READ AND SAVE THESE INSTRUCTIONS

PART #460945

GREENHECK
Building Value in Air.

ENERGY RECOVERY UNIT WITH TEMPERING

Models: ERT-52, 58, 64 & 74
ERCH-20, 45, 55 & 90

INSTALLATION, OPERATION AND MAINTENANCE MANUAL

RECEIVING AND HANDLING

The ERT/ERCH is thoroughly inspected and test run at the factory. However, damage may occur during shipping and handling. Upon delivery, inspect the unit for both obvious and hidden damage. If damage is found, record all necessary information on the bill of lading and file a claim with the final carrier. In addition, ensure all accessory items are present. Some accessory items are stored inside the unit during shipping.

SAFETY WARNING

Improper installation, adjustment, alteration, service or maintenance can cause property damage, injury or death. Read this installation, operation, and maintenance manual thoroughly before installing or servicing this equipment. Installation and service must be performed by a qualified installer, service agency, or the gas supplier.

INSTALLATION SUPPLEMENTS

Refer to the following installation supplements

ERCH supplied with Indirect Gas (IG) heating: Model PVF, Indirect Gas Fired Furnaces for Energy Recovery Units, Part #461006

ERT Curb Assembly Instruction, Part #457157

ERCH Curb Assembly Instruction, Part #460922

SAVE THIS MANUAL

This manual is the property of the owner, and is required for future maintenance. This manual should remain with each ERT/ERCH unit when the job is complete.

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STORAGE

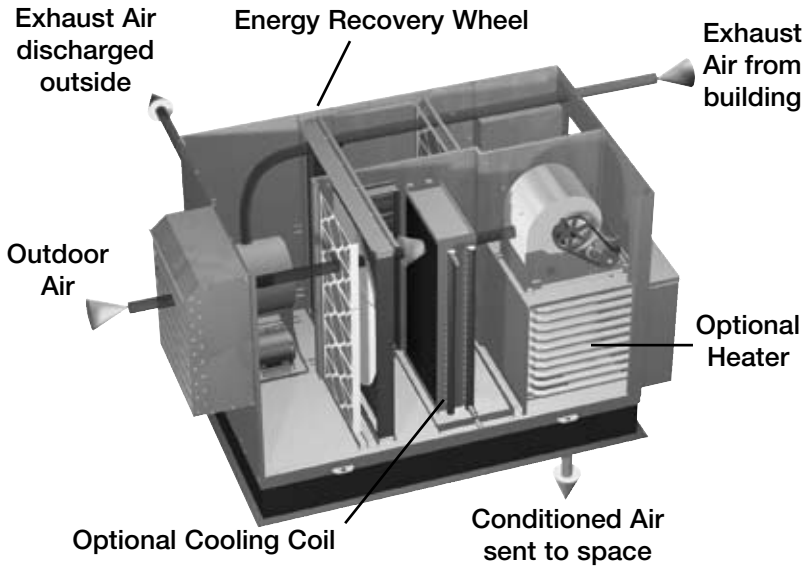
When a unit is not going to be in service for an extended amount of time, certain procedures should be followed to keep the fans in proper operating condition.

- Rotate fan wheel monthly and purge grease from bearings once every three months
- Cover unit with tarp to protect from dirt and moisture (Note: do not use a black tarp as this will promote condensation)
- Energize fan motor once every three months
- Store belts flat to keep them from warping and stretching
- Store unit in location which does not have vibration
- After storage period, purge grease from fan bearings before putting fan into service

If storage of unit is in a humid, dusty or corrosive atmosphere, rotate the fan and purge the bearings once a month. Improper storage which results in damage to the unit or components will void the warranty.

BASIC OPERATION

The ERCH and ERT units bring in fresh, outdoor air and remove stale, exhaust air. Prior to discharging the exhaust air, the energy recovery wheel transfers energy from the exhaust air to the outdoor air at an efficiency of 70-80%. Simply put, this unit preconditions the outdoor air to save money on heating and cooling costs. These particular units also have cooling and heating options available after the recovery wheel to further condition the fresh air temperature if desired.



INSTALLATION

The system design and installation should follow accepted industry practice, such as described in the ASHRAE Handbook.

Adequate space should be left around the unit for piping coils and drains, filter replacement, and maintenance. Sufficient space should be provided on the side of the unit for routine service and component removal should that become necessary.

See Service Clearances/Access Panel Locations section for more details.

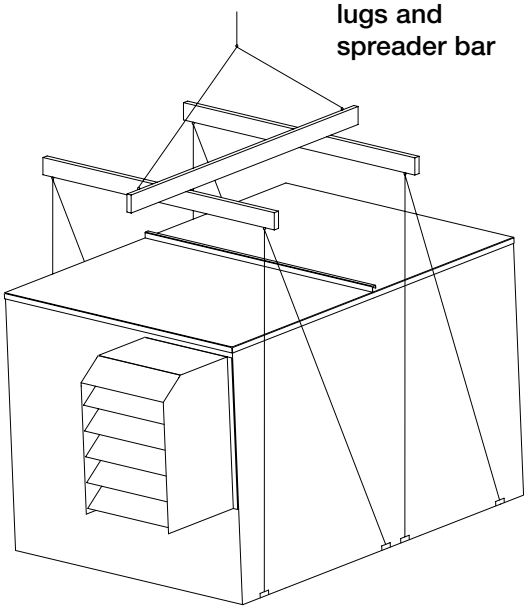
SAFETY WARNING

All factory provided lifting lugs must be used when lifting the units. Failure to comply with this safety precaution could result in property damage, serious injury, or death.

LIFTING

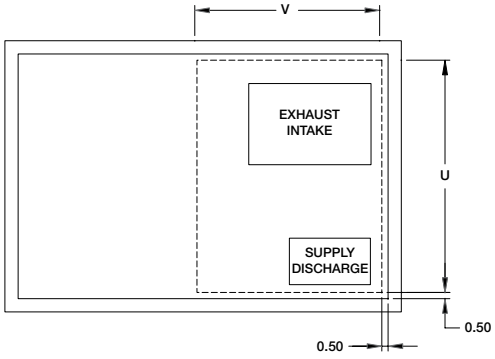
1) Before lifting, be sure that all shipping material has been removed from unit.
2) To assist in determining rigging requirements, weights are shown below.
3) Unit must be lifted by all lifting lugs provided on base structure.
4) Rigger to use suitable mating hardware to attach to unit lifting lugs.
5) Spreader bar(s) must span the unit to prevent damage to the cabinet by the lift cables.
6) Always test-lift the unit to check for proper balance and rigging before hoisting to desired location.
7) Never lift units by weatherhoods.
8) Never lift units in windy conditions.
9) Preparation of curb and roof openings should be completed prior to lifting unit to the roof.
10) Check to be sure that gasketing has been applied to the curb prior to lifting the unit and setting on curb.
11) Do not use fork lifts for handling unit.

Lift using lifting lugs and spreader bar



UNIT WEIGHTS & RECOMMENDED ROOF OPENING

Unit Size	Approx. Weight (lbs)	U	V	Unit Size	Approx. Weight (lbs)	U	V
ERT-52	3590	55	45	**ERCH-20**	1640	46	37
ERT-58	5110	60	48	**ERCH-45**	2750	54	39
ERT-64	5440	60	48	**ERCH-55**	3200	65	47
ERT-74	8180	75	50	**ERCH-90**	5220	85	49



All dimensions shown are in inches.

Unit weights assume outdoor configuration with weatherhoods, filters, outdoor air damper, and a 6-row chilled water coil (wet weight).

- The ERCH units also include an indirect gas fired furnace.
- The ERT units also include a 3-row wrap around heatpipe and a 1-row hot water coil (wet weight).

Position the unit roof opening such that the supply discharge and exhaust inlet of the unit will line up with the corresponding ductwork. Be sure to allow for the recommended service clearances when positioning opening (see Service Clearances). Do not face the outdoor air intake of the unit into prevailing wind and keep the intake away from any other exhaust fans. Likewise, position the exhaust discharge opening away from outdoor air intakes of any other equipment.

When cutting only duct openings, cut opening 1 inch (25mm) larger than duct size to allow clearance for installation. Area enclosed by roof curb must comply with clearance to combustible materials. If the roof is constructed of combustible materials, area within the roof curb must be ventilated, left open, or covered with non-combustible material which has an “R” value of at least 5. If area within curb is open, higher radiated sound levels may result.

Where the supply or warm air duct passes thru a combustible roof, a clearance of one inch must be maintained between the outside edges of the duct and combustible material in accordance with NFPA Standard 90A.

ROOF CURB MOUNTING

Rooftop units require curbs to be mounted first. The duct connections must be located so they will be clear of structural members of the building.

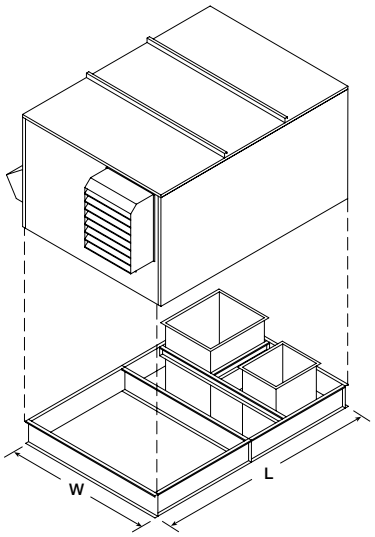
1. Factory Supplied Roof Curbs
Roof curbs are Model GKD, which are shipped in a knockdown kit (includes duct adapter) and require field assembly (by others). Assembly instructions are included with the curb.

2. Install Curb
Locate curb over roof opening and fasten in place. (Refer to Recommended Roof Openings). Check that the diagonal dimensions are within ±1/8 inch of each other and adjust as necessary. For proper coil drainage and unit operation, it is important that the installation be level. Shim as required to level.

3. Install Ductwork
Installation of all ducts should be done in accordance with SMACNA and AMCA guidelines. Duct adapter provided to support ducts prior to setting the unit.

4. Set the Unit
Lift unit to a point directly above the curb and duct openings. Guide unit while lowering to align with duct openings. Roof curbs fit inside the unit base. Make sure the unit is properly seated on the curb and is level.

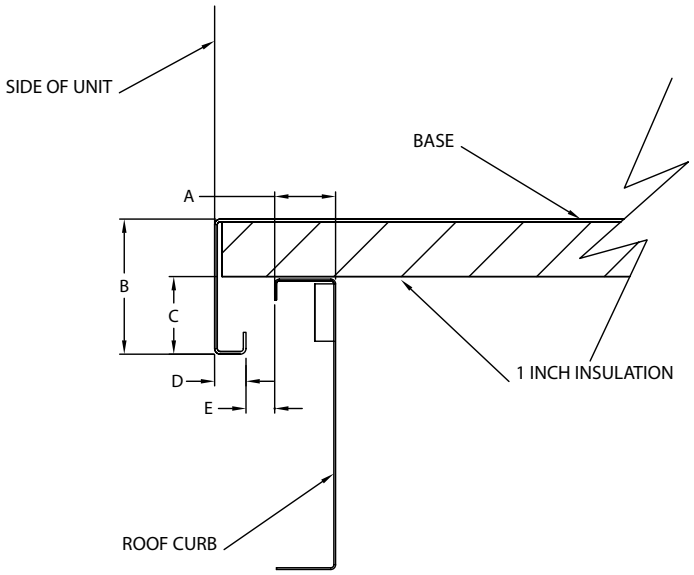
Roof curb details, including duct location dimensions, are available on ERT and ERCH roof curb assembly instructions. Part #457157 and Part #460922, respectively.



Curb Outside Dimensions

Curb Outside Dimensions and Curb Weights (lbs)							
Model	**L**	**W**	**Weight**	**Model**	**L**	**W**	**Weight**
ERT-52	154.5	65.5	535	**ERCH-20**	93	51	280
ERT-58	180	74.75	705	**ERCH-45**	100.5	60.63	355
ERT-64	180	74.75	705	**ERCH-55**	112.75	71.5	450
ERT-74	195	92.75	935	**ERCH-90**	125.75	90.75	625

All dimensions shown are in inches.
Weights are for 12 inch high curbs.



Curb Cap Details for Factory Supplied Roof Curbs

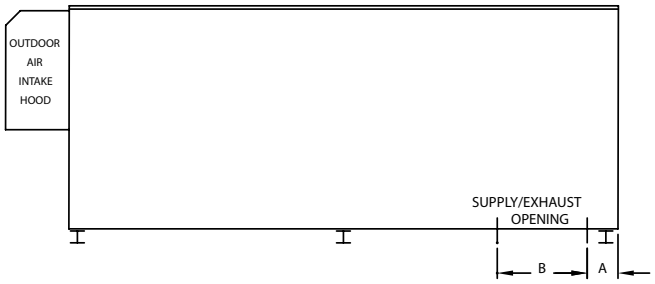
Model	Curb Cap Dimensions				
	A	**B**	**C**	**D**	**E**
ERT-52	2.00	4.00	3.00	1.00	0.75
ERT-58	2.00	4.00	3.00	1.00	0.75
ERT-64	2.00	4.00	3.00	1.00	0.75
ERT-74	2.00	6.25	5.25	1.375	0.50
ERCH-20	2.00	2.00	1.00	0.88	0.75
ERCH-45	2.00	4.25	2.00	1.31	0.50
ERCH-55	2.00	4.25	2.00	1.31	0.50
ERCH-90	2.00	4.25	2.00	1.31	0.50

All dimensions shown are in inches.

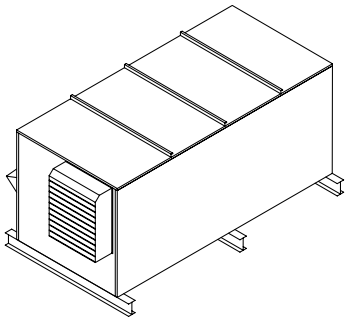
RAIL MOUNTING

Rail Layout

- Rails designed to handle the weight of the ERT/ERCH should be positioned as shown on the diagram (rails by others).
- Make sure that rail positioning does not interfere with the supply air discharge opening or the exhaust air intake opening on the ERT/ERCH unit. (Avoid area dimensioned “B” below).
- Rails should run the width of the unit and extend beyond the unit a minimum of 12 inches on each side.
- Set unit on rails.



Side view of unit on rails



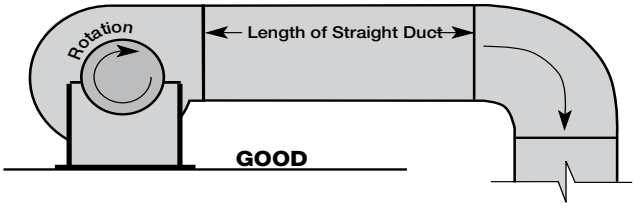
Isometric view of unit on rails

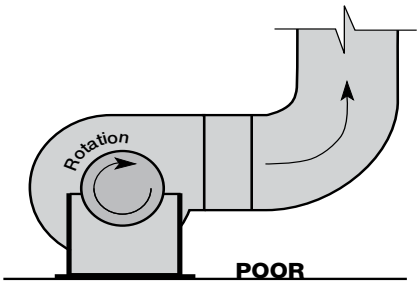
Model	Rail Mounting		Model	Rail Mounting	
	A	B		A	B
ERT-52	4.75	41.25	ERCH-20	5.1	25.0
ERT-58	6.75	47.125	ERCH-45	7.1	25.1
ERT-64	6.75	47.125	ERCH-55	5.7	35.0
ERT-74	27.75	64.25	ERCH-90	6.6	36.1

All dimensions shown are in inches.

DUCTWORK CONNECTIONS

Examples of good and poor fan-to-duct connections are shown below. Airflow out of the fan should be directed straight or curve the same direction as the fan wheel rotates. Poor duct installation will result in low airflow and other system effects.





