage Components

Various components on the Precedent S-750i unit operate using 460V/60Hz or 537V/70Hz high voltage depending on unit speed or if Shorepower is connected. These high voltage components are identified by warning nameplates.



All high voltage wiring is identified by ORANGE conduit. Be aware of the locations of these components. Only certified, trained technicians can service them. Refer to the following page for locations of high voltage components.

Unit Fan Operation Safety Precautions

⚠ DANGER

Risk of Injury!

The unit's Condenser fans and Evaporator fans may start automatically anytime the unit switch is ON and can cause serious injury. Switch unit to OFF before servicing.

Condenser and Evaporator Fans

Be aware of the warning nameplates near the condenser fans and evaporator fans.

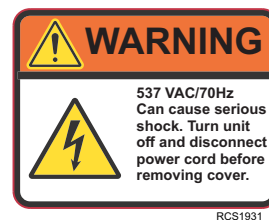
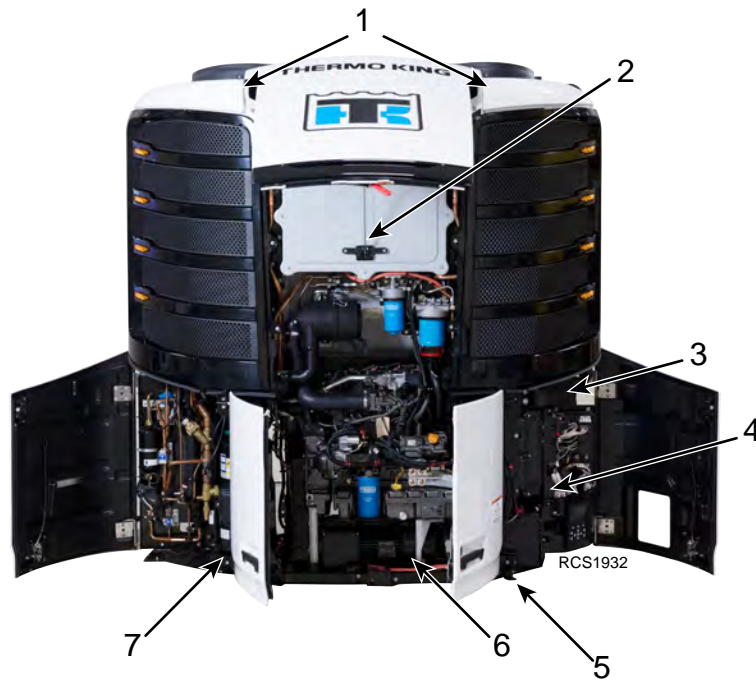


Figure 4. S-750i High Voltage Component Locations (Front)



1.	Condenser Motors	5.	StandBy Power Receptacle (under unit)
2.	Evaporator Motor	6.	Electric Generator
3.	High Voltage Box	7.	Scroll Compressor
4.	High Voltage Contactor Box		

Priming the Fuel Pump

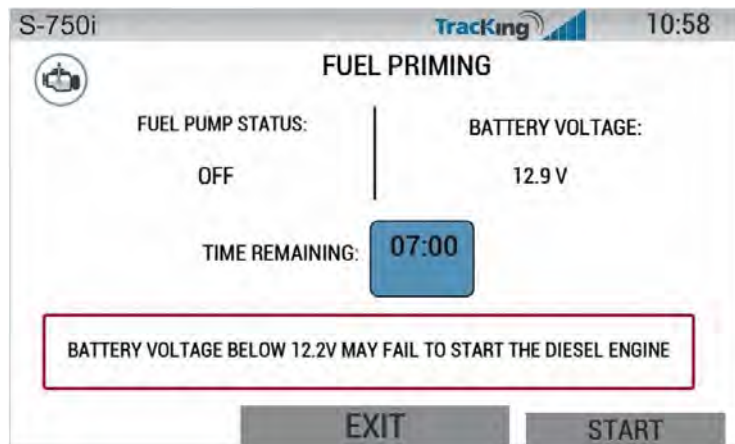
The fuel pump needs to be primed and the fuel system bled of air before the diesel engine can be started for the first time.

1. Enter the **MAIN MENU**
2. Navigate to **FUEL PRIME** and select it.



3. Press the **START** button to begin fuel priming.

Note: Pump will operate for 7 minutes, or until stopped by user via HMI (START button will change to a STOP button after selecting).



