

OPERATION MANUAL

ID1000

Portable Refrigerant Identifier

WARNING

**Liquid Samples will Damage Unit
Do not operate if filter has red flecks.
Replace filter every 3 months
or after every 25 uses.
Always have a spare
Call RTI Technologies to order**



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I. Cautions and Warnings

Read and understand the entire manual BEFORE attempting to operate the instrument.

Warnings

Air Detection Warm Up Warning: For best accuracy and results in *air detection only*, it is advised to allow the instrument an additional 5 minute warm up period after completion of the warm up and calibration modes. Allow the instrument to sit undisturbed for 5 minutes following the completion of the initial calibration mode.

Refrigerant Blend Warning: As of December 1996, there are nine EPA SNAP “acceptable for use” refrigerants that are available and legal for use as R12 substitutes. The ID1000 Refrigerant Identifier will not identify any of the substitutes as pure R12 or pure R134a. Each of the nine blends has been tested in the factory laboratory and it has been confirmed that the substitutes will not “fool” the instrument. Should one of the blends be encountered, the ID1000 will fail the refrigerant and provide a readout of analysis in terms of percentage by weight concentrations of R12, R134a, R22 and hydrocarbons only. Due to cross sensitivity issues of the blends on the sensing device, the resultant reading will not be correct in the analyzed concentrations. However, the ID1000 instrument will never identify any of the blends as pure R12 or pure R134a.

Flammability Warning: The instrument will provide an alarm indication should the sample be determined to be potentially flammable.

Sample Filter Warning: Replace the sample filter of the instrument AS SOON AS RED SPOTS OR DISCOLORATION BEGIN TO APPEAR ON THE OUTSIDE DIAMETER OF THE WHITE ELEMENT. Failure to properly maintain and replace the sample filter will result in severe damage.

Sample Input Warning: The instrument requires connection of the supplied sample hose to the LOW SIDE OR VAPOR port of refrigerant storage cylinders or vehicle air conditioning systems. DO NOT attempt to introduce liquid or samples heavily laden with oil into the instrument. DO NOT connect the sample hose to the HIGH SIDE or LIQUID port! Liquid or oil laden samples will cause severe damage to the instrument that will not be covered under warranty repairs.

Always inspect the sample hose before each use. Replace the hose if it appears cracked, frayed, obstructed or fouled with oil.

ALWAYS turn the compressor or automobile engine off before connecting the instrument to an air conditioning system.

Always wear eye and skin protection when working with refrigerants. Escaping refrigerant vapors will present a freezing danger.

To avoid the risk of electrical shock, do not remove the top panel of the instrument, do not utilize the instrument in wet or damp areas, minimize the length and use of extension cords.

DO NOT direct refrigerant vapors venting from hoses towards the skin.

DO NOT remove the top panel of the instrument. There are no serviceable components internal to the instrument and removal of the top panel will void the warranty.

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Cautions

ALWAYS place the Identifier on a flat and sturdy surface.

DO NOT utilize any other hose other than those supplied with the instrument. The use of other hose types will introduce errors into the refrigerant analysis and instrument calibration.

ALWAYS verify that the refrigerant to be tested does not contain or will not emit heavy loads of oil or liquid.

NEVER admit any sample into the instrument at pressures in excess of 300 psig.

DO NOT utilize the coupling supplied on the service end of the R134a Sample Hose for any other purpose than with the instrument. The coupler supplied is a modified version that does not contain a check valve and is not suitable for any other refrigerant application.

NEVER obstruct the air intake, sample exhaust or case vent ports of the instrument during use.

II. Functional Description

Contamination of refrigerants either in storage cylinders or vehicle air conditioning systems can lead to component corrosion, elevated head pressures and system failures when utilized by unsuspecting technicians. The ability of the technician to determine refrigerant type and purity is severely hampered by the presence of air when attempting to utilize temperature-pressure relations. The recent development of various substitute refrigerants further complicates the ability of a technician to identify refrigerant purity based upon temperature-pressure relationships. The substitute refrigerant blends can also introduce a flammability hazard to the refrigerant technician and the ultimate end user of the vehicle air conditioning system.

The ID1000 Refrigerant Identifier will provide a fast, easy and accurate means to determine refrigerant purity in refrigerant storage cylinders or directly in vehicle air conditioning systems. The instrument utilizes non-dispersive infrared (NDIR) technology to determine the weight concentrations of refrigerant types R12, R134a, R22, as well as, hydrocarbons and air. Refrigerant purity is automatically determined for refrigerants R12 and R134a by the instrument to eliminate human error. Pure refrigerant is defined as a refrigerant mixture that contains 98%, by weight, or greater of either R12 or R134a.