Recommended Discharge Duct Size and Length							
Model ERT				Model ERCH			
Model	Blower Size	Duct Size	Straight Duct Length	Model	Blower Size	Duct Size	Straight Duct Length
ERT-52	18	20 x 20	48	ERCH-20	9	14 x14	36
ERT-58	20	22 x 22	60	ERCH-45	12	20 x 20	48
ERT-64	22	24 x 24	60	ERCH-55	15	28 x 28	60
ERT-74	27	29 x 29	72	ERCH-90	18	32 x 32	60

All dimensions shown are in inches.

- Recommended duct sizes are based on velocities across the cfm range of each model at approximately 800 feet per minute (FPM) at minimum airflow and up to 1600 fpm at maximum airflow. Recommended duct sizes are only intended to be a guide and may not satisfy the requirements of the project. Refer to plans for appropriate job specific duct size and/or velocity limitations.
- Straight duct lengths were calculated based on 100% effective duct length requirements as prescribed in AMCA Publication 201. Calculated values have been rounded up to nearest foot.

OUTDOOR AIR WEATHERHOOD

Outdoor air weatherhood will be factory mounted.

EXHAUST WEATHERHOOD

The exhaust weatherhood is shipped separately as a kit with its own instructions.

DAMPERS

Backdraft dampers are always included as an integral part of the exhaust hood assemblies. Motorized outdoor air and exhaust air dampers are optional and are factory mounted (and wired) at the intake.

ELECTRICAL INFORMATION

The unit must be electrically grounded in accordance with the current National Electrical Code, ANSI/NFPA No. 70. In Canada, use current C.S.A. Standard C22.1, Canadian Electrical Code, Part 1. In addition, the installer should be aware of any local ordinances or electrical company requirements that might apply. System power wiring must be properly fused and conform to the local and national electrical codes. System power wiring is to the unit main disconnect (door interlocking disconnect switch standard on most units) or distribution block and must be compatible with the ratings on the nameplate: supply power voltage, phase, and amperage (Minimum Circuit Amps - MCA, Maximum Overcurrent Protection - MOP). All wiring beyond this point has been done by the manufacturer and cannot be modified without affecting the unit's agency / safety certification.

If field installing an additional disconnect switch, it is recommended that there is at least four feet of service room between the switch and system access panels. When providing or replacing fuses in a fusible disconnect, use dual element time delay fuses and size according to the rating plate.

If power supply is desired thru bottom of unit, run the wiring through the curb, cut a hole in the cabinet bottom, and wire to the disconnect switch. Seal penetration in cabinet bottom to prevent leakage.

The electric supply to the unit must meet stringent requirements for the system to operate properly. Voltage supply and voltage imbalance between phases should be within the following tolerances. If the power is not within these voltage tolerances, contact the power company prior to operating the system.

Voltage Supply - See voltage use range on the rating plate. Measure and record each supply leg voltage at all line disconnect switches. Readings must fall within the allowable range on the rating plate.

Voltage Imbalance - In a 3-phase system, excessive voltage imbalance between phases will cause motors to overheat and eventually fail. Maximum allowable imbalance is 2%. To determine voltage imbalance, use recorded voltage measurements in this formula.

Key: V1, V2, V3 = line voltages as measured

VA (average) = (V1 + V2 + V3) / 3

VD = Line voltage (V1, V2 or V3) that deviates farthest from average (VA)

Formula: % Voltage Imbalance = [100 x (VA-VD)] / VA

CAUTION

If any of the original wire as supplied with the appliance must be replaced, it must be replaced with wiring material having a temperature rating of at least 105ºC.

WARNING

To prevent injury or death due to electrocution or contact with moving parts, lock disconnect switch open.

WARNING

For units with a gas furnace, if you turn off the power supply, turn off the gas.

Most factory supplied electrical components are pre-wired. To determine what electrical accessories require additional field wiring, refer to the unit specific wiring diagram located on the inside of the unit control center access door. The low voltage control circuit is 24 Vac and control wiring should not exceed 0.75 ohms. Refer to Field Control Wiring Length/Gauge table for wire length maximums for a given wire gauge. Control wires should not be run inside the same conduit as that carrying the supply power. Make sure that field supplied conduit does not interfere with access panel operation.

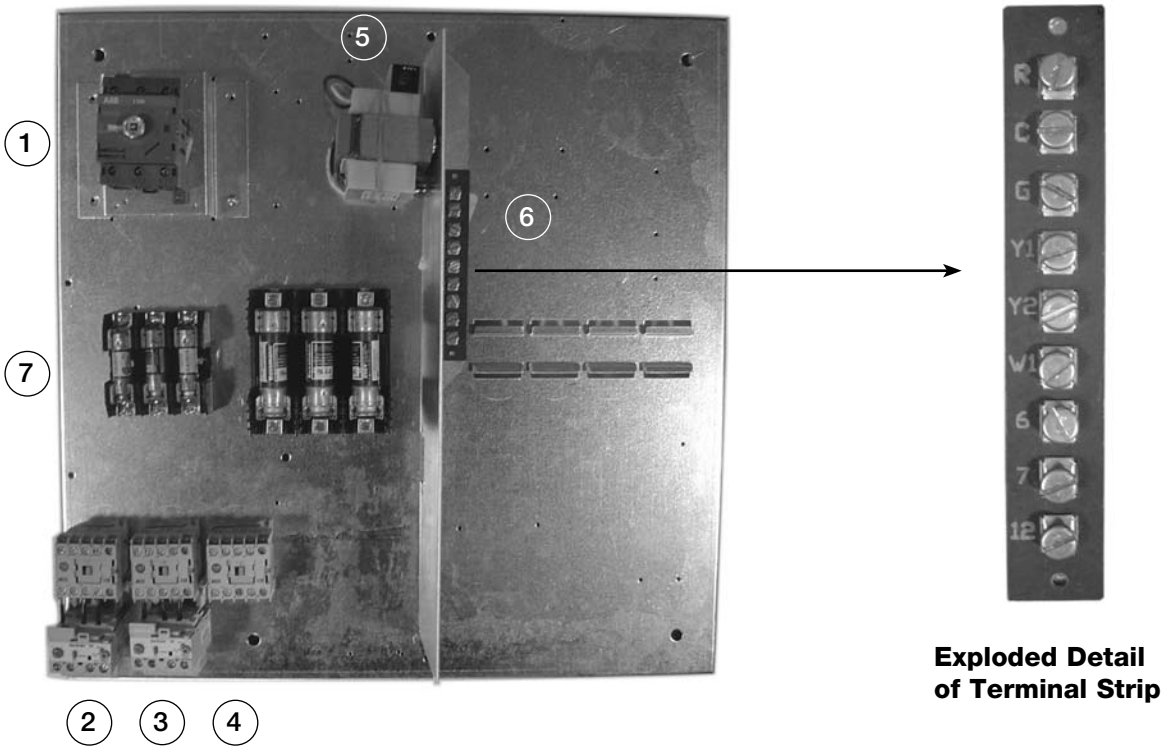
Field Control Wiring Length/Gauge	
Total Wire Length	Minimum Wire Gauge
125 ft.	18
200 ft.	16
300 ft.	14
450 ft.	12

If wire resistance exceeds 0.75 ohms, an industrial-style, plug-in relay should be added to the unit control center and wired in place of the remote switch (typically between terminal blocks R and G on the terminal strip (refer to Typical Control Center Components). The relay must be rated for at least 5 amps and have a 24 Vac coil. Failure to comply with these guidelines may cause motor starters to "chatter" or not pull in which can cause contactor failures and/or motor failures.

Note: Standard factory installed electric post-heaters have their own disconnect separate from the unit disconnect. Thus, each electric post-heater requires its own separate power connection.

TYPICAL CONTROL CENTER COMPONENTS

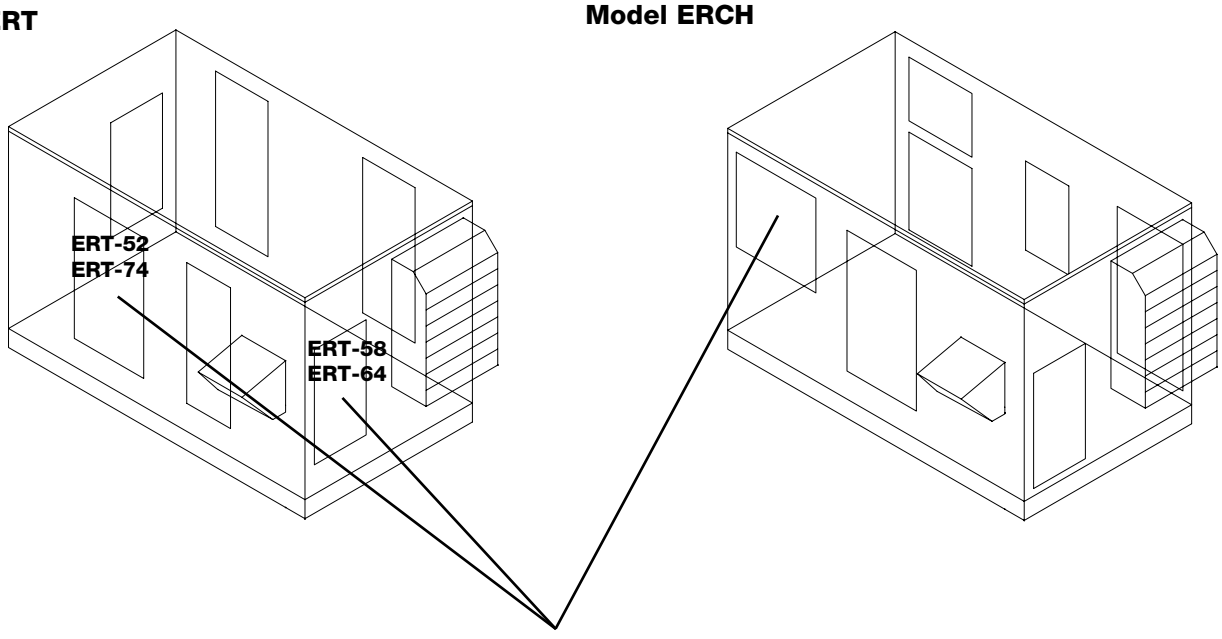
1. Main Disconnect (non-fusible, lockable)
2. Motor Starter - Exhaust Air Fan
3. Motor Starter - Outdoor Air Fan
4. Motor Contactor - Energy Wheel
5. 24 VAC Control Transformer
6. 24 VAC Terminal strip
7. Fuses for blower motors



Exploded Detail of Terminal Strip

Model ERT

Model ERCH

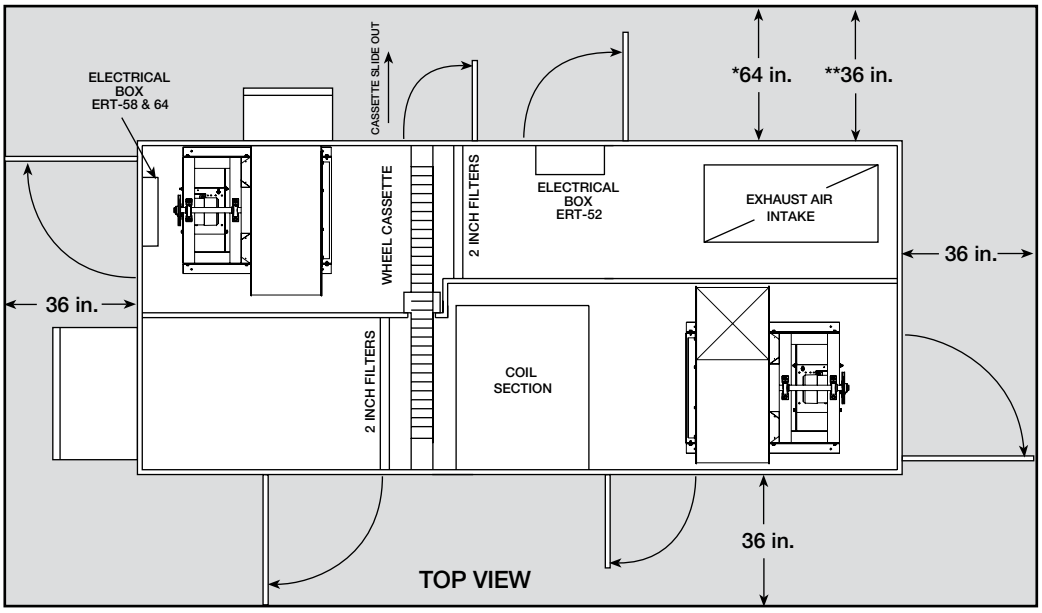


Access to Control Center Components is gained through the access panel indicated.

SERVICE CLEARANCES / ACCESS PANEL LOCATIONS FOR MODEL ERT

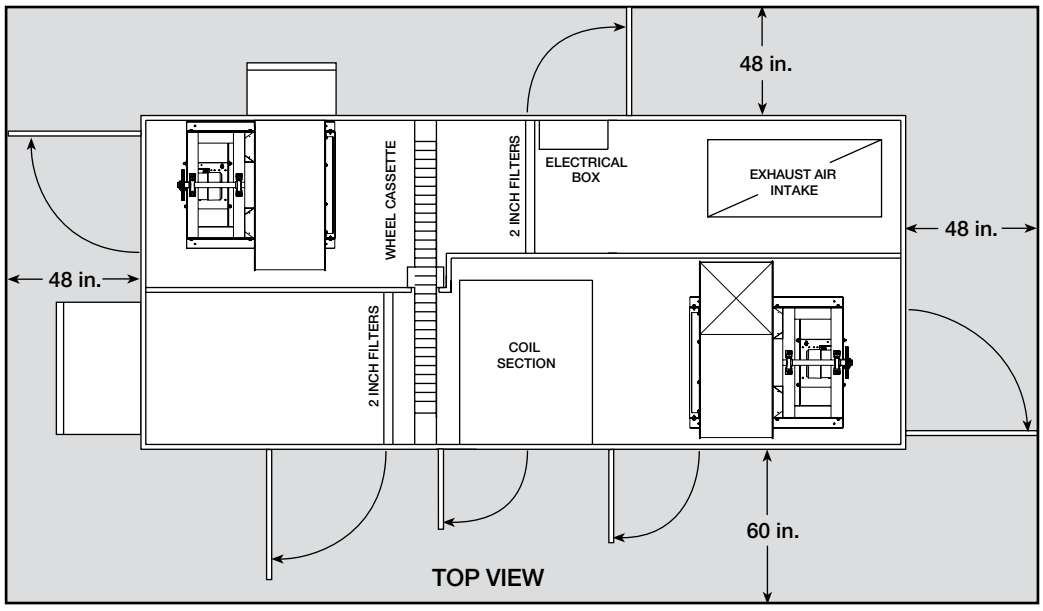
ERT-52, 58, 64 and 74 units require minimum clearances for access on all sides for routine maintenance. Filter replacement, drain pan inspection and cleaning, energy wheel cassette inspection, fan bearing lubrication and belt adjustment are examples of routine maintenance that must be performed. Blower and motor assemblies, energy recovery wheel cassette, coil and filter sections are always provided with a service door or panel for proper component access. Clearances for component removal may be greater than the service clearances, refer to drawings for these dimensions.

