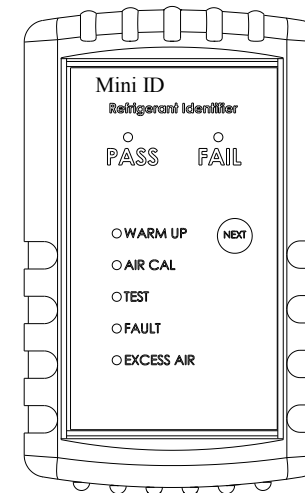




MINI ID

R134a REFRIGERANT ANALYZER OPERATION MANUAL

Manual Part Number: 5-06-4900-62-0
Manual File MN-A-0165 Rev. C



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The Mini ID utilizes a disposable oil filter that can not be cleaned.

Be sure to have spare filters available as the instrument cannot be operated with a contaminated filter.

P/N 6-01-6001-23-1

When properly used, this filter will protect the instrument from oil and sealant contamination.

See Page 10 for additional information.

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SPECIFICATIONS

Refrigerant Detected:	R134a
Pass/Fail Purity:	95%
Power:	12–15 VDC @ 1 amp
Sample Source:	Oil Free Vapor Refrigerant
Minimum Input Pressure:	1.38 Bar (20 Psig)
Maximum Input Pressure:	20.70 Bar (300 Psig)
Operating Temperature :	10°– 45 °C
Approvals:	UL, CE, SAE J1771
Replacement Oil Filter P/N:	6-01-6001-23-1



HELP / TROUBLESHOOTING

Unit Fails to Power On - Check the voltage and polarity of the power source. Ensure that the power plug is fully inserted into the power socket on the unit.

Excess Air / Fail—The Mini ID is equipped with a unique filter located between the coupler and hose. This is a disposable filter designed to trap oil and sealant to prevent damage to the unit. Remove and inspect the filter for oil etc. and replace if necessary. Remove any oil in the coupler with compressed air and a dry cloth. Replacement Filter P/N 6-01-6001-23-1

The Mini ID is equipped with internal fault codes for assistance with troubleshooting. When the “FAULT” light is illuminated, the code is determined by counting the number of flashes.

Code 3 = Calibration Error
Code 4 = Temperature Error
Code 5 = Calibration Compensation Error

Should one of these codes appear, take the following action prior to contacting you Neutronics Service Representative.

1. Disconnect the power from the instrument and verify the power source is between 12 and 15 VDC.
2. Place the unit in a climate controlled area between 15°C and 27°C.
3. Fully Squeeze the Calibration Bulb 10 times.
4. Allow the unit to remain in the climate controlled room for 30 minutes.
5. Reconnect the unit and re-test.

If these steps fail to restore the unit to good working order, contact:

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For Your Safety:

PLEASE READ THIS MANUAL IN ITS ENTIRETY BEFORE ATTEMPTING INSTALLATION OR OPERATION! Attempting to operate the Mini ID without fully understanding its features and functions may result in unsafe conditions.

Always use protective eye wear and observe proper safety procedures when working with pressurized gases.

Identifier Warnings

Sample Filter Warning: The Mini ID contains a unique filter designed to significantly reduce the probability of oil contamination. Replace the brass oil filter of the instrument AS SOON AS OIL IS DETECTED IN THE SAMPLE HOSE. Failure to properly maintain and replace the oil filter may 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 may cause severe damage to the instrument that will not be covered under warranty repairs.

General Cautions

- 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 reduce the risk of electrical shock, do not disassemble the instrument; do not use the instrument in wet or damp areas.
- DO NOT direct refrigerant vapors venting from hoses towards the skin.
- DO NOT disassemble the instrument. There are no serviceable components internal to the instrument and disassembly will void the warranty.
- 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 coupler supplied on the service end of the R134a Sample Hose for any application other 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.
- WARNING – This Identifier must not be operated in flammable atmospheres.
- CAUTION – Should be operated by certified personnel.
- Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. To remove HFC-134a from the A/C system, use service equipment certified to meet the requirements of SAE J2788. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
- CAUTION – Do not pressure test or leak test HFC-134a service equipment and/or vehicle air conditioning systems with compressed air. Some mixtures of air and HFC-134a have been shown to be combustible at elevated pressures. These mixtures, if ignited, may cause injury or property damage. Additional health and safety information may be obtained from refrigerant manufacturers.