The instrument is supplied complete with a R12 and R134a sample hose, a R134a adapter fitting to permit sampling of ACME ported cylinders, a connected power cord and all required plumbing housed within a rugged portable case.

Sample gas is admitted into the instrument through the supplied sample hose and presented to the sensing device. The instrument provides the user with direct percent by weight concentrations of R12, R134a, R22 and hydrocarbons. If the sample is determined to be pure R12 or pure R134a, the instrument will also provide a direct readout of the weight percentage of air within the sample. Note that the instrument does not consider air to be a contaminate since it can be removed by refrigerant recycling equipment. Since air is not considered a contaminate, it is possible to read 100% R12 plus 5% air. The instrument only considers the weights of the refrigerant and contaminates in the total mixture.

The instrument interfaces with the user through the use of a 2-line 16-character alphanumeric display, status indicator lamps, push button communication switches and an alarm horn. Alarm indications are provided to alert of instrument fault conditions, potentially flammable refrigerant presence and

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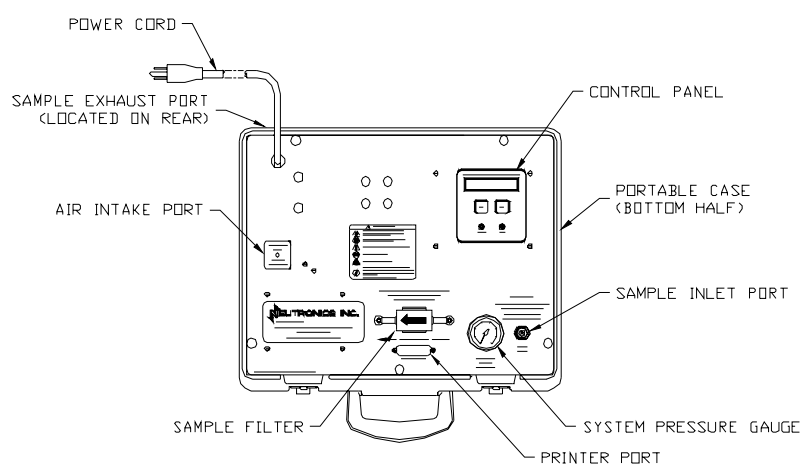
contaminated refrigerant presence. Direct percent by weight concentrations of sample refrigerant is provided on the display as well as user directions and prompts. A printer port is supplied with the instrument that will interface with most parallel port printers.

The ID1000 Refrigerant Identifier will provide the refrigerant technician with absolute knowledge of refrigerant purity and protection against refrigerant contamination and potential flammability.

III. Hardware Description

A. Portable Case

The instrument is housed in a rugged portable high-density polyethylene case. The case will store the instrument itself as well as required hose assemblies, power cord and adapter fitting.



B. Power Cord

A nine-foot (2.75 meter), molded, 3-prong, grounded NEMA power supply cord is attached directly to the instrument.

C. Sample Filter

The Sample Filter will provide retention of particulate and oil mist entrained within the sample vapor. The filter is supplied with a red maintenance indicating dye. As soon as red spots or discoloration begin to appear anywhere on the white outside diameter of the filter element, THE FILTER MUST BE REPLACED. Failure to replace the filter when indicated may lead to severe instrument damage that will not be covered under warranty repairs!

D. Air Intake Port

The Air Intake Port, located on the instrument top panel, is the entry port for ambient air during instrument calibration procedures. The port should never be obstructed any time during use.

E. Sample Exhaust Port

The Sample Exhaust Port, located on the rear of the carrying case, will emit sample gasses ejected from the sensing device. This port should always remain clear and unobstructed.

F. Sample Inlet Port

The Sample Inlet Port will admit the refrigerant vapor into the instrument through the connection of the mating end of the sample hose.

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G. System Pressure Gauge

The System Pressure Gauge is intended to indicate to the user the presence of a refrigerant sample flow into the instrument. The gauge should read between 9-15 psig during normal operation. THE GAUGE DOES NOT INDICATE THE STATUS OF THE REFRIGERANT SOURCE PRESSURE.