ERT-52
ERT-58
ERT-64



Clearances for service and component removal on ERT-52, ERT-58 and ERT-64
* Clearance for energy wheel removal on ERT-52 only
** Clearance for energy wheel service on ERT-58 and ERT-64

ERT-74

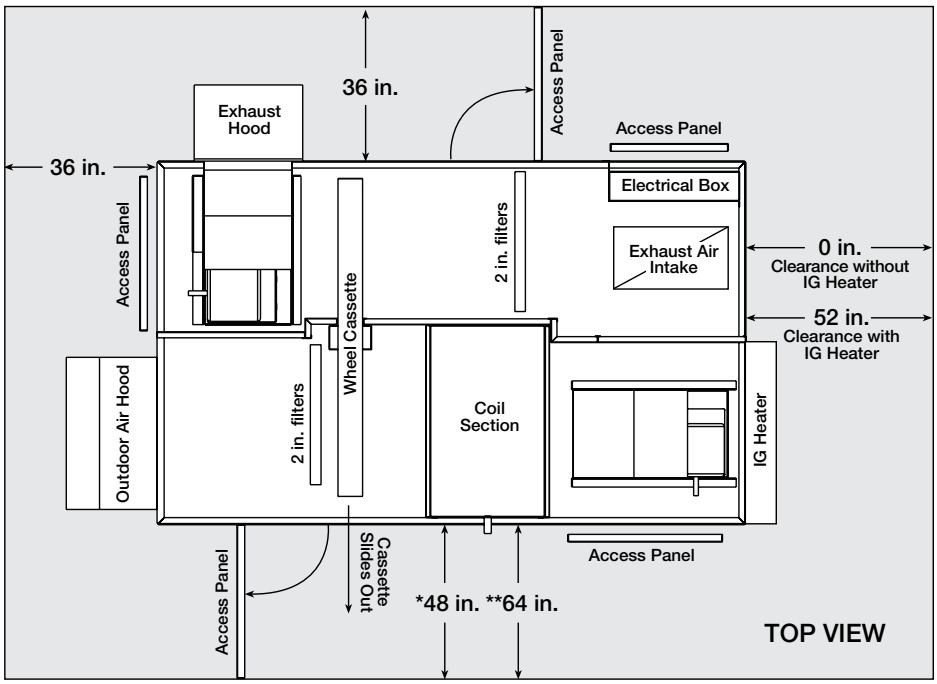


Clearances for service and component removal on ERT-74

SERVICE CLEARANCES / ACCESS PANEL LOCATIONS FOR MODEL ERCH

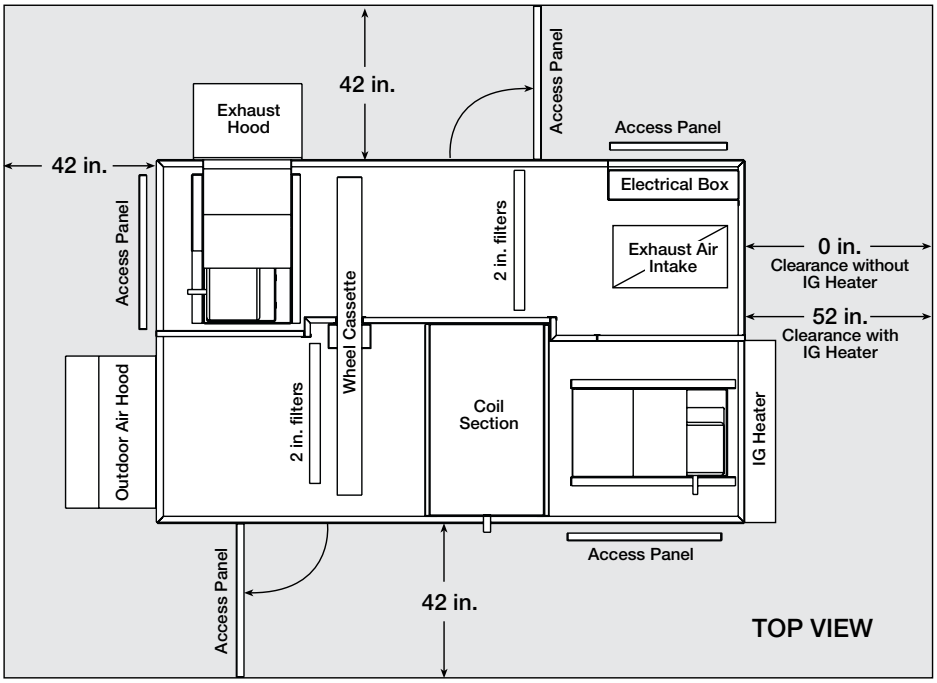
ERCH-20, 45, 55, and 90 units require minimum clearances for access on all sides for routine maintenance. Filter replacement, drain pan inspection and cleaning, energy wheel cassette inspection, fan bearing lubrication and belt adjustment are examples of routine maintenance that must be performed. Blower and motor assemblies, energy recovery wheel cassette, coil and filter sections are always provided with a service door or panel for proper component access. Clearances for component removal may be greater than the service clearances, refer to drawings for these dimensions.

ERCH-20
ERCH-45



Clearances for service and component removal on ERCH-20 and ERCH-45
* Clearance for energy wheel removal on ERCH-20
** Clearance for energy wheel removal on ERCH-45

ERCH-55
ERCH-90



Clearances for service and component removal on ERCH-55 and ERCH-90

DIMENSIONAL DATA / ACCESS DOOR DESCRIPTIONS AND LOCATIONS

Model	Exterior Dimensions								
	A	B	C	D	E	F	G	H	I
ERT-52	158	66	69	18	41	21.5	9	25	23.5
ERT-58	184	70	79	16	59.5	6.5	19.25	29	25.25
ERT-64	184	75	79	16	59.5	12.375	20	29	25.25
ERT-74	199	91	97	18	78	8.75	19	35	27.375
ERCH-20	98	50	56	18	28.5	17	6	14.25	18
ERCH-45	106	69	66	16	41	23.375	10.5	13.375	20
ERCH-55	118	70	76	16	59.5	5.875	7.125	21.25	25
ERCH-90	131	85	96	16	78	2.875	10	24.5	27

All dimensions shown are in inches.

Model	Overall Exterior Dimensions		
	Width (including Lifting Lugs)	Overall Width (with Exhaust Hood)	Overall Length (with Outdoor Air Hood)
ERT-52	72.375	96	176
ERT-58	82.375	106	200
ERT-64	82.375	106	200
ERT-74	100	125.75	217
ERCH-20	59.5	75	116
ERCH-45	69.5	86	122
ERCH-55	79.5	101	134
ERCH-90	99.5	123	147

All dimensions shown are in inches.

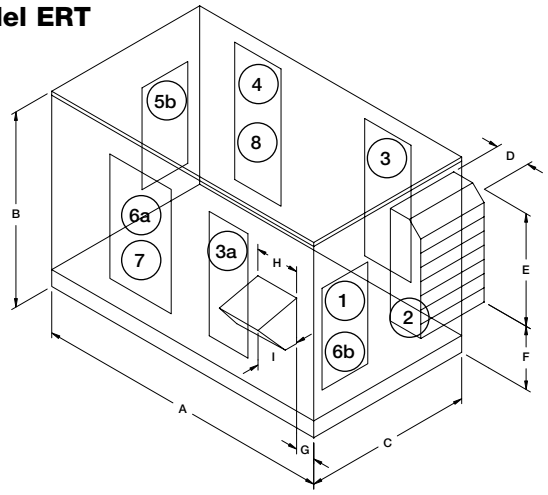
Following is a list of items accessible through the access doors shown on the diagrams. Some items are optional and may not have been provided.

1) Exhaust blower, motor, and drives
2) Aluminum mesh filters (intake hood)
3) Energy recovery wheel, motor, belt, and seals
   Outdoor air filters
   Outdoor air intake damper (optional)
   Electric preheater (optional)
   Frost control sensors (optional)
   Economizer sensors (optional)

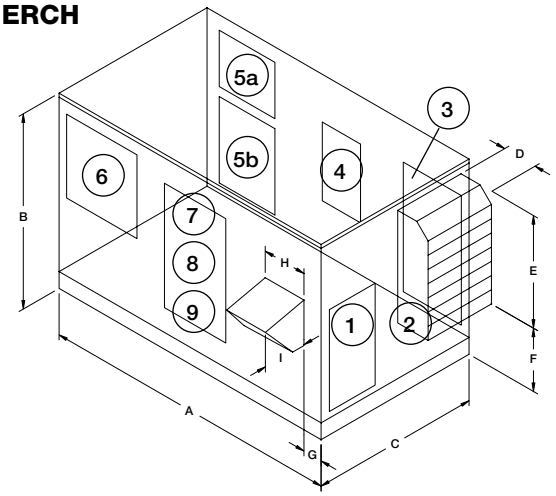
3a) ERT-52 wheel access
4) Coil access
5a) Outdoor air blower, motor, and drives (with indirect gas furnace)
5b) Outdoor air blower, motor, and drives (without indirect gas furnace)
6) Control center
   All electrical controls
   VFDs for blowers (optional)
   VFD for energy recovery wheel (optional)

6a) Same items shown in 6, but for ERT-52 & 74
6b) Same items shown in 6, but for ERT-58 & 64
7) Exhaust air filters
   Exhaust air intake damper (optional)
8) Electric post-heater control center (optional)
9) Bypass damper (optional)

Model ERT



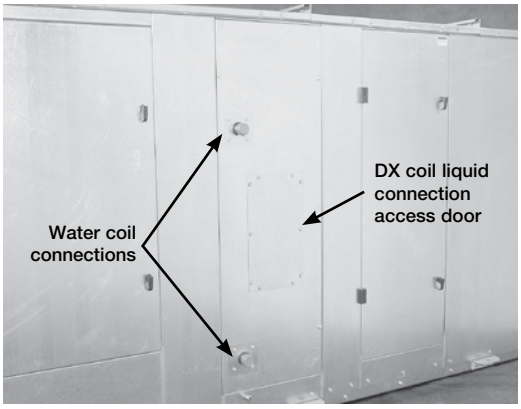
Model ERCH



COIL APPLICATION RECOMMENDATIONS

Factory installed cooling and heating components are mounted in the coil section of the unit. The coil section is downstream of the energy wheel on the supply air side of the unit. Note the coil connection locations on the picture. Coil connections are located external to the unit as shown. Coil connections that are not external have been ordered from the factory with interior or exhaust airstream coil connections.

Note: DX coil liquid connection is internal to units.



WATER COILS

1. Piping should be in accordance with accepted industry standards. Pipework should be supported independently of the coils. Water connections are male NPT iron pipe. When installing couplings, do not apply undue stress to the connection extending through the unit. Use a backup pipe wrench to avoid breaking the weld between coil connection and header.
2. Connect the WATER SUPPLY TO THE BOTTOM CONNECTION on the air leaving side and the WATER RETURN TO THE TOP CONNECTION on the air entering side. To insure proper venting, an external air vent in the piping is recommended. Connecting the supply and/or return in any other manner will result in very poor performance. Be sure to replace factory installed grommets around coil connections if removed for piping. Failure to replace grommets will result in water leakage into the unit and altered performance.
3. The air vent at the uppermost point should be temporarily opened during system start-up to release all of the air from the coil. To maintain heat transfer capacity, periodically vent any air in coil.
4. Water coils are not normally recommended for use with entering air temperatures below 40ºF; however, the energy recovery wheel maintains a pre-coil temperature higher than 40ºF. No control system can be depended on to be 100% safe against freeze-up with water coils. Glycol solutions or brines are the only safe media for operation of water coils with low entering air conditions.

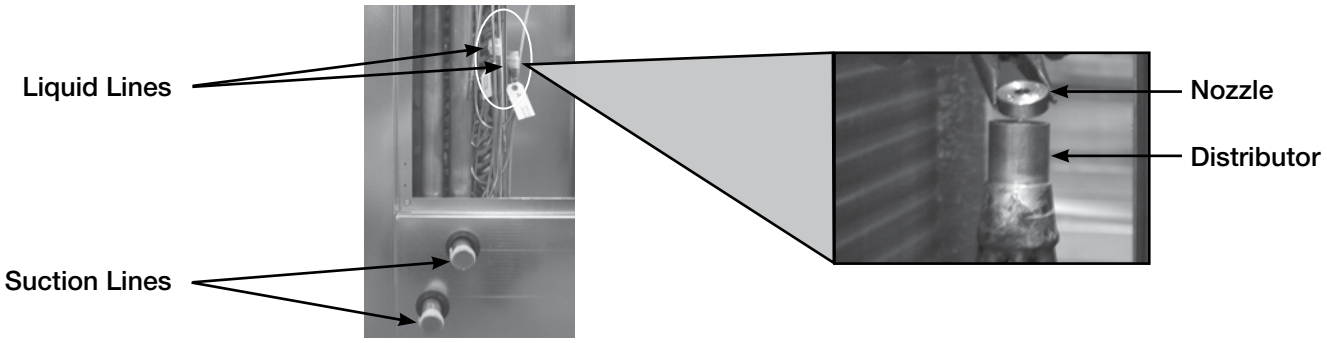
   CONTINUOUS WATER CIRCULATION THROUGH THE COIL AT ALL TIMES IS HIGHLY RECOMMENDED.
5. Pipe sizes for the system must be selected on the basis of the head (pressure) available from the circulation pump. The velocity should not exceed 6 feet per second and the friction loss should be approximately 3 feet of water column per 100 feet of pipe.
6. For chilled water coils, the condensate drain pipe should be sized adequately to ensure the condensate drains properly. Refer to Drain Trap section.

DIRECT EXPANSION (DX) COILS

1. Piping should be in accordance with accepted industry standards. Pipework should be supported independently of the coils. Undue stress should not be applied at the connection to coil headers.
2. The condensate drain pipe should be sized adequately to ensure the condensate drains properly. Refer to Drain Trap section.
3. When connecting suction and liquid connections make sure the coil is free from all foreign material. Make sure all joints are tight and free of leakage. Be sure to replace factory installed grommets around coil connections if removed for piping.
4. Greenheck does not supply compressor or condensing units with standard ERT and ERCH models; for further instruction on DX coil installation and operation contact your compressor and/or condenser manufacturer.

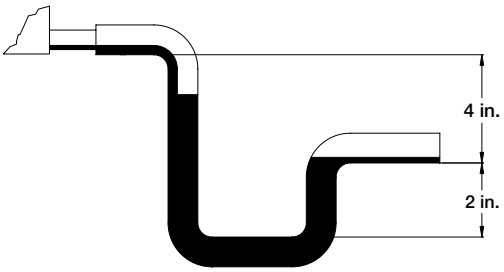
COMPONENTS SUPPLIED BY GREENHECK IN A SPLIT DX SYSTEM

In a single circuit DX Coil, there will only be one liquid line and one suction line.



Dual Circuit DX Coil

DRAIN TRAP



Cooling coils are provided with a stainless steel drain pan with 1-inch male NPT drain connection. A drain trap must be connected to the drain connection to allow excess water to flow out of the drain pan. More importantly, though, due to the negative internal static of the cooling coil compartment, installing the drain trap prevents outdoor air from being pulled into the drain pan and consequently forcing water out of the pan and into the unit.

To ensure the drain trap works properly, the trap height must account for the difference in static pressure between ambient conditions outside the unit and the internal negative pressure of the cooling coil compartment. For energy recovery units, an assumption of 3.0 in. wg. differential will be sufficient. This would require a trap design as shown. If the internal static is believed to be higher, consult factory.

Refer to local codes to determine drainage requirements. If draining onto to roof, place a drip pad below drain to protect roof. If draining onto roof is not acceptable, a drain line must be attached to the trap. The drain line must be pitched away from the unit at least 1/8-in. per foot. On longer runs, an air break should be used to ensure proper drainage. Local codes may require drainage into a waste water system.

Drainage problems not only occur from improper drain trap design, but also from lack of maintenance of the cooling coil compartment. Algae can form in the drain pan and trap and cause reduced water flow, which can in turn result in backup into the system. Regular maintenance will prevent this from occurring. If the drains have a cleanout opening, be sure to close the opening after cleaning.

