RYDER used TK unit supporting information

The information contained in the following documents is a guideline and to be used for a reference only. Specific application and capabilities must be identified on a case by case basis.

All Thermo King units are designed to maintain an established load temperature in a properly insulated and maintained body, trailer and refrigeration system. All systems degrade over time and with use. The TTMA has suggested that this degradation occurs at between 1-1/2% and 3% annually. Since we cannot predetermine the condition of the equipment and the application it is being identified for in advance no warranties, expressed or implied are therefore made. You may find some TK units in applications that are not identified in the accompanying recommendations or within the stated guidelines and or suggested capabilities, that does not necessarily mean that they were incorrectly specified or applied when they were placed into service or that they cannot currently fulfill a specific application but due diligence must be applied in any application. We strongly suggest you contact your nearest Thermo King dealer for assistance.

Thermo King trailer and diesel powered truck refrigeration units have thermostats that have an operational range of +80F to -20F but the actual units may or may not be able to maintain that temperature range subject to a number of conditions including load cell insulation value, door openings, door events and duration, type of products, how they are loaded, etc.

All Thermo King trailer refrigeration units have automated defrost systems, some have multiple defrost initiation functions such as time, air static pressure across the evaporator coil, as well as manually.

Some units have programmable microprocessor controllers while other use less sophisticated electronic controllers. Trailer controllers vary from the uP-VI, TG-V, uP-VI, and SR-2 as examples

The diesel engines are EPA compliant at the time of their manufacture and vary in model and specification. Typical engine life is between 20,000 and 30,000 hours.

The projected life of compressors and other components are sensitive to the application and maintenance.

Multi-temperature units have one or more remote evaporators, besides the host evaporator, that enable at least 2 temperature controlled zones within a single load cell when properly segmented. Capabilities within these separated zones is dependent on a number of factors. Contact your nearest TK dealer for specifics on these applications.

All the identified trailer units use R404a refrigerant, an HFC, non ozone depleting element. Must diesel powered truck unit are also equipped with R404a HFC refrigerant while vehicle powered units may have R134a or R404a refrigerant subject to their specific model.

Diesel powered truck units are intended to maintain product temperature within specific body size ranges and applications due to their design elements. They are more sensitive to applications due to their individual capabilities both in BTU capacity and air flow. Most units use the uP-T microprocessor while older models have the TG-V controller. Newer models will migrate to the SR-2T. Please contact your nearest TK dealer for specific application information.

Vehicle powered units use compressor that are driven off the truck engine and may or may not have electric standby. Since the ‘sustained’ compressor speed ultimately controls the gross BTU capacity these units are sensitive in their application as to ‘stop and go’ driving or sustained low speed operation. Care should be taken when putting these systems into service and meeting the requirements of the specific application.

Please feel free to contact your local Thermo King dealer for specific application assistance.