Programming the Controller

Fuel Level (Guarded Access)

Note: Changes to the Fuel Level are done through Guarded Access.

1. From the Standard Display, press the ACCEPT/ENTER center key.



2. Press and hold the top right and left soft keys at the same time for five seconds. Main Menu + will appear.



3. In Main Menu +, navigate to the top right corner (Flash Drive). Press and hold the UP navigation key and then the top left soft key at the same time for five seconds.



4. The controller may require a security access code to be entered. If an access code has been set, the user is prompted to enter the correct code using the HMI keys. When the correct access code is entered, press the ACCEPT/ENTER center key to enter Guarded Access. If the correct access code is not entered, access to Guarded Access will be denied. If no access code has been set, the controller will enter Guarded Access directly.
5. In Guarded Access:
 - a. Select **Prog Feat** menu.
 - b. Select **Fuel Level Sensor Config** and chose type. Choices are Float, Solid State, or None. Default is None.

S-750i Unit Check List

UNIT CHECK LIST

- BEFORE installing the unit, visually inspect it for any damage. If any damage appears, file claim with delivery carrier.
- Install the fuel tank, fuel lines and unit as outlined in the Thermo King Installation Manual.
- Add 20 gallons (minimum) of ultra-low sulfur diesel fuel to the tank.

BEFORE STARTING THE UNIT

- Check battery and battery cable installation.
- Inspect fuel line routing checking for rubbing, chaffing or laying on hot surfaces.
- Visually inspect the unit for the following: Loose or improperly fitting bolts, brackets, hardware, hose connections, and hose routing.
- Inspect all wiring connections and routing.
- Check defrost drain hoses and kazoos.
- Check unit mounting hardware for tightness.
- Check compressor and engine mounts.
- Check engine oil level.
- Check condenser and evaporator section for cleanliness and signs of refrigerant leaks.
- Check front bulkhead and air chute if equipped.

START AND RUN UNIT

- Check for proper oil pressure, coolant temperature, oil, fuel, or coolant leaks.
- Check alternator or battery charger for proper output.
- Cycle the unit and ensure the unit functions in the correct modes and the mode indicators are working.
- Confirm engine speeds at normal engine running temperature. High Speed and Low Speed per maintenance manual. Check @70° F (21 C) box temperature and 70° F (21 C) ambient.
- Set for continuous run with thermostat set point at 32 F (0 C) and run the unit to 32 F (0 C).
- Observe and record refrigerant operating pressures in relation to ambient and box temperatures.
- Verify the readings above are correct for the conditions.
- When box reaches 32 F (0 C) check calibration of thermostat, thermometer and data logger.
- Run unit for 30 minutes at 32 F (0 C). During this period check for correct cycling.
- Reset thermostat to 50 F (10 C).
- Check throttling valve while in the heat cycle.
- Check operation of Modulation system if equipped.
- Perform a controlled check of the refrigerant level.
- Initiate and check defrost operation and termination.
- Check for proper operation of all door switches.
- Remove the compartment bulk head(s) if equipped.
- Verify fuel level is sufficient to run unit for 6 hours, close trailer doors and initiate engine break-in mode. (more engine break-in mode information can be found in the Diagnostic Manual).
To enter engine break-in mode: Menu>Maintenance Menu>Engine Break-in Mode>Select>Start. Engine will run for 6 hours to complete engine break-in.
- Run Pre-trip.

ELECTRIC STANDBY OPERATIONAL CHECKS

- Test AC electrical contacts and connections by connecting to AC power and running unit.
- Cycle thermostat and check for correct modes of operation.
- Power source not available to test AC.



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S-750i Unit Check List

STOP UNIT

- Check water pump belt tension using frequency gauge.
- Check for oil, fuel, coolant, refrigerant, and exhaust leaks.
- Check engine oil and coolant level.
- Check entire unit for loosened hardware and fittings.
- Check and adjust all skin, door and panels for correct alignment and operation.
- Complete the commissioning registration process.
- Release unit.

Thermo King – by Trane Technologies (NYSE: TT), a global climate innovator – is a worldwide leader in sustainable transport temperature control solutions. Thermo King has been providing transport temperature control solutions for a variety of applications, including trailers, truck bodies, buses, air, shipboard containers and railway cars since 1938. For more information, visit www.thermoking.com or www.tranetechnologies.com.

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