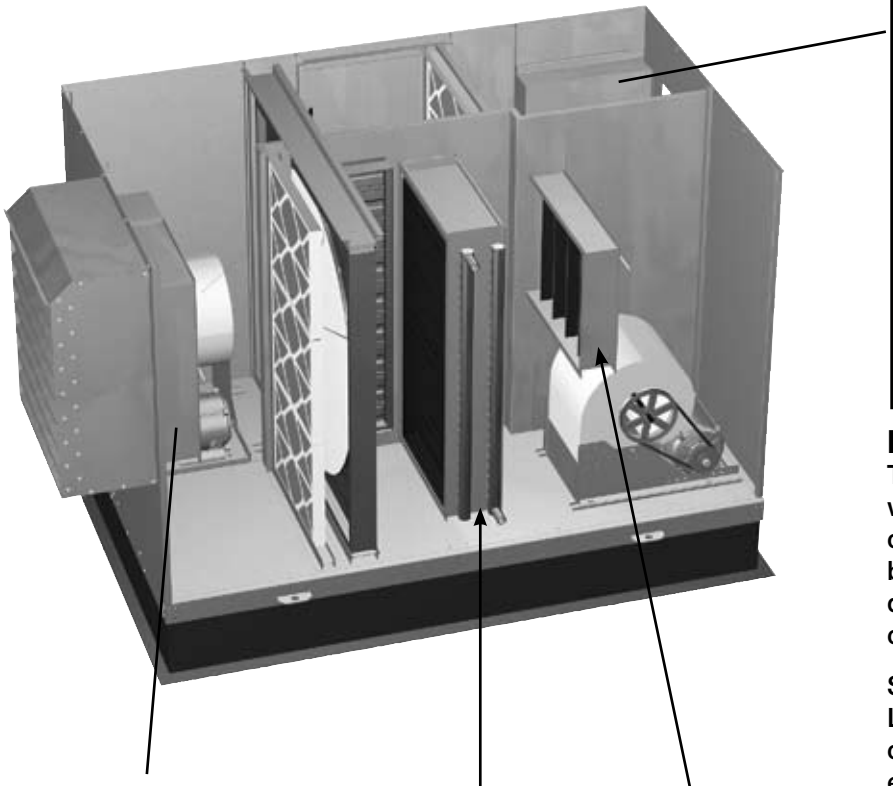
OPTIONAL ACCESSORIES

Electric Heater Application/Operation

Factory installed electric heaters can be provided for preheat and/or post-heat. An electric preheater warms the outdoor air prior to the energy recovery wheel to prevent frosting on the wheel. An electric post-heater warms the air leaving the energy recovery wheel to a user specified discharge temperature. Electric heaters are available in 208, 230, or 460 Vac (refer to heater nameplate for voltage).

Preheaters: Preheaters are standard as 2-stage, step control. Step control heaters are designed with multiple stages made up of equal increments of heating capability. For example, a 10 kW heater with two stages will be composed of two 5-kW stages. Preheaters are single point wired at the factory. A temperature sensor (with field adjustable set point) is mounted in the outdoor airstream after the preheater to turn the preheater on. See Frost Control Application /Operation for typical set points. If the temperature falls below the set point and the wheel pressure drop sensor is triggered, the first stage of the preheater will turn on. If the first stage does not satisfy the set point, the second stage will also turn on.

Post-heaters: Post-heaters are standard as SCR control. Post-heaters are not single point wired (see Electrical Connections). A temperature sensor (with field adjustable set point) is mounted in the outdoor airstream after the post-heater to turn the post-heater on. A SCR heater provides an infinitely modulating control of the heat to provide an accurate discharge temperature. A call for heat is required.



Electric Preheater
The pre-heater is single point wired to the ERT/ERCH control center. Access to the preheater control panel is through the supply filter door.

Cooling Coil

Electric Post-Heater

Post-Heater Control Panel
The post-heater is not single point wired to the ERT/ERCH control center. Separate power must be supplied to the post-heater disconnect (located in unit control center).

See “Access Door Descriptions and Locations” for access to post-heater control panel. For Model ERCH, the exhaust filters must be removed from the unit to access.

OPTIONAL ACCESSORIES

Frost Control Application/Operation

Extremely cold outdoor air temperatures can cause moisture condensation and frosting on the energy recovery wheel. Frost control is an optional feature that will prevent/control wheel frosting. Three options are available:

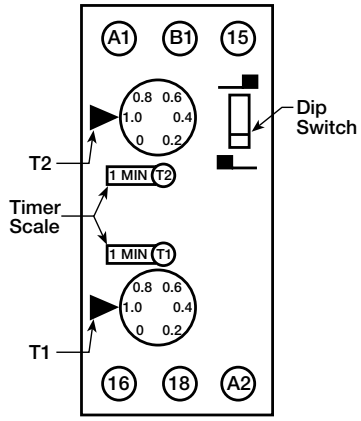
1) Timed Exhaust frost control
2) Electric preheat frost control
3) Modulating wheel frost control

Indoor RH @ 70º F	Frost Threshold Temp
20%	-10º F
30%	-5º F
40%	0º F

Frost Threshold Temperatures

All of these options are provided with a thermostat (with probe) mounted in the outdoor air intake compartment and a pressure sensor to monitor pressure drop across the wheel. The typical temperature setting corresponds to the indoor air relative humidity as shown in the Frost Threshold Temperatures Table and represents when frost can occur. An increase in pressure drop would indicate that frost is occurring. Both the pressure sensor **AND** the outdoor air temperature sensor must trigger in order to initiate frost control. The two sensors together insure that frost control is only initiated during a real frost condition. Field wiring of a light (or other alarm) between 6 & C in the control center will notify personnel when unit is in frost control mode (refer to Remote Panel Wiring schematics section for wiring details). The following explains the three options in more detail.

Timed exhaust frost control includes a timer in addition to the thermostat and wheel pressure sensor. When timed exhaust frost control is initiated, the timer will turn the supply blower on and off to allow the warm exhaust air to defrost the energy recovery wheel. Default factory settings are 5 minutes off and 30 minutes on. Use the following test procedure for troubleshooting.



Timer

Testing (refer to diagram at right)

- Jumper the wheel pressure switch in the unit control center. Set the Timer Scale for T1 and T2 to 1 minute. Set the Timer Settings for T1 and T2 to 1.0. Set the dip switch to the down position.
- Turn the temperature sensor up as high as possible. The supply blower should cycle on for one minute, then turn off for one minute.
- After testing, set the ***Timer Scale*** as follows: T1 = 10 minutes, T2 = 1 hour
- Set the **Timer Settings** as follows: T1 = 0.5, T2 = 0.5. The timer is now set for 5 minutes off and 30 minutes on. *Remember to remove the jumper.*

Electric preheat frost control includes an electric heater (at outdoor air intake) and an airflow pressure switch (located at the preheater) in addition to the thermostat and pressure sensor on wheel. (Refer to Electric Heater Application/Operation for electric preheater location). When electric preheat frost control is initiated, the electric preheater will turn on and warm the air entering the energy wheel to avoid frosting. Use the following test procedure for troubleshooting.

Testing

- Turn the thermostat as high as it will go and jumper the wheel pressure sensor. The heater should turn on.
- If it doesn't, either put the outdoor air side doors on or temporarily jumper the airflow pressure switch in the preheater control center to avoid nuisance tripping of the pressure switch. Also check the airflow switch pressure tap located at the supply discharge blower to ensure the tubing is connected and the tap is not blocked. *Remember to remove the jumpers.*

Modulating wheel frost control includes a variable frequency drive in addition to the thermostat and pressure sensor. When modulating wheel frost control is initiated, the variable frequency drive will reduce the speed of the wheel. Reducing the speed of the energy wheel reduces its effectiveness, which keeps the exhaust air condition from reaching saturation, thus, eliminating condensation and frosting. If the outdoor air temperature is greater than the frost threshold temperature OR the pressure differential is less than the set point, the wheel will run at full speed. If the outdoor air temperature is less than the frost threshold temperature AND the pressure differential is greater than the set point, the wheel will run at reduced speed until the pressure differential falls below the set point. The temperature and pressure differential set points are set at the factory, but are field-adjustable (refer to VFD section for more information). The variable frequency drive will be fully programmed at the factory.

OPTIONAL ACCESSORIES

Economizer Application/Operation

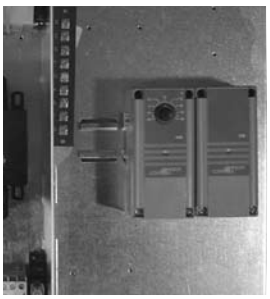
The energy recovery wheel operation can be altered to take advantage of economizer operation (free cooling). Two modes are available: 1) De-energizing the wheel or 2) Modulating the wheel. A field supplied call for cool (Y1) is required.

De-energizing the wheel is accomplished with a signal from a Temperature or Enthalpy sensor mounted in the air intake compartment. This Primary sensor will de-energize the energy wheel when the outdoor air temperature (factory default is 65ºF) or enthalpy (factory default is the "D" setting) is below the field adjustable set point. An Override temperature sensor is also furnished in the outdoor air intake compartment to deactivate economizer mode. The Override (with field adjustable set point) is set at some temperature lower than the Primary sensor (factory default is 50ºF). Effectively, the two sensors create a deadband where the energy recovery wheel will not operate and free cooling from outside can be brought into the building unconditioned.

Testing

Temperature Sensor with Override

- Turn both Temperature and Override thermostats down as low as they go. The wheel should be rotating.
- Turn the Temperature sensor up as high as it goes, and keep the Override sensor as low as it will go. The wheel should stop rotating.
- Turn both sensors as high as they will go. The wheel should start rotating.
- Set the Temperature sensor at desired point for economizer operation to begin. Set the Override sensor at desired point for economizer operation to end (factory default is 65ºF and 50ºF, respectively).

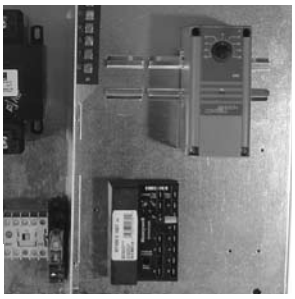


Temperature Sensor with Override

Enthalpy Sensor with Override

- Turn unit power off. Disconnect C7400 solid state enthalpy sensor from terminal So on the enthalpy controller. Also, disconnect the 620 ohm resistor from terminal Sr on the enthalpy controller. Turn unit power on. The LED on the enthalpy controller should light and the energy recovery wheel should not rotate.
- Turn unit power off. Reconnect 620 ohm resistor to terminal Sr on the enthalpy controller. Turn unit power on. The LED on the enthalpy controller should not light and the energy recovery wheel should energize and rotate.

  If the steps above provide the results described, the enthalpy economizer is working properly.
- Turn unit power off. Reconnect C7400 solid state enthalpy sensor to terminal So.



Enthalpy Sensor with Override

Enthalpy Controller

Modulating the Wheel

In applications in which an internal heat gain is present in the space, the rotational speed of the energy wheel may be modulated (via variable frequency drive) to avoid overheating the space during the winter. The speed of the energy wheel will be controlled in response to the discharge temperature set point.

Sequence of Operation: The variable frequency drive is fully programmed at the factory (refer to VFD section for more information). A "call for cool" must be field wired to the unit (terminals provided in unit - refer to wiring diagram in unit control center) to allow for initiation of economizer mode. When the space calls for cooling, factory supplied controls will drive the following wheel operations:

$T_{OA} > T_{RA}$: Wheel runs at full speed (maximum energy recovery)

$T_{OA} < T_{RA}$ and $T_{OA} > T_{SA}$: Wheel is stopped (no energy recovery)

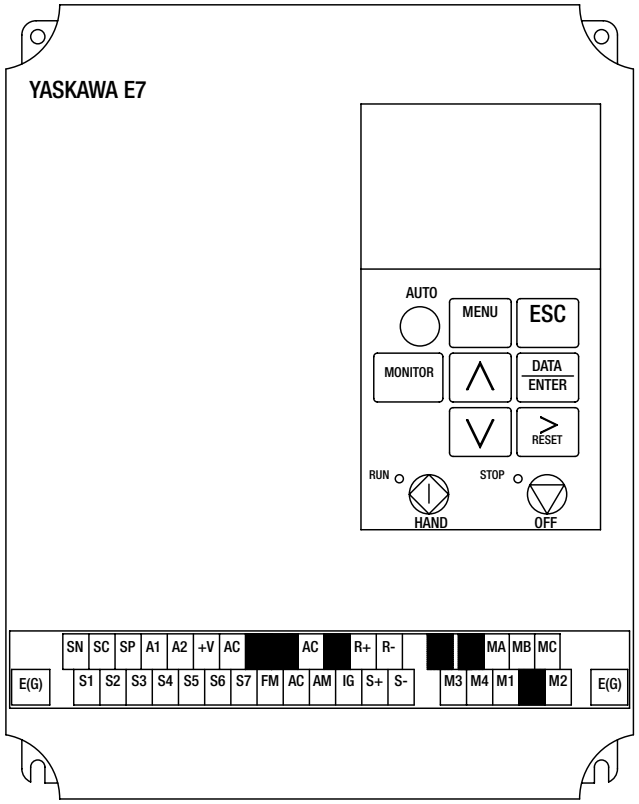
$T_{OA} < T_{RA}$ and $T_{OA} < T_{SA}$: Wheel will modulate to maintain discharge temperature

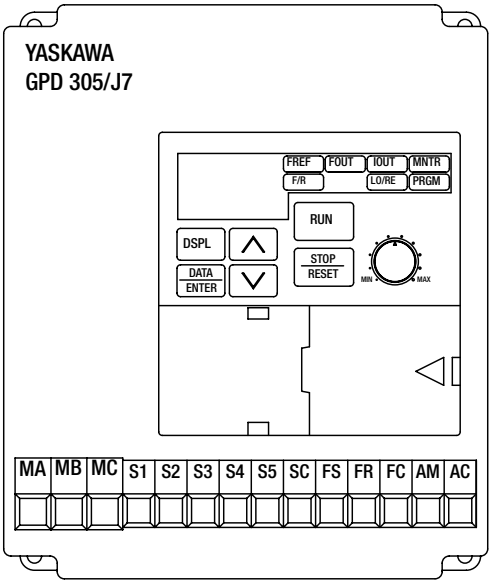
where (T_{OA}) is the outdoor air temperature set point, (T_{RA}) is the return air temperature set point, and (T_{SA}) is the supply air discharge thermostat set point.

OPTIONAL ACCESSORIES

Variable Frequency Drives for Blowers

Optional factory installed, wired, and programmed variable frequency drives (VFD) may have been provided for modulating or multi-speed control of the blowers. One VFD is provided for each blower (outdoor air and exhaust). The VFDs provided are either Yaskawa model E7 or model GPD305. Refer to the tables on the next page for factory settings and field wiring requirements. Refer to the unit control center for unit specific wiring diagram (an example wiring diagram has been provided in this section for reference). When making adjustments outside of the factory set points, refer to Yaskawa VFD instruction manual, which can be found online at www.drives.com. For technical support, contact Yaskawa direct at 1-800-927-5292.





☐ OPTION 1 - 0-10 VDC CONTROL

USER TO PROVIDE ISOLATION AS REQUIRED

A1 | AC

0-10 VDC CONTROL SIGNAL (BY OTHERS)
WIRED TO A1 (+) AND AC (COMMON)
0 VDC=30 Hz
10 VDC=60 Hz

FOR ONE 0-10 SIGNAL, WIRE TO DRIVES IN PARALLEL

SEE VFD INSTALLATION MANUAL FOR MORE DETAIL

FOR CONTINUOUS 60Hz OPERATION JUMPER TERMINALS A1 AND +V.

☐ OPTION 2 - MULTI SPEED CONTROL

USER TO PROVIDE CONTACTS AND ISOLATION AS REQUIRED

S5 | S6 | SN

NEITHER S5 OR S6 CONTACT CLOSED
DRIVE SPEED = 60 Hz.

S5 TO SN CONTACT CLOSED (BY OTHERS)
DRIVE SPEED = 40 Hz.

S6 TO SN CONTACT CLOSED (BY OTHERS)
DRIVE SPEED = 30 Hz.

SEE VFD INSTALLATION MANUAL FOR MORE DETAIL

TO CHANGE THE FACTORY SET Hz CHANGE THE FOLLOWING PARAMETERS.