INSTRUCTIONS FOR USE

WARNING: Be sure to turn off the vehicle and let it rest for 3 minutes.

- 1) Connect the power cable to the power port located on the bottom of the instrument.
- 2) Connect the power clips to the 12 VDC battery source. Be sure to observe the correct polarity.
- 3) The lights will sequence, press “NEXT” to begin the “WARM UP”.
- 4) After approximately 90 seconds, the “CALIBRATING” light will flash.
- 5) Fully squeeze the calibration bulb 5 times and press “NEXT”.
- 6) The “CALIBRATING” light will illuminate for approximately 60 seconds.
- 7) When the Analyzing light begin to flash, connect hose to the vehicles low side service port and then press “NEXT”.
- 8) The Analyzing light will illuminate for approximately 45 seconds while the test is in progress.
- 9) The “PASS”/“FAIL” light will then provide the test results (See The Test Results)
- 10) Disconnect the sample hose from the vehicle, press the “NEXT” button and squeeze the calibration bulb 5 times. Remove the power and the instrument may now be stowed.

THE TEST RESULTS

- 1) After the Analysis is complete, the “PASS” or “FAIL” light will flash.
 - a) “PASS” indicates the refrigerant tested is 95% or greater R134a and is suitable for recovery.
 - b) “FAIL” indicates the refrigerant tested is less than 95% R134a and should not be recovered without special equipment.
 - c) The EXCESS AIR” light will illuminate in conjunction with the “PASS” or “FAIL” if the instrument determines that a significant amount of air is present. (See Help/Troubleshooting) .

PRODUCT COMPONENTS



Base Module



Coupler with Filter



Battery Clips



Calibration Bulb

WELCOME

Thank you for purchasing the MINI ID R134a Refrigerant Analyzer.

The Mini ID is the most economical refrigerant identifier ever designed for analyzing the purity of gaseous R134a automotive refrigerant. It has many features to offer the user, which will be described in this manual. We recommend that all personnel who use this instrument read this manual to become more familiar with its proper operation.

For further information regarding the application, operation or spare parts, please contact the Neutronics Inc. Customer Service Department. If you have questions or comments, we would like to hear from you.

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INTRODUCTION AND OVERVIEW

Contamination of refrigerants in 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 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 technician and the ultimate end user of the vehicle air conditioning system.

The Neutronics Mini ID Refrigerant Identifier will provide an easy and accurate means to determine if the R134a refrigerant in vehicle air conditioning systems is of suitable purity. 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 refrigerant R134a by the instrument to eliminate human error.

The instrument is supplied complete with a R134a sample hose, a 12 VDC power cord and all required plumbing housed within a rugged, portable instrument.

PRODUCT DESCRIPTION

The Neutronics Mini ID is an economical instrument designed to provide a "PASS" or "FAIL" indication for R134a Purity. The product will also indicate if an excess amount of non-condensable gas (air) is present in the system. Excess "air" will cause poor cooling performance and can be easily corrected by simply recovering the refrigerant, evacuating the system and recharging the vehicle. The Mini ID uses a simple hand pump to purge refrigerant from the sample cell in order to calibrate the instrument. LED's provide the user with easy to understand status indicators. Flashing LED's require user action while solid LED's indicate the instrument is performing a task.

The unique brass filter, located between the Coupler and Sample Hose, provides excellent protection from oil contamination by trapping the oil at the coupler and preventing it from entering the instrument. If the instrument continually gives excess air messages, this is an indication that the filter has been compromised by oil and the filter must be changed.