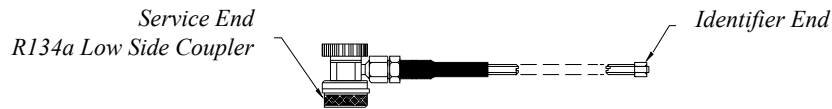
H. R12 Sample Hose

The 6-foot (1.8 meter) R12 Sample Hose is constructed of a nylon inner tube and a polyurethane outer tube. The inner tube will handle all of the refrigerant transfer and will provide containment up to 300psig. The outer tube will provide protection of the inner tube from abrasion, nicking, cutting, etc. The hose is provided with an instrument inlet port mating connector on one end and a 1/4" SAE female flare coupling nut on the service end.



I. R134a Sample Hose

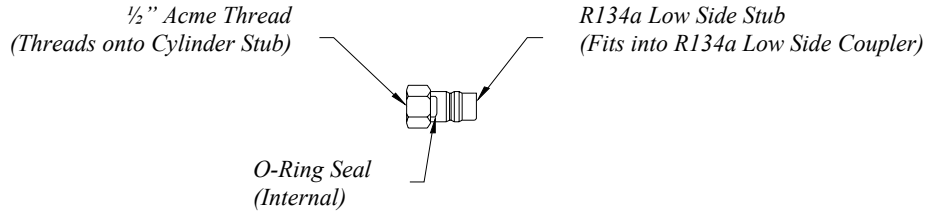
The 6-foot (1.8 meter) R134a Sample Hose is constructed of a nylon inner tube and a polyurethane outer tube. The inner tube will handle all of the refrigerant transfer and will provide containment up to 300 psig. The outer tube will provide protection of the inner tube from abrasion, nicking, cutting, etc. The hose is provided with an instrument inlet port mating connector on one end and a R134a Low Side Coupler on the service end.



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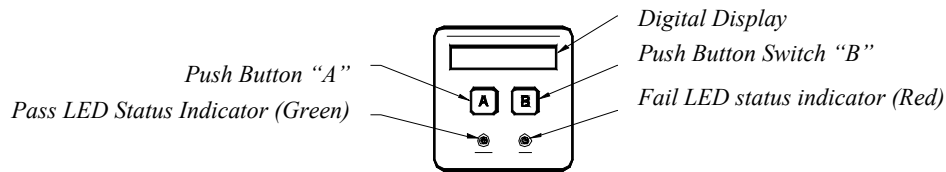
J. R134a Tank Adapter Fitting

The R134a Tank Adapter Fitting will provide the user with an adapter to allow connection of the R134a sample hose service end to a R134a cylinder ACME port.



K. Control Panel

The Control Panel contains all of the user interface devices to permit operation of the instrument as follows:



1. Digital Display

A 2-line, 16-character, alpha-numeric display is provided to inform the user of system status, required actions and prompt the user for specific inputs.

2. Push Button Switches

Two switches, labeled "A" and "B", are provided for various functions. All inputs from the user to the instrument are made using these switches. The use of the switches is detailed by the instrument display during use.

3. LED Status Indicator Lamps

A red and green LED is provided to inform the user of system status at a glance or to alert the user of required actions or conditions.

L. Printer Port

The Printer Port is a 25-pin connector utilized to download the results of sample analysis to a user-supplied printer through a user-supplied cable. The port will support most parallel port printers.

IV. Operation Procedures

A. Pre-Operational Procedure

1. Open the case and inspect the sample filter for signs of red spots or discoloration anywhere on the white outside diameter of the filter element. If any red spots or discoloration are noticed, REPLACE THE FILTER BEFORE USING THE INSTRUMENT!

Warning: When red spots or discoloration begin to appear on the white outside diameter of the filter element, THE FILTER MUST BE REPLACED. Failure to properly maintain the sample filter may result in severe instrument damage that will not be covered under warranty repairs.

2. Select the R12 or R134a sample hose for use in the specific application. Inspect the hose for signs of wear such as cracking, fraying or kinks. Verify that the hose is not obstructed and that no oil is present internal to the hose. If the hose shows signs of wear, obstruction or oil IT MUST BE REPLACED (OR CLEANED) BEFORE USING THE INSTRUMENT!
3. Install the selected sample hose onto the inlet port of the instrument. The hose connector needs only to be finger tightened to achieve a gas-tight seal.
4. Inspect the air intake port, the sample exhaust port and the case vent ports of the instrument to verify they are clear and unobstructed.
5. Inspect the sample port of the refrigerant storage cylinder or vehicle air conditioning system to be tested. Verify that the port is the LOW SIDE or VAPOR port.