PARAMETER A1-01 CHANGE TO 2
PARAMETER D1-01 FOR NEW 60Hz SETTING
PARAMETER D1-02 FOR NEW 40Hz SETTING
PARAMETER D1-03 FOR NEW 30Hz SETTING
PARAMETER A1-01 CHANGE TO 0

☐ OPTION 1 - 0-10 VDC CONTROL

FR | FC

USER TO PROVIDE ISOLATION AS REQUIRED

0-10 VDC CONTROL SIGNAL (BY OTHERS)
WIRED TO FR (+) AND FC (COMMON)
0 VDC=30 Hz
10 VDC=60 Hz

FOR ONE 0-10 SIGNAL, WIRE TO DRIVES IN PARALLEL

SEE VFD INSTALLATION MANUAL FOR MORE DETAIL

FOR CONTINUOUS 60Hz OPERATION JUMPER TERMINALS FS AND FR.

☐ OPTION 2 - MULTI SPEED CONTROL

USER TO PROVIDE CONTACTS
AND ISOLATION AS REQUIRED

S4 | S5 | SC

NEITHER S4 OR S5 CONTACT CLOSED
DRIVE SPEED = 60 Hz.

S4 TO SC CONTACT CLOSED (BY OTHERS)
DRIVE SPEED = 40 Hz.

S5 TO SC CONTACT CLOSED (BY OTHERS)
DRIVE SPEED = 30 Hz.

SEE VFD INSTALLATION MANUAL FOR MORE DETAIL

TO CHANGE THE FACTORY SET Hz CHANGE THE FOLLOWING PARAMETERS.

PARAMETER n01 CHANGE TO 1
PARAMETER n21 FOR NEW 60Hz SETTING
PARAMETER n22 FOR NEW 40Hz SETTING
PARAMETER n23 FOR NEW 30Hz SETTING
PARAMETER n01 CHANGE TO 0

OPTIONAL ACCESSORIES

Factory set points - *MODULATING CONTROL (0-10 VDC) FOR FAN SPEED*

Variable frequency drives (VFD) for the blowers are factory setup to receive a 0-10 VDC signal wired in the field (refer to previous page for terminal locations). Most of the set points in the VFDs are factory defaults. There are a few, though, that are changed at Greenheck and are shown in the tables below. To gain access to change set points on the E7 drive, parameter A1-01 needs to be set at "2". To gain access to change set points on the GPD-305 drive, parameter n01 needs to be set at "1". To prevent access on either drive, change the parameter to "0".

Yaskawa E7 Drive

S1 to SN contact for On/Off A1 (0-10VDC) referenced to AC (Can use +15 VDC from +V)		
Parameter		Setting
A1-01	Access Level	2
C6-02	Carrier frequency	2
d2-02	Ref Lower Limit	50%
E2-01	Motor Rated FLA	Motor FLA
H3-03	Terminal A1 Bias	50%
O2-03	User Defaults	1
A1-01	Access Level	0

Yaskawa GPD-305 Drive

S1 to SC contact for On/Off FR (0-10VDC) referenced to FC (Can use +12 VDC from FS)		
Parameter		Setting
n01	Access Level	1
n31	Ref Lower Limit	50%
n32	Motor Rated FLA	Motor FLA
n40	Multi-Function output (MA,MB,MC)	0
n42	Analog Freq. Reference Bias	50%
n46	Carrier Frequency	2
n01	Access Level	0

Factory set points - *MULTI-SPEED CONTROL (1/3 OR 1/2 SPEED REDUCTION) FOR FAN SPEED*

Yaskawa E7 Drive

S1 to SN contact for On/Off		
Parameter		Setting
A1-01	Access Level	2
b1-01	(Frequency) Reference Source	0
C6-02	Carrier frequency	2
d1-01	Frequency Reference 1	60
d1-02	Frequency Reference 2	40
d1-03	Frequency Reference 3	30
d1-04	Frequency Reference 4	60
E2-01	Motor Rated FLA	Motor FLA
O2-03	User Defaults	1
A1-01	Access Level	0

Yaskawa GPD-305 Drive

S1 to SC contact for On/Off		
Parameter		Setting
n01	Access Level	1
n03	Reference Selection	1
n21	Frequency Reference 1	60Hz
n22	Frequency Reference 2	40Hz
n23	Frequency Reference 3	30Hz
n24	Frequency Reference 4	60Hz
n32	Motor Rated FLA	Motor FLA
n38*	Multi-function Input Sel 4 (Term S4)	6
n39*	Multi-function Input Sel 5 (Term S5)	7
n40	Multi-Function output (MA,MB,MC)	0
n46	Carrier Frequency	2
n01	Access Level	0

*Parameter n39 must be set to 7 before n38 can be set to 6 (the drive does not allow these parameters to be the same number, n39 default is 6)

Variable Frequency Drives for Energy Recovery Wheel

Factory installed VFD for the energy recovery wheel are programmed at the factory per the settings shown below. Refer to the instruction manual that ships with the unit when making adjustments. A copy of the manual can be found online at www.drives.com. For technical support, contact Yaskawa direct at 1-800-927-5292.

Yaskawa GPD-305 Drive

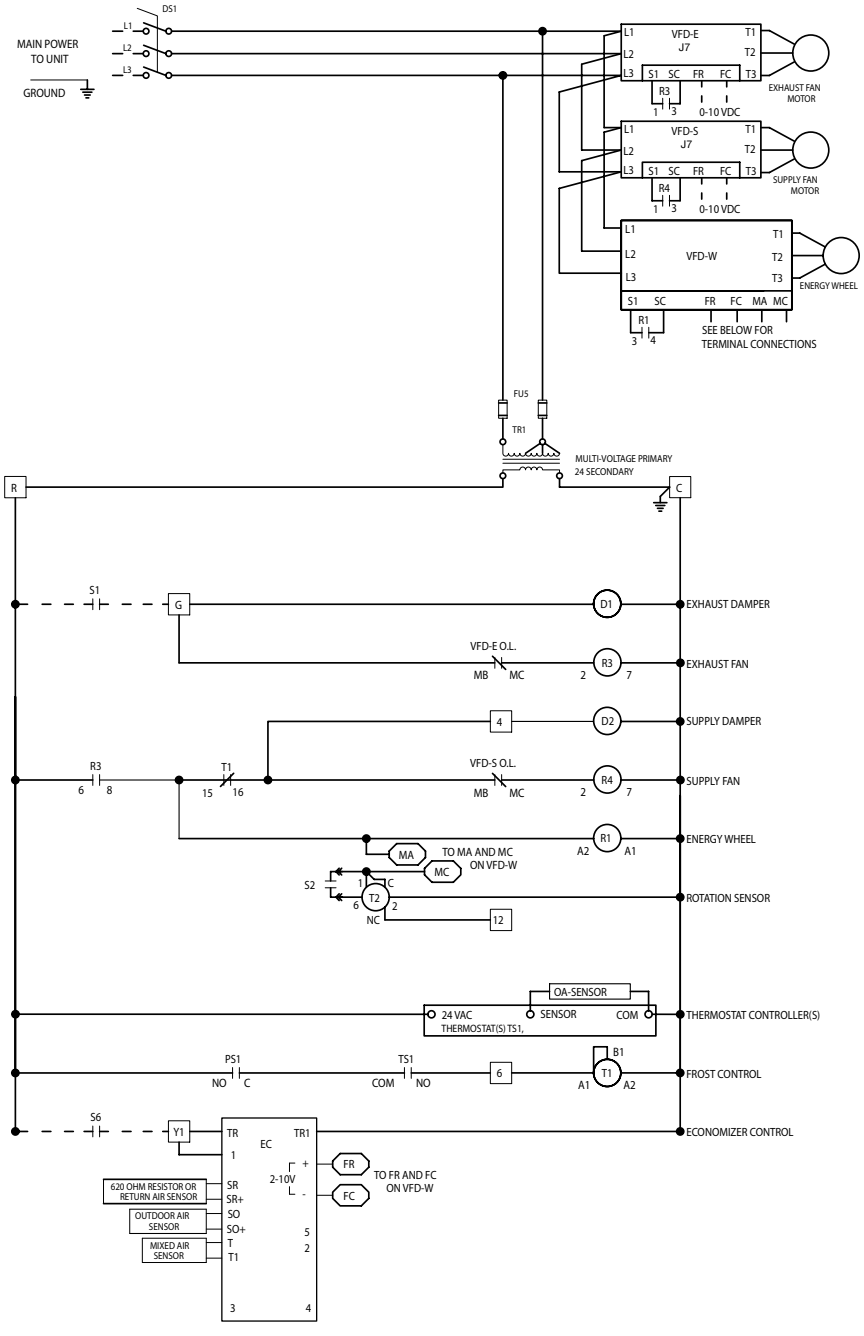
Parameter		Setting
n01	Access Level	1
n30	Ref Upper Limit	100% or 66%*
n32	Motor Rated FLA	Motor FLA
n33	Elect Thermal Overload	1
n36	Multi-Function input (terminal S2)	10
n40	Multi-Function output (MA,MB,MC)	4
n41	Analog Freq. Reference Gain	0
n42	Analog Freq. Reference Bias	99
n46	Carrier Frequency	2
n58	Frequency Detection Level	20
n01	Access Level	0

*36 inch wheel is 66% (40Hz). All other wheels are 100% (60Hz).

OPTIONAL ACCESSORIES

Wiring Diagram

Following is an example of a typical wiring diagram located in the unit control center. This wiring diagram includes a legend highlighting which accessories were provided with the unit. Factory wiring and field wiring are also indicated. This particular example includes 1) variable frequency drives on the blowers requiring a modulating input, 2) modulating energy recovery wheel with factory controls for economizer, 3) energy recovery wheel rotation sensor, 4) outdoor air and exhaust air dirty filter switches, 5) motorized outdoor air and exhaust air intake dampers, and 6) timed exhaust frost control. Many other factory installed and wired accessories are available.



LEGEND

CC COMPRESSOR CONTACTOR
CF CONDENSING FAN CONTACTOR
CH COMPRESSOR SUMP HEATER
*D DAMPER
DB POWER DISTRIBUTION BLOCK
DL DAMPER LIMIT SWITCH
*DS DISCONNECT SWITCH
*EC ECONOMIZER CONTROLLER
FCS CONDENSON FAN CYCLE SWITCH
FU FUSES
*FU5 CONTROL TRANSFORMER FUSES (NOT ON CLASS II)
FZ1 FREEZE PROTECTION
HPS HIGH PRESSURE SWITCH (MANUAL RESET)
LPS LOW PRESSURE SWITCH
*PS1 WHEEL FROST PRESSURE SWITCH
*PS2 SUPPLY DIRTY FILTER PRESSURE SWITCH
*PS3 EXHAUST DIRTY FILTER PRESSURE SWITCH
*R1 ENERGY WHEEL RELAY/CONTACTOR
R2 OCCUPIED/UNOCCUPIED RELAY
*R3 EXHAUST BLOWER VFD RELAY
*R4 SUPPLY BLOWER VFD RELAY
R5 MODULATING WHEEL FROST CONTROL RELAY
R6 ECONOMIZER RELAY
R7 COMPRESSOR INTERLOCK RELAY
R8 EVAP RELAY (INDIRECT)
R9 EVAP RELAY (DIRECT)
R10 UNIT RELAY
oS1 FAN SWITCH
*S2 ROTATION SENSOR REED SWITCH
S3 ROTATION SENSOR REED SWITCH
S4 CALL FOR HEAT SWITCH
S5 BYPASS SWITCH
oS6 CALL FOR COOL SWITCH (FIRST STAGE)
S7 CALL FOR COOL SWITCH (SECOND STAGE)
*ST MOTOR STARTER
*T1 FROST CONTROL TIMER
TYPICAL SETTINGS t1(OFF) = 5 MIN., t2(ON) = 30 MIN.
*T2 ROTATION SENSOR TIMER
T3 ROTATION SENSOR TIMER
T4 ECONOMIZER WHEEL JOG TIMER
TYPICAL SETTINGS t1(OFF) = 3 HRS., t2(ON) = 10 SEC.
T5 EVAP DELAY OFF TIMER
T6 COMPRESSOR MINIMUM OFF TIMER (TYP. 3 MIN.)
T7 COMPRESSOR MINIMUM OFF TIMER (TYP. 3 MIN.)
*TR TRANSFORMER
*TS1 FROST CONTROL THERMOSTAT (JUMPER - HEAT)
CLOSES ON TEMP. DECREASE TYPICAL SETTING 5° F.
TS2 ECONOMIZER LOW LIMIT THERMOSTAT (JUMPER - HEAT)
OPENS ON TEMP. DECREASE TYP. SETTING 20° OFFSET OR 50°F.
TS3 ECONOMIZER UPPER LIMIT THERMOSTAT (JUMPER - HEAT)
CLOSES ON TEMP. DECREASE TYP. SETTING 65° F./2° DIFF.
TS4 ROOM OVERRIDE SENSOR
TS5 INLET AIR POST HEATER LOCKOUT THERMOSTAT (AFTER WHEEL)
CLOSES ON TEMP. DECREASE TYPICAL SETTING 65° F.
TS6 INLET AIR COMPRESSOR LOCKOUT THERMOSTAT (JUMPER-HEAT)
OPENS ON TEMP. DECREASE TYPICAL SETTING 60° F./2° DIFF.

* FACTORY SUPPLIED AND WIRED ————————

o FIELD WIRED – – – – – –

FIELD CONTROL WIRING RESISTANCE SHOULD NOT EXCEED 0.75 OHM. IF RESISTANCE EXCEEDS 0.75 OHM THEN CONSULT FACTORY. USE 14 GAUGE MINIMUM WIRE THICKNESS FOR CONTROL WIRING.

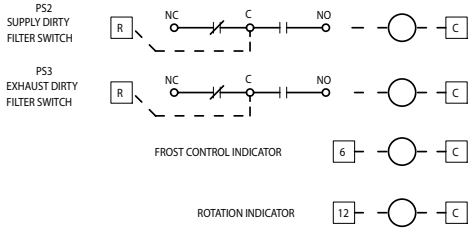
REPLACEMENT FUSES: MUST HAVE A MINIMUM I.R. RATING OF 5 KA

CAUTION:
UNIT SHALL BE GROUND IN ACCORDANCE WITH N.E.C.
POWER MUST BE OFF WHILE SERVICING.

USER INTERFACE CONNECTIONS:

USER TO VERIFY THAT TR1 CAN HANDLE THE VA LOAD OF INDICATOR DEVICES.

DIRTY FILTER INDICATOR SHOWN AS 24V POWER FROM UNIT.



OPTIONAL ACCESSORIES

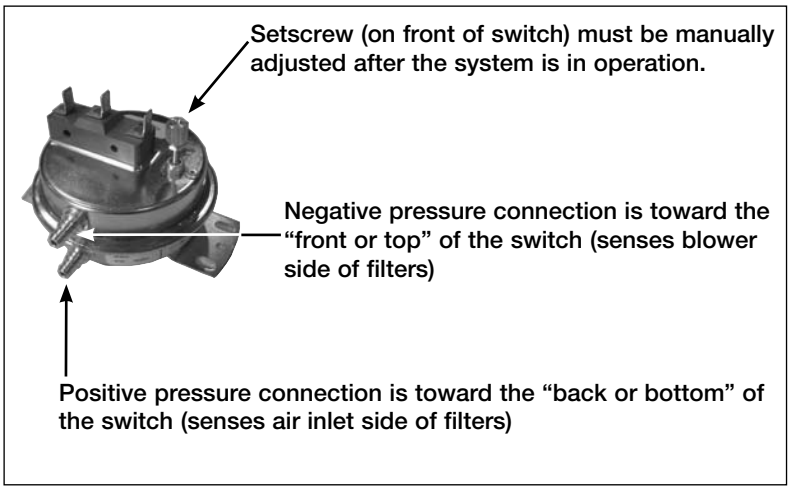
Rotation Sensor

The rotation sensor monitors energy recovery wheel rotation. If the wheel should stop rotating, the sensor will close a set of contacts in the unit control center. Field wiring of a light (or other alarm) between terminals C & 12 in the unit control center will notify maintenance personnel when a failure has occurred (refer to Remote Panel Wiring Schematics section for wiring details).

Dirty Filter Sensor

Dirty filter sensors monitor pressure drop across the outdoor air filters, exhaust air filters, or both. If the pressure drop across the filters exceeds the set point, the sensor will close a set of contacts in the unit control center. Field wiring of a light (or other alarm) to these contacts will notify maintenance personnel when filters need to be replaced.

The switch has not been set at the factory due to external system losses that will affect the switch. This switch will need **minor field adjustments** after the unit has been installed with all ductwork complete. The dirty filter switch is mounted in the exhaust inlet compartment next to the unit control center or in unit control center.



To adjust the switch, the unit must be running with all of the access doors in place, except for the compartment where the switch is located (exhaust intake compartment). Model ERV units require the opening around the control center to be covered (with cardboard, plywood, etc.) to set up dirty filter switch. The adjusting screw is located on the top of the switch. Open the filter compartment and place a sheet of plastic or cardboard over 50% of the filter media. Replace the filter compartment door. Check to see if there is power at the alert signal leads (refer to electrical diagram). Whether there is power or not, turn the adjustment screw on the dirty filter gauge (clockwise if you did not have power, counterclockwise if you did have power) until the power comes on or just before the power goes off. Open the filter compartment and remove the obstructing material. Replace the door and check to make sure that you do not have power at the alert signal leads. The unit is now ready for operation.

DDC Temperature Control Package

The microprocessor controller is specifically designed and programmed to optimize the performance of an ERCH unit with supplemental heating and cooling. This option ensures that the outdoor air is conditioned to the desired discharge conditions. The controller and accompanying sensors are factory mounted, wired and programmed. Default settings are pre-programmed, but are easily field adjustable. The microprocessor controller can be interfaced with a Building Management System (BMS) through LonWorks, BACNET, or ModBus.

OPTIONAL ACCESSORIES

CO2 Sensor

This accessory is often used to provide a modulating control signal to a variable frequency drive to raise and lower airflow in relationship to the CO2 levels in the space. This strategy is often referred to as Demand Control Ventilation and provides further energy savings to the system. Follow instructions supplied with sensor for installation and wiring details.

Service Outlet

120 VAC GFCI service outlet ships loose for field installation. Requires separate power source so power is available when unit main disconnect is turned off for servicing.

Vapor Tight Lights

Vapor tight lights provide light to each of the compartments in the energy recovery unit. The lights are wired to a junction box mounted on the outside of the unit. The switch to turn the lights on is located in the unit control center. The switch requires a separate power source to allow for power to the lights when the unit main disconnect is off for servicing.

OPTIONAL ACCESSORIES

Remote Control Panel and Wiring Schematics

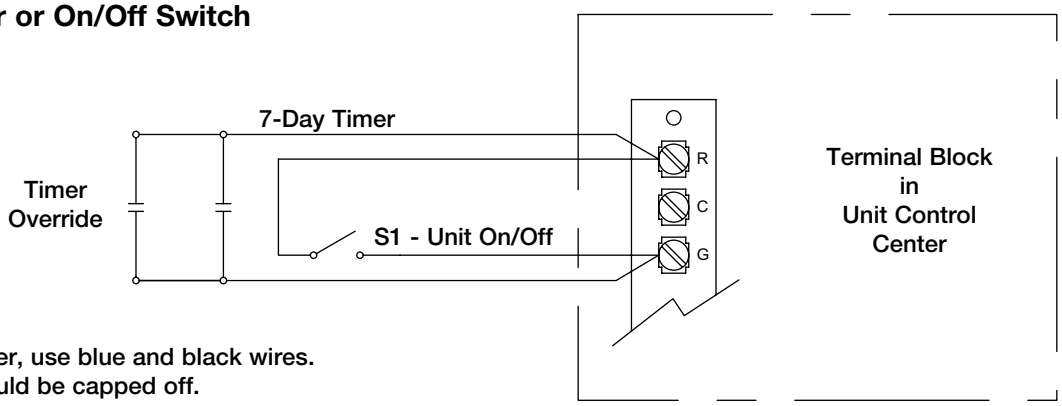
The remote panel is a series of junction boxes ganged together and includes a stainless steel face plate. The remote panel is available with a number of different alarm lights and switches to control the unit. The remote panel ships loose and requires mounting and wiring in the field.

The remote panel is available with the following options:

- Unit on/off switch
- Unit on/off light
- 7-day time clock
- Hand/off/auto switch
- Time delay override
- Exhaust air dirty filter light
- Outdoor air dirty filter light
- Economizer light
- Frost control light
- Wheel rotation sensor light

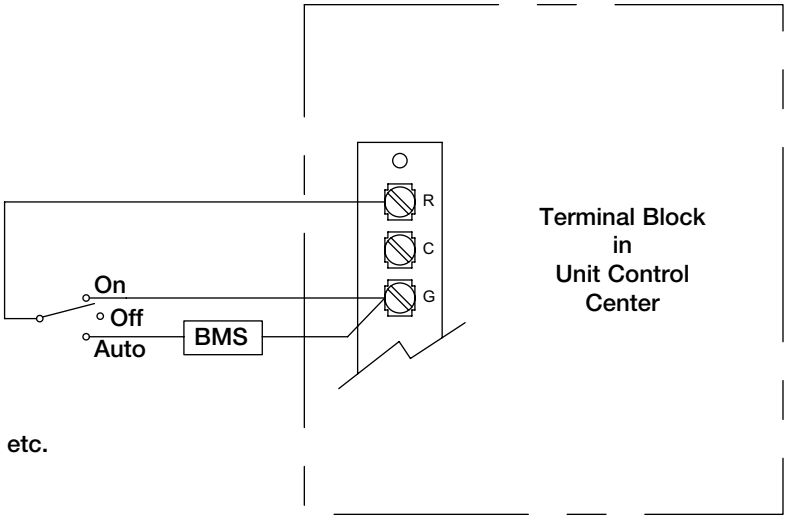
Refer to Electrical Connections section for Field Control Wiring recommendations.

7-Day Timer or On/Off Switch



For 7-Day Timer, use blue and black wires.
Red wires should be capped off.

Hand/Off/Auto Switch



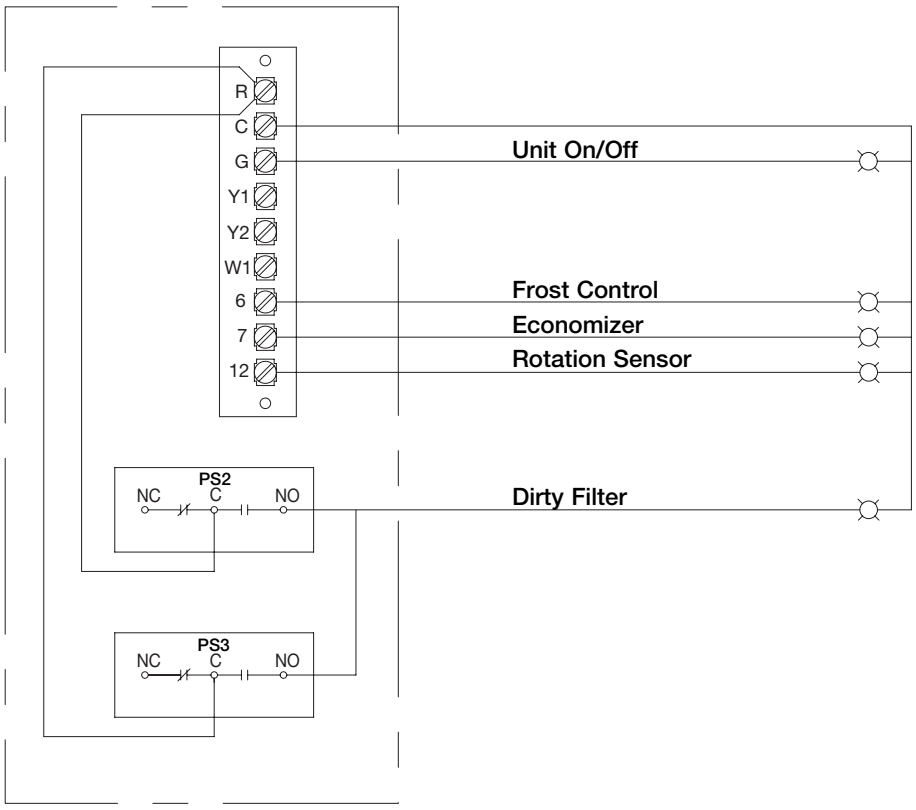
Hand/Off/Auto Switch allows the unit to
"Off" - off
"On" - Manual Operation
"Auto" - Unit is controlled by BMS, RTU, etc.

NOTE: RTU controllers are by others.

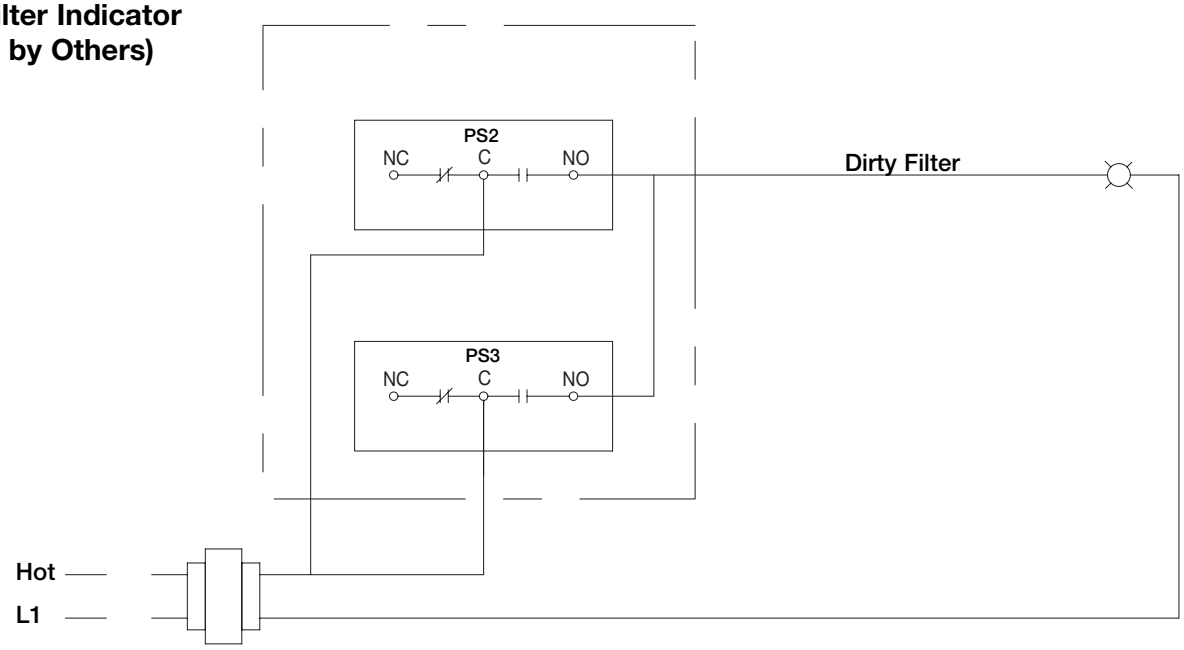
OPTIONAL ACCESSORIES

Remote Panel Wiring Schematics

Indicator Lights powered by the ER Unit



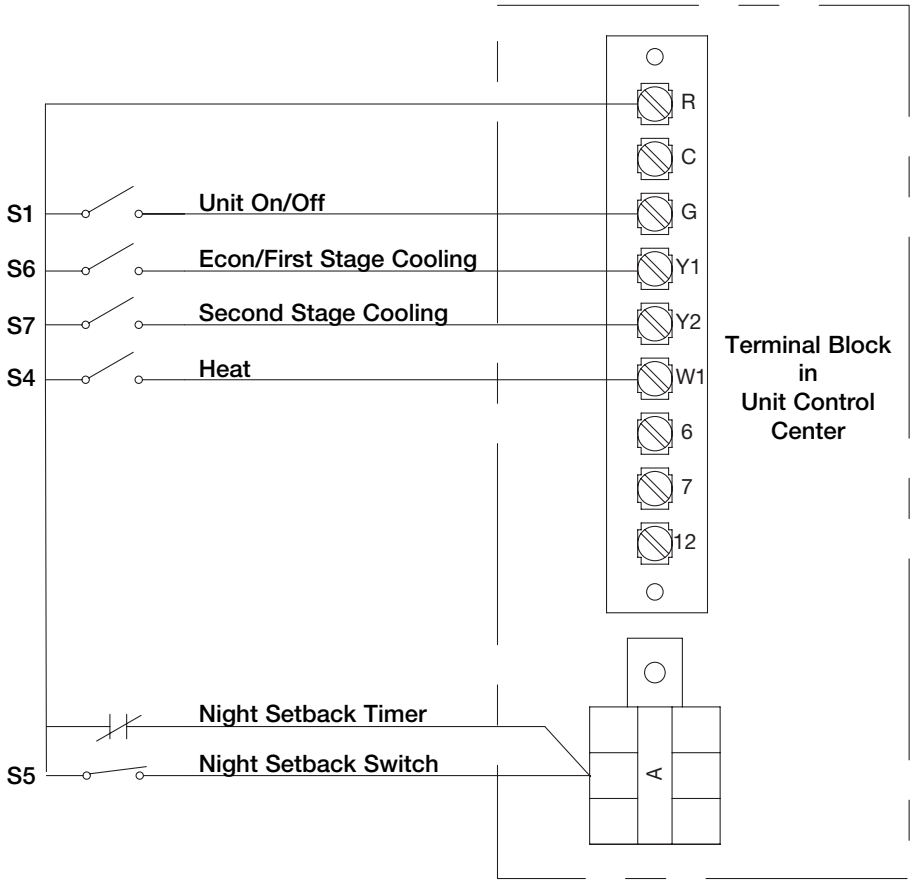
Dirty Filter Indicator (Power by Others)



Refer to Pressure Switch for voltage and load ratings.