B. Operational Procedure

1. Plug the power cord of the instrument into a suitable receptacle. The instrument will display various parameters of the instrument and begin the warm up period.
2. The warm up period will last for approximately 90 seconds. The display will read "SYSTEM WARMING-CHECK FILTER". This is a reminder to inspect the sample filter of the instrument. It is possible to print the results of the last sample run made prior to power up of the instrument during the warm up period. To print the prior results connect a user-supplied cable and printer to the instrument printer port and press the "A" button of the instrument. The prior results will be downloaded to the printer.
3. During the warm up period the user has the option to enter the local elevation above sea level into the instrument memory. The instrument is sensitive to elevation changes of 500 feet (152 meters) and the local elevation must be entered into the instrument memory upon initial use. Normal barometric variations will not effect the performance of the instrument. After the local elevation has been entered into the instrument memory there is no need to enter it again unless the instrument is moved to a new elevation. To enter the elevation into the instrument memory, follow the procedure presented by the instrument display as stated below:

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- a. During the warm up period depress and hold the “A” and “B” buttons simultaneously until the display reads “USAGE ELEVATION, 400 FEET”. This is the factory setting of 400 feet (122-meters) elevation.
 - b. Use the “A” and “B” buttons to adjust the elevation to the nearest 100-foot (30-meter) increment. Pushing the “A” button will increase the elevation setting by 100-foot (30-meter) increments. Pressing the “B” button will decrease the elevation setting by 100-foot (30-meter) increments. The setting is adjustable from 0-9000 feet (0-2743 meters) and will be displayed while adjusting.
 - c. When the correct setting of local elevation has been achieved, allow the instrument to sit for approximately 20 seconds while not pushing either of the buttons. The instrument will automatically return to the warm up period and the elevation setting will be stored in the memory.
4. After completion of the warm up period the instrument will self-calibrate. Ambient air will be drawn in through the air intake port and presented to the sensing device for calibration. The calibration period will run approximately 20 seconds.
 5. When the calibration period has completed, the instrument will display “READY: CON. HOSE, PRESS A TO START” and the green LED will be flashing. At this time the user should connect the service end of the sample hose to the low side or vapor port of the refrigerant storage vessel or vehicle air conditioning system to be sampled. When the hose is secured into position and the system pressure gauge reads at least 9 psig, press the “A” button of the instrument to start processing.

Operational Tip: To achieve the best air detection accuracy, allow the instrument to warm up an additional 5 minutes before connecting the sample hose or pressing the “A” button as stated in step 5. This allows additional warming and stabilization of the sensing device before sampling. The additional warm up period will result in another self-calibration period during which the display will read “RECAL, REQUIRED, DISCONNECT, PRS A.” Once the calibration period has been completed it will not be necessary to repeat other additional warm up periods as long as the instrument has not been powered down between sample runs.

6. The instrument will read “SAMPLING IN PROGRESS” while a small refrigerant sample is analyzed to determine the concentrations of R12, R134a, R22, hydrocarbons and air.
7. When the analysis has completed, the instrument will instruct the user to disconnect the sample hose from the refrigerant source. Disconnect the service end of the sample hose from the refrigerant source and press the “A” button to receive the results of the analysis as outlined below:

Warning: Disconnect the service end of the sample hose from the refrigerant source immediately when so directed by the instrument. The instrument is not equipped with an automatic shut off device and refrigerant will continue to flow through the sample hose as long as it is connected to the source. Failure to immediately disconnect the sample hose from the refrigerant source when directed will result in excess refrigerant loss to the atmosphere.

- a. **PASS R134a:** If the instrument has detected 98% by weight or greater concentration of R134a, the green PASS LED will illuminate and the weight concentrations of R12, R134a, R22, hydrocarbons and air will be displayed. The display will then prompt the user to press “A” to print (see step 8) or press “B” to exit (see step 9).

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- b. **PASS R12:** If the instrument has detected 98% by weight or greater concentration of R12, the green PASS LED will illuminate and the weight concentrations of R12, R134a, R22, hydrocarbons and air will be displayed. The display will then prompt the user to press “A” to print (see step 8) or press “B” to exit (see step 9).
- c. **Refrigerant FAIL:** If the weight concentrations of either R12 or R134a are not at least 98%, the instrument will sound the alarm horn 5 times, the red FAIL LED will light and the weight percentages of R12, R134a, R22, hydrocarbons and air will be displayed. The display will then prompt the user to press “A” to print (see step 8) or press “B” to exit (see step 9).