OPTIONAL ACCESSORIES

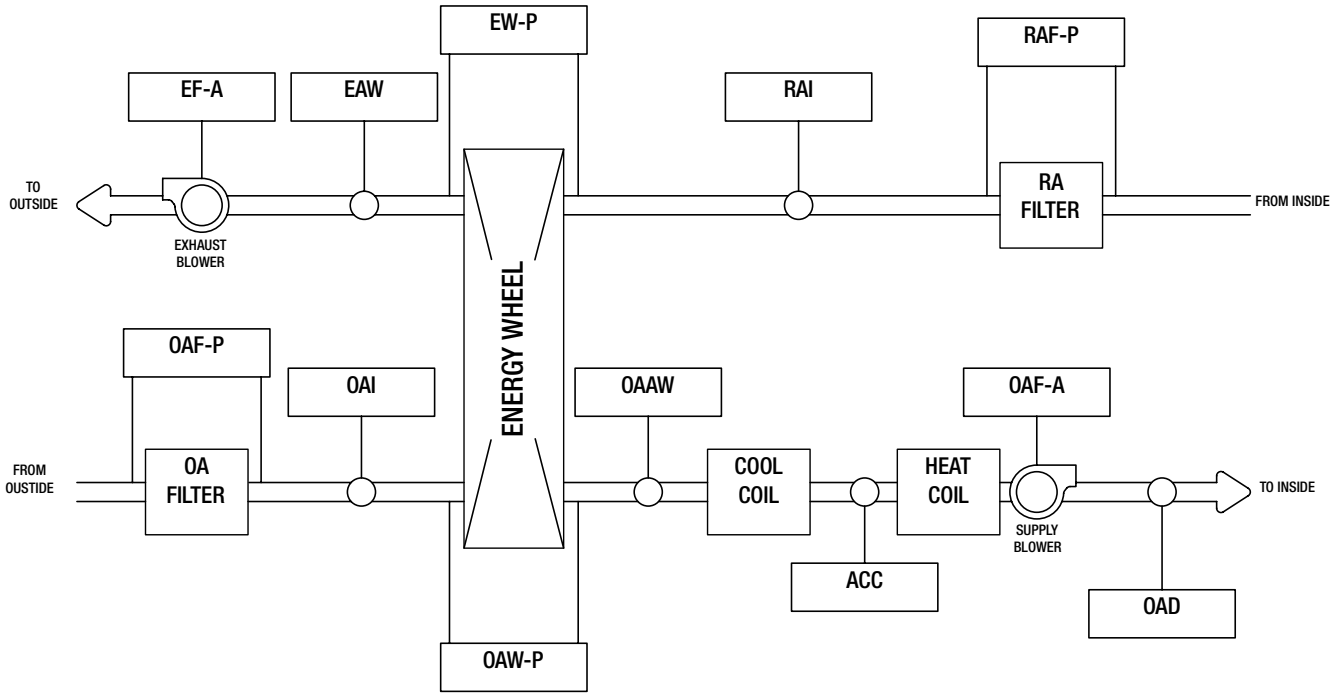
Remote Panel Wiring Schematics



OPTIONAL ACCESSORIES

Sensors Mounted by Factory

Factory mounted temperature, pressure, and current sensors are available in the locations indicated on the unit diagram below. A list of available sensors is shown below. The specific sensors provided on a given unit are labeled in the unit control center on the terminal strip. Sensors are wired to the terminal strip to make it easy for the controls contractor to connect the Building Management System for monitoring purposes.



Temperature Sensors - 1K Ohm RTD	
Drawing Labels	Terminal Strip Labels
OAI	OA/Supply Inlet Temp
OAAW	OA After Wheel
ACC	After Cooling Coil Temp
OAD	Supply Discharge Temp
EAW	Exhaust After Wheel Temp
RAI	RA/Exhaust Inlet Temp

Pressure Sensors (analog or digital)	
Drawing Labels	Terminal Strip Labels
OAF-P	OA/Supply Filter Pressure
OAW-P	Outdoor Air Wheel Pressure
RAF-P	RA/Exhaust Filter Pressure
EW-P	Exhaust Wheel Pressure

Amp - Current Sensors (analog or digital)	
Drawing Labels	Terminal Strip Labels
OAF-A	Supply Fan Amps
EF-A	Exhaust Fan Amps

START-UP CHECKLIST FOR UNIT

SAFETY DANGER!
Electric shock hazard. Can cause injury or death. Before attempting to perform any service or maintenance, turn the electrical power to unit to OFF at disconnect switch(es). Unit may have multiple power supplies.

SAFETY CAUTION!
Use caution when removing access panels or other unit components, especially while standing on a ladder or other potentially unsteady base. Access panels and unit components can be heavy and serious injury may occur.

SAFETY CAUTION!
Do not operate energy recovery ventilator without the filters and birdscreens installed. They prevent the entry of foreign objects such as leaves, birds, etc.

CAUTION!
Do not run unit during construction phase. Damage to internal components may result and void warranty.

Every installation requires a comprehensive start-up to ensure proper operation of the unit. As part of that process, the following checklist must be completed and information recorded. Starting up the unit in accordance with this checklist will not only ensure proper operation, but will also provide valuable information to personnel performing future maintenance. Should an issue arise which requires factory assistance, this completed document will allow unit experts to provide quicker resolve. Qualified personnel should perform start-up to ensure safe and proper practices are followed.

Unit Model Number	_____	(e.g. ERCH-55)
Unit Serial Number	_____	(e.g. 04C99999 or 10111000)
Energy Wheel Date Code	_____	(e.g. 0450)
Start-up date	_____	(MM/DD/YYYY)
Start-up Personnel Name	_____	
Start-up Company	_____	
Phone Number	_____	

Pre-Start Up Checklist - check boxes as items are completed

- ☐ Disconnect and lock-out all power switches
- ☐ Remove any foreign objects that are located in the energy recovery unit.
- ☐ Check all fasteners, set-screws, and locking collars on the fans, bearings, drives, motor bases and accessories for tightness.
- ☐ Rotate the fan wheels and energy recovery wheels by hand and ensure no parts are rubbing. If rubbing occurs, refer to Start-Up section for more information.
- ☐ Check the fan belt drives for proper alignment and tension (refer to Start-Up section for more information).
- ☐ Filters can load up with dirt during building construction. Replace any dirty pleated filters and clean the aluminum mesh filters in the intake hood (refer to Routine Maintenance section).
- ☐ Verify that non-motorized dampers open and close properly.
- ☐ Check the tightness of all factory wiring connections.
- ☐ Verify control wire gauge (refer to the Electrical Connections section).
- ☐ Verify diameter seal settings on the energy recovery wheel (refer to Start-Up section for more information).
- ☐ Verify proper drain trap installation (refer to Drain Trap section).
- ☐ For plenum or BI fans, check the radial gap and overlap. Adjust if necessary.

START-UP CHECKLIST FOR UNIT

Special Tools Required

Voltage Meter (with wire probes)
Amperage Meter
Incline manometer or equivalent
Tachometer
Thermometer

Start-Up Checklist

The unit will be in operational mode during start-up. Use necessary precautions to avoid injury. All data must be collected while the unit is running. In order to measure volts & amps, the control center door must be open, and the unit energized using a crescent wrench to turn the disconnect handle.

Line Voltage - check at unit disconnect

L1-L2 _____ Volts L2-L3 _____ Volts L1-L3 _____ Volts

Motor Amp Draw:

Supply Motor Amps	L1	_____	Amps	L2	_____	Amps	L3	_____ Amps
Exhaust Motor Amps	L1	_____	Amps	L2	_____	Amps	L3	_____ Amps

Fan RPM: Supply Fan RPM _____

Exhaust Fan RPM _____

Correct fan rotation direction: Supply Fan Yes / No

Exhaust Fan Yes / No

Electric Post-Heater Voltage

L1-L2 _____ Volts L2-L3 _____ Volts L1-L3 _____ Volts

OPTIONAL ACCESSORIES CHECKLIST

Refer to the respective sections in this Installation, Operation and Maintenance Manual for detailed information.

Refer to wiring diagram in unit control center to determine what electrical accessories were provided.

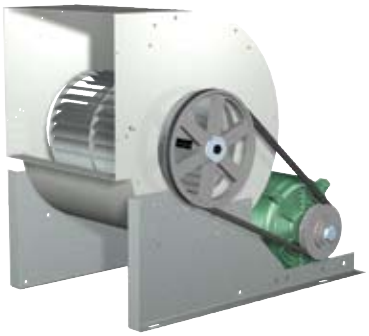
Provided with Unit?		Frost Control Application / Operation section:	Setting	Factory Default
Yes	No	Frost Control set point		5ºF
		Differential		2ºF
		Timer		Refer to IOM
Yes	No	Frost Control Modulating		Refer to IOM
Economizer Application / Operation section:				
Yes	No	Economizer (temperature)		
		set point		65ºF
		Offset		20ºF
		Differential		2ºF
Yes	No	Economizer (enthalpy)		
		set point		B
Yes	No	Economizer (modulating)		Refer to IOM
Optional Accessories section:			**Operational**	
Yes	No	Wheel Rotation Sensor	Yes No N/A	
Yes	No	OA Dirty Filter Sensor	Yes No N/A	
Yes	No	EA Dirty Filter Sensor	Yes No N/A	
Yes	No	CO2 Sensor	Yes No N/A	
Yes	No	Service Outlet	Yes No N/A	
Yes	No	Vapor Tight Lights	Yes No N/A	
Yes	No	Remote Control Panel	Yes No N/A	
Variable Frequency Drives section:			**Operational**	
Yes	No	Blower VFDs	Yes No N/A	
Yes	No	Wheel VFD	Yes No N/A	
Damper section:			**Operational**	
Yes	No	Outdoor Air Damper	Yes No N/A	
Yes	No	Exhaust Air Damper	Yes No N/A	
Yes	No	Night Setback Damper	Yes No N/A	
Yes	No	**Indirect Gas Furnace** (refer to the PVF IOM, Part #461006 for start-up information)		

UNIT START-UP

Refer to Parts List section for component locations.

Fans

The ERCH models contain a forward curved supply fan and a forward curved exhaust fan. These forward curved fans should be checked for free rotation. If any binding occurs, check for concealed damage and foreign objects in the fan housing. Be sure to check the belt drives per the start-up recommendations in the following section.



Forward Curved Fan

The ERT models contain a backward inclined (BI) supply fan and exhaust fan.

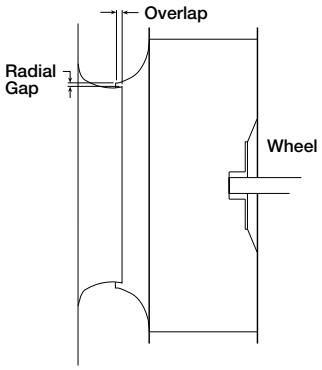
Rotate the fan wheel by hand to assure it turns freely and does not rub on the inlet venturi. Fan wheels should overlap the venturi as shown. Refer to the table for overlap and radial gap tolerances.

Centering of the fan wheel can be accomplished by (1) loosening the inlet cone bolts to move the inlet cone or by (2) loosening the bearings to move the shaft. Wheel and inlet cone overlap can be adjusted by loosening the wheel hub set screw and moving the wheel to the desired position.

Backward Inclined Fan

SAFETY CAUTION!

When operating conditions of the fan are to be changed (speed, pressure, temperature, etc.), consult Greenheck to determine if the unit can operate safely at the new conditions.



Approx. Blower Wheel Clearance Dimensions for Model ERT			
Unit	Wheel Size	Overlap (inches)	Radial Gap (inches)
ERT-52	18	5/8	5/32
ERT-58	20	5/8	5/32
ERT-64 Exhaust	20	5/8	5/32
ERT-64 Supply	22	11/16	5/32
ERT-74 Exhaust	24	3/4	5/32
ERT-74 Supply	27	7/8	3/16

Fan Performance Modifications

Due to job specification revisions, it may be necessary to adjust or change the sheave or pulley to obtain the desired airflow at the time of installation. Start-up technician must check blower amperage to ensure that the amperage listed on the motor nameplate is not exceeded. Amperage to be tested with access doors closed and ductwork installed.

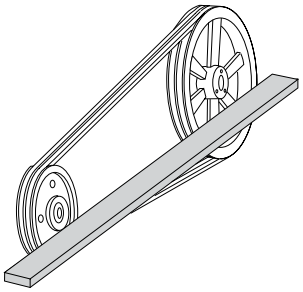
Fan Belt Drives

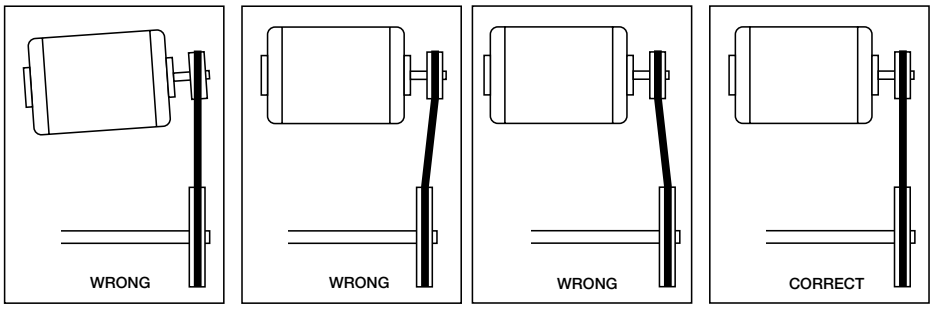
The fan belt drive components, when supplied by Greenheck, have been carefully selected for the unit's specific operating condition. Caution: utilizing different components than those supplied could result in unsafe operating conditions which may cause personal injury or failure of the following components: 1) Fan Shaft, 2) Fan Wheel, 3) Bearings, 4) Belt, 5) Motor. Tighten all fasteners and set screws securely and realign drive pulleys after adjustment. Check pulleys and belts for proper alignment to avoid unnecessary belt wear, noise, vibration and power loss. Motor and drive shafts must be parallel and pulleys in line (see next page).

UNIT START-UP

Belt Drive Installation

1. Remove the protective coating from the end of the fan shaft and assure that it is free of nicks and burrs.
2. Check fan and motor shafts for parallel and angular alignment.
3. Slide sheaves on shafts - do not drive sheaves on as this may result in bearing damage.
4. Align fan and motor sheaves with a straight-edge or string and tighten.
5. Place belts over sheaves. Do not pry or force belts, as this could result in damage to the cords in the belts.
6. With the fan off, adjust the belt tension by moving the motor base. (See belt tensioning procedures in the Routine Maintenance section of this manual). When in operation, the tight side of the belts should be in a straight line from sheave to sheave with a slight bow on the slack side.



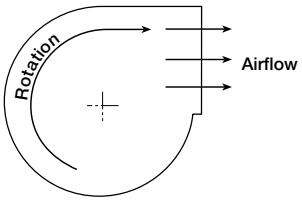


Proper alignment of motor and drive shaft.

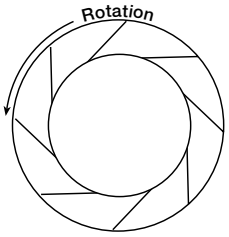
UNIT START-UP

Direction of Fan Wheel Rotation

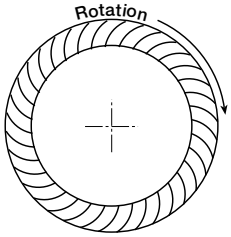
Blower access is labeled on unit. Check for proper wheel rotation by momentarily energizing the fan. Rotation is determined by viewing the wheel from the drive side and should match the rotation decal affixed to the fan housing (see Rotation Direction figures). If the wheel is rotating the wrong way, direction can be reversed by interchanging any two of the three electrical leads. Check for unusual noise, vibration, or overheating of bearings. Refer to the Troubleshooting section of this manual if a problem develops.



Backward Inclined



Forward Curved



Fan RPM

Supply fan and exhaust fan will have an adjustable motor pulley (on 15 HP and below) preset at the factory to the customer specified RPM. Fan speed can be increased or decreased by adjusting the pitch diameter of the motor pulley. Multi-groove variable pitch pulleys must be adjusted an equal number of turns open or closed. Any increase in fan speed represents a substantial increase in load on the motor. Always check the motor amperage reading and compare it to the amperage rating shown on the motor nameplate when changing fan RPM. All access doors must be installed except the control center door. *Do not operate units with access doors open or without proper ductwork in place as the fan motors will overload.*

Unit	Blower Diameter x Width (inches)	Maximum RPM for Foward Curved Blowers	
		Class I - Max RPM	Class II - Max RPM
ERCH-20	9 x 9	1750	2800
ERCH-45	12 x 8	1400	2000
ERCH-45	12 x 12	1500	2000
ERCH-55	15 x 15	1250	1725
ERCH-90	15 x 15	1250	1725
ERCH-90	18 x 18	1000	1450

Vibration

Excessive vibration may be experienced during initial start-up. Left unchecked, excessive vibration can cause a multitude of problems, including structural and/or component failure. The most common sources of vibration are listed below.

1. Wheel Unbalance
2. Drive Pulley Misalignment
3. Incorrect Belt Tension
4. Bearing Misalignment
5. Mechanical Looseness
6. Faulty Belts
7. Drive Component Unbalance
8. Poor Inlet/Outlet Conditions
9. Foundation Stiffness

Many of these conditions can be discovered by careful observation. Refer to the Troubleshooting section of this manual for corrective actions. If observation cannot locate the source of vibration, a qualified technician using vibration analysis equipment should be consulted. If the problem is wheel unbalance, in-place balancing can be done.