Operational Tip: It is suggested to retest a refrigerant source whenever a refrigerant “fail” occurs to provide verification of results and avoid refrigerant loss.

- d. **Hydrocarbon Alarm:** If hydrocarbon concentrations are sensed to be 2% by weight or greater, the instrument will sound the alarm horn 30 times, illuminate the red FAIL LED, display “Hydrocarbon High” and display the weight concentrations of R12, R134a, R22 and hydrocarbons. The display will then prompt the user to press “A” to print (see step 8) or press “B” to exit (see step 9).

Warning: The occurrence of the Hydrocarbon Alarm alerts the user to the presence of potentially flammable refrigerant mixtures. **THE USER BEARS FULL RESPONSIBILITY for the removal of the potentially hazardous mixture from the instrument and any other attached equipment.**

- 8. The user can now print the results of the analysis. Connect a user-supplied parallel cable and printer to the printer port of the instrument. Turn on the printer and press the “A” button of the instrument. The results of the last analysis will be downloaded to the printer and will appear as depicted below. Note that should a printer not be readily available, the instrument will store the LAST result only for printout during the next warm up period, as described in step 2.

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Instrument Printout Example:

REFRIGERANT IDENTIFIER
Refrigerant Analysis

Refrigerant R134a = 100.0%
Refrigerant R12 = 0.0%
Refrigerant R22 = 0.0%
Hydrocarbons = 0.0%

Conclusion: >>YYYY<<
Air = 3.0%

Date: _____

Technician: _____

Car Model: _____

VIN: _____

9. If no printout is desired, the user shall press button "B" followed by "A". The instrument will return to the calibration period, step 4, to ready for another sample run.

C. Post-Operational Procedure:

1. Unplug and store the instrument power cord into the clips located on the internal lid of the case.
2. Disconnect the sample hose from the inlet port of the instrument. Inspect the hose for signs of wear such as cracking, fraying or kinks. Verify that the hose is not obstructed and that no oil is present internal to the hose. If the hose shows signs of wear, obstruction or oil IT MUST BE REPLACED OR CLEANED BEFORE USING THE INSTRUMENT! Store the inspected hose in the case lid pocket.

Warning: Failure to properly inspect and maintain sample hoses may result in hose rupture or oil carry over that can cause injury, heavy refrigerant losses and instrument damage.

3. Inspect the sample filter for signs of red spots or discoloration anywhere on the white outside diameter of the filter element. If any red spots or discoloration are noticed, REPLACE THE FILTER BEFORE USING THE INSTRUMENT!

Warning: When red spots or discoloration begin to appear on the white outside diameter of the filter element, THE FILTER MUST BE REPLACED. Failure to properly maintain the sample filter may result in severe instrument damage that will not be covered under warranty repairs.

4. Clean the instrument of accumulated dirt, oil, grime, etc. with a moist cloth. Close the enclosure lid and latch. DO NOT USE ANY SOLVENTS OR LIQUIDS TO CLEAN THE INSTRUMENT.

V. Maintenance Procedures

WARNING: DO NOT remove the top panel of the instrument. There are no serviceable parts internal to the instrument and removal of the top panel will void warranty.

A. Error Codes and Corrective Actions

The instrument is supplied with self-diagnostic software to provide the user with guidance should problems occur in the field. The software supplies three codes that will direct the user towards corrective measures. Should the corrective measures not clear the problem, the user is advised to contact the RTI Technologies Service Department for assistance. Error codes are presented below with corrective action steps.

ERR.1: Signifies unstable readings due to inconsistent sample supply or interference from strong electrical fields.

Corrective Action:

1. If the error code occurs during a sampling mode, verify that the sample hose is receiving a sample of at least 10 psig. Also verify that the sample exhaust and air intake ports are clear and not obstructed in any manner.
2. If the error occurs during a calibration mode, verify that the air intake and sample exhaust ports are clear and not obstructed.
3. The unit should be kept away from sources of strong electrical fields such as large compressors, running automobiles, etc. Move the instrument 3-5 feet away from such sources and try again.
4. If the instrument is being utilized in an environment outside of the operating temperature range of 45-100°F (7-38°C), allow the instrument an additional warm up period after power up before use.
5. To clear the error code, unplug the instrument. The error code will be cleared at the next power up.

ERR.2: Signifies internal sensor failure due to temperature extremes.

Corrective Action:

1. Allow the unit to stabilize at room temperature for at least 30 minutes before attempting use.
2. To clear the error code, unplug the instrument. The error code will be cleared at the next power up.

ERR.3: Signifies a calibration fault.

Corrective Action:

1. Verify that the air intake port and the sample exhaust ports are not obstructed.
2. If the instrument is being utilized in small enclosed area, refrigerant vapors may build up in the surrounding atmosphere. These vapors will be drawn into the air intake port during calibration and will cause a fault. Move the instrument to a location with fresh ambient air free of refrigerant vapors. Use the instrument in locations that provide adequate ventilation to prevent the accumulation of refrigerant vapors.
3. To clear the error code, unplug the instrument. The error code will be cleared at the next power up.

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B. Maintenance Procedures

1. Sample Filter Replacement

Inspection Frequency: Inspect the sample before and after each use of the instrument.

What to Look for: When inspecting the sample filter, look completely around the entire outside diameter of the white filter element located inside of the plastic housing. Look for red spots or the beginnings of discoloration on the white outside diameter of the element. Do not look into the round ends of the white element for red spots or discoloration. The round ends of the filter may always appear red. If red spots or discoloration are discovered, the sample filter requires replacement to prevent the influx of particulate and oil mists into the instrument.

Sample Filter Replacement Procedure:

- a. Obtain a replacement filter, part number 026-80128-00.
- b. Remove the existing filter from the retaining clip of the instrument by pulling straight up and out.
- c. CAREFULLY remove the flexible, black rubber tubing connections from both ends of the existing filter. DO NOT allow the tubes to slip back into the internal portion of the case.
- d. Discard the existing filter in an environmentally friendly manner.
- e. Install the tube ends onto the barbs of the replacement filter, taking note to align the flow arrow of the filter with the flow arrow of the instrument top panel.
- f. CAREFULLY slide the tubing back into the internal portion of the instrument and seat the new filter into the retaining clip.
- g. Inspect the sample hoses for signs of oil entrapment. Replacement of the sample filter usually requires cleaning or replacement of the sample hoses.

2. Sample Hose Inspection and Cleaning

Inspection Frequency: Inspect the sample hoses before and after each use of the instrument and after every replacement of the sample filter.

What to Look for: Inspect the inside diameter of the inner tube for signs of oil build up, dirt, obstructions, kinks, cuts, fraying, or any other signs of wear. Oil contamination can be cleaned out of sample hoses as directed below. Hoses that show signs of wear should be replaced immediately to avoid dangers of rupture or bursting.

Sample Hose Cleaning Procedure:

- a. Remove the hose from the instrument and flush with isopropyl alcohol or methanol until the oil is thoroughly cleansed from the inner tube.

Warning: Flush hoses away from sparks, open flames or other ignition sources and in an area that is well ventilated.

- b. Dry the hose by blowing clean, dry nitrogen or shop air through the inner hose or by allowing the hose to air-dry for several hours. Take care to not dry the hose with shop air that is lubricated.

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- c. When the hose is completely dry, re-inspect the hose for signs of wear, as described above, and replace if wear is evident.

C. Spare Parts Listing

Spare parts are available from the local RTI representative or directly from the factory. To order spare parts directly from the factory, call 717-840-0678 or FAX to 8807. Have a shipping name address and purchase order ready as well as the model and serial number of the instrument.

User Instruction Manual	035-80816-00
R12 Sample Hose Assembly	035-81172-00
R134a Sample Hose Assembly	360-81616-00
R134a ACME Tank Adapter Fitting	023-80147-00
Replacement Sample Filter	026-80096-00
*R134a Low Side Coupler	023-80096-00

* Note that the R134a Low Side Coupler is a modified version of a standard coupler. The ID1000 version does not contain a check valve and is not suitable for use in applications other than for the ID1000.

VI. Specification Listing

Sample Parameters: Vapor only, oil-free, 300 psig (2 MPa) Maximum

Detected Compounds: R12, R134a, R22, Hydrocarbons, Air

Sensor Technology: Non-Dispersive Infrared (NDIR)

Refrigerant Sample Size: 0.3 ounces (8.5 grams) per sample

Power: Universal 110/220 VAC, 50/60 Hz, 0.2 Amps Maximum

Operational Temperature: 45-100°F (7-37°C)

SAE J1771: If the refrigerant being tested is identified as contaminated, any visual percentages displayed of CFC-12 (R-12) or HFC-134a (R-134a) outside the design certified value is informational and may not be accurate.

SAE J1771 Certification Note: This equipment has not been designed certified for contaminate detection of R-124 or R-142B.