Generally, fan vibration and noise is transmitted to other parts of the building by the ductwork. To eliminate this undesirable effect, the use of heavy canvas connectors is recommended.

Spring Vibration Isolators on ERT Fans

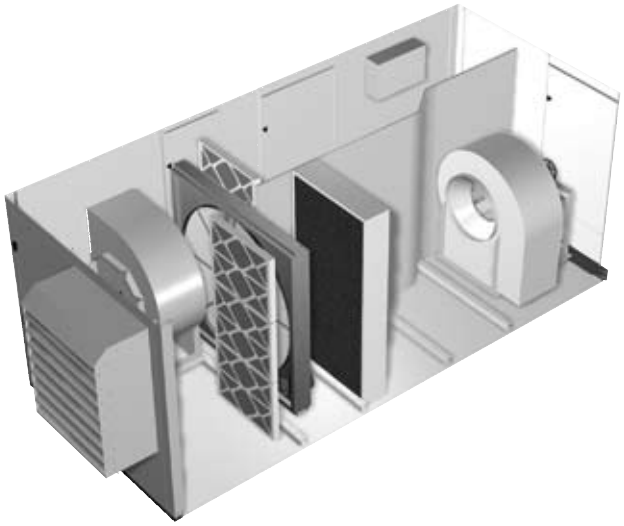
Three to four Z-brackets prevent unwanted fan and isolator movement during shipping. Proper unit operation requires the removal of these brackets.

1. Remove the 5/16 inch hex head bolts from each Z-bracket and fan base.
2. Pull the Z-bracket out from the fan base.
3. Replace the bolts to their original position in the fan base.

Coils

Leak test thermal system to insure tight connections. Check for properly trapped condensate drain.

UNIT START-UP



Inside layout of ERT

Inside layout of ERCH

Energy Recovery Wheel

The ERT/ERCH models contain a total energy recovery wheel. The wheels are inspected for proper mechanical operation at the factory. However, during shipping and handling, shifting can occur that may affect wheel operation. The wheel is accessible through the access door marked “Energy Wheel Cassette Access”. For the ERCH-20, ERCH-45 and ERT-52 models, the wheel cassette slides out. Due to the size and weight of the ERCH-55, ERCH-90, ERT-58, ERT-64 and ERT-74 wheels, they remain stationary and all maintenance is performed in place. There is room inside the unit to perform energy recovery wheel servicing.

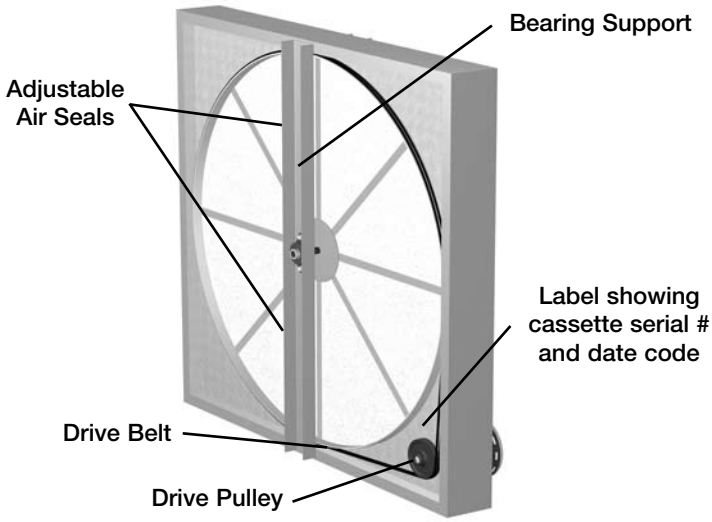
Turn the energy recovery wheels by hand to verify free operation. The wheel should rotate smoothly and should not wobble.

Drive Belt

Inspect the drive belt. Make sure the belt rides smoothly through the pulley and over the wheel rim.

Air Seals

Check that the air seals located around the outside of the wheel and across the center (both sides of wheel) are secure and in good condition. Air seal clearance is determined by placing a sheet of paper, to act as a feeler gauge, against the wheel face. To access seals, enter unit for ERCH-55, ERCH-90, ERT-58, ERT-64 and ERT-74, or pull out the cassette for ERCH-20, ERCH-45 and ERT-52, following the instructions in Energy Recovery Wheel Maintenance section. To adjust the air seals, loosen all eight seal retaining screws. These screws are located on the bearing support that spans the length of the cassette through the wheel center. Tighten the screws so the air seals tug slightly on the sheet of paper.



Replace cassette into unit, plug in wheel drive, replace access door and apply power. Observe by opening door slightly (remove filters if necessary to view wheel) that the wheel rotates freely at about 50-60 RPM.

ROUTINE MAINTENANCE

SAFETY DANGER!
Electric shock hazard. Can cause injury or death. Before attempting to perform any service or maintenance, turn the electrical power to unit to OFF at disconnect switch(es). Unit may have multiple power supplies.

SAFETY CAUTION!
Use caution when removing access panels or other unit components, especially while standing on a ladder or other potentially unsteady base. Access panels and unit components can be heavy and serious injury may occur.

Once the unit has been put into operation, a routine maintenance program should be set up to preserve reliability and performance. Items to be included in this program are:

	DATE _____	DATE _____	DATE _____	DATE _____
Lubrication				
Apply lubrication where required	☐	☐	☐	☐
Dampers				
Check for unobstructed operation	☐	☐	☐	☐
Fan Belts				
Check for wear, tension, alignment	☐	☐	☐	☐
Motors				
Check for cleanliness	☐	☐	☐	☐
Blower Wheel & Fasteners				
Check for cleanliness	☐	☐	☐	☐
Check all fasteners for tightness	☐	☐	☐	☐
Check for fatigue, corrosion, wear	☐	☐	☐	☐
Bearings				
Check for cleanliness	☐	☐	☐	☐
Check set screws for tightness	☐	☐	☐	☐
Lubricate as required	☐	☐	☐	☐
External Filter				
Check for cleanliness - clean if required	☐	☐	☐	☐
Internal Filter				
Check for cleanliness - replace if required	☐	☐	☐	☐
Door Seal				
Check if intact and pliable	☐	☐	☐	☐
Coil Maintenance				
Check for cleanliness (coil and drain pan)	☐	☐	☐	☐
Winterizing Coils				
Drain - Fill with antifreeze - Drain	☐	☐	☐	☐
Energy Recovery Wheel				
Check for cleanliness - clean if required	☐	☐	☐	☐
Check belt for wear	☐	☐	☐	☐
Check pulley, bearings, and motor	☐	☐	☐	☐

ROUTINE MAINTENANCE

Lubrication

Check all moving components for proper lubrication. Apply lubrication where required. Any components showing excessive wear should be replaced to maintain the integrity of the unit and ensure proper operation.

Dampers

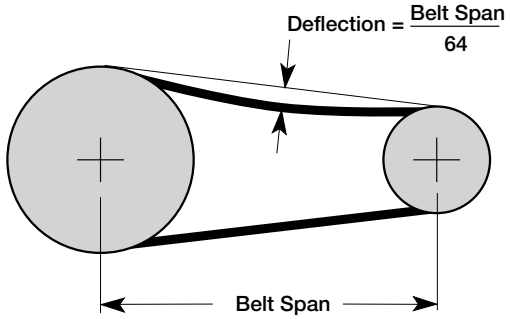
Check all dampers to ensure they open and close properly and without binding. Backdraft dampers can be checked by hand to determine if blades open and close freely. Apply power to motorized dampers to ensure the actuator opens and closes the damper as designed.

Fan Belts

Belts must be checked on a regular basis for wear, tension, alignment, and dirt accumulation. Premature or frequent belt failures can be caused by improper belt tension (either too loose or too tight) or misaligned sheaves. Abnormally high belt tension or drive misalignment will cause excessive bearing loads and may result in failure of the fan and/or motor bearings. Conversely, loose belts will cause squealing on start-up, excessive belt flutter, slippage, and overheated sheaves. Both loose and tight belts can cause fan vibration.

When replacing belts on multiple groove drives, all belts should be changed to provide uniform drive loading. Do not pry belts on or off the sheave. Loosen belt tension until belts can be removed by simply lifting the belts off the sheaves. After replacing belts, insure that slack in each belt is on the same side of the drive. Belt dressing should never be used.

Do not install new belts on worn sheaves. If the sheaves have grooves worn in them, they must be replaced before new belts are installed.



Proper fan belt settings

The proper belt setting is the lowest tension at which the belts will not slip under peak load operation. For initial tensioning, set the belt deflection at 1/64-inch for each inch of belt span (measured half-way between sheave centers). For example, if the belt span is 64 inches, the belt deflection should be 1 inch (using moderate thumb pressure at mid-point of the drive). Check belt tension two times during the first 24 hours of operation and periodically thereafter.

Fan Motors

Motor maintenance is generally limited to cleaning and lubrication. Cleaning should be limited to exterior surfaces only. Removing dust and grease buildup on the motor housing assists proper motor cooling. Never wash-down motor with high pressure spray. Greasing of motors is only intended when fittings are provided. Many fractional motors are permanently lubricated for life and require no further lubrication.

Fan Wheel & Fasteners

Wheels require very little attention when moving clean air. Occasionally oil and dust may accumulate on the wheel causing imbalance. When this occurs the wheel and housing should be cleaned to assure smooth and safe operation. Inspect fan impeller and housing for fatigue, corrosion or wear.

Routinely check all fasteners, set screws and locking collars on the fan, bearings, drive, motor base and accessories for tightness. A proper maintenance program will help preserve the performance and reliability designed into the fan.

ROUTINE MAINTENANCE

Bearings

Most bearings are permanently lubricated and require no further lubrication under normal use. Normal use being considered -20ºF to 120ºF and in a relatively clean environment. Some bearings are re-lubricatable and will need to be regreased depending on fan use. Check your bearings for grease zert to find out what type of bearing you have. If your fan is not being operated under normal use, bearings should be checked monthly for lubrication.

Shaft bearings are the most critical moving part of a fan. Therefore, special attention should be given to keeping the bearings clean and well lubricated. Proper lubrication provides for reduction in friction and wear, transmission and dissipation of heat, extended bearing life and prevention of rust.

In order for a lubricant to fulfill these tasks, the proper grease applied at regular intervals is required. See the recommended bearing lubrication schedule.

If unusual conditions exist-temperatures below 32ºF or above 200ºF, moisture or contaminants-more frequent lubrication is required.

With the unit running, add grease very slowly with a manual grease gun until a slight bead of grease forms at the seal.

Be careful not to unseat the seal by over lubricating or using excessive pressure. A guide to the amount of grease to be used is to fill 30% to 60% of available space in the bearing and housing.

A high quality lithium based grease conforming to NLGI Grade 2 consistency, such as those listed below should be used:

Mobil 532	B Shell Alvania #2	Texaco Premium #2
Mobilux #2	Texaco Multifak #2	Unirex 2

Bearing Lubrication Schedule for Utility Fans on ERT Models Relubrication schedule in months		
Fan RPM	Shaft Diameter in Inches	
	1 to 1-1/2	1-3/4 to 2
To 500	6	6
500-1000	6	5
1000-1500	5	4
1500-2000	4	3
2000-2500	4	2
2500-3000	3	1
3000-3500	2	1

In addition to lubricating the bearings at specified intervals, set screws in the bearing collars should be checked for tightness. A bearing collar which has loosened will cause premature failure of the fan shaft. Fasteners attaching the bearings to the drive frame should also be checked. See bearing lubrication schedule.

Internal Filter Maintenance

The ERT/ERCH units will typically be provided with 2-inch, pleated filters in the outdoor air and exhaust airstreams. These filters should be checked per a routine maintenance schedule and replaced as necessary to ensure proper airflow through the unit. See table at right for pleated filter size and quantity for each unit. Replacement filters shall be of same performance and quality as factory installed filters. Filter type must be pleated design with integral metal grid. Two acceptable filter replacements are Aerostar Series 400 or Farr 30/30®.

Filter Size and Quantities			
Model	Internal Filter Size	Quantity Supply	Quantity Exhaust
ERT-52	20 in. x 25 in.	3	3
ERT-58	16 in. x 20 in.	6	6
ERT-64	16 in. x 20 in.	6	6
ERT-74	20 in. x 20 in.	8	8
ERCH-20	20 in. x 20 in.	2	2
ERCH-45	20 in. x 25 in.	3	3
ERCH-55	16 in. x 20 in.	6	6
ERCH-90	20 in. x 20 in.	8	8

Outdoor Air Filters: Access to the outdoor air filters is through the door labeled as “Filter Access” on the outdoor air side of the unit.

Exhaust Air Filters: Access to the exhaust air filters is through the door labeled as “Filter Access” on the exhaust air side of the unit.

Refer to Access Door Descriptions section for additional information on filter locations.

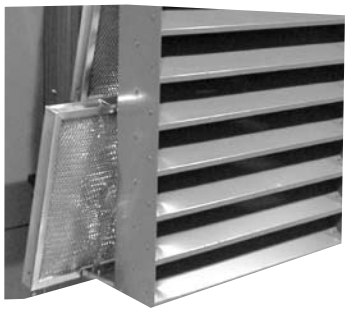
ROUTINE MAINTENANCE

External Filter Maintenance

Aluminum mesh, 2-inch deep filters are located in the supply weatherhood (if the weatherhood option was purchased). Filters should be checked and cleaned on a regular basis for best efficiency. The frequency of cleaning depends upon the cleanliness of the incoming air. These filters should be cleaned prior to start-up.

To access these filters, remove bottom bolt in the access door on the side of the weatherhood. Slide the access door up and then pull bottom out to remove door. Then, slide the filters out (see figure at right).

Clean filters by rinsing with a mild detergent in warm water.



Outdoor air intake hood mesh filter access

Coil Maintenance

****WARNING****

REFER TO SAFETY WARNING ON COVER

DO NOT OPERATE ENERGY RECOVERY VENTILATOR WITHOUT THE FILTERS AND BIRDSCREENS INSTALLED. THEY PREVENT THE ENTRY OF FOREIGN OBJECTS SUCH AS LEAVES, BIRDS, ETC.

DO NOT REMOVE ACCESS PANELS OR OTHER UNIT COMPONENTS WHILE STANDING ON A LADDER OR OTHER UNSTEADY BASE. ACCESS PANELS AND UNIT COMPONENTS ARE HEAVY AND SERIOUS INJURY MAY OCCUR.

Filters

Filters upstream of the coil should be checked regularly. If the filters are dirty, they should be cleaned or replaced. It is important that the coils stay clean to maintain desired airflow. See Filter Maintenance section for additional information.

Coil Maintenance

1. Coils must be cleaned to obtain maximum performance. Check once a year under normal operating conditions and if dirty, brush or vacuum clean. Soiled fins reduce the capacity of the coil, demand more energy from the fan, and create an environment for odor and bacteria to grow and spread through the conditioned zone. High pressure water (700 Psi or less) may be used to clean coils with fin thickness over 0.0095 inches thick. TEST THE SPRAY PRESSURE over a small corner of the coil to determine if the fins will withstand the spray pressure.

   For coils with fragile fins or high fin density, foaming chemical sprays and washes are available. Many coil cleaners contain harsh chemicals, so they must be used with caution by qualified personnel only. Care must be taken not to damage the coils, including the fins, while cleaning.

   CAUTION: Fin edges are sharp.

****WARNING****

BIOLOGICAL HAZARD. MAY CAUSE DISEASE. CLEANING SHOULD BE PERFORMED BY QUALIFIED PERSONNEL.

2. Drain pans in any air conditioning unit will have some moisture in them, therefore, algae and other organisms will grow due to airborne spores and bacteria. Periodic cleaning is necessary to prevent this build-up from plugging the drain and causing the drain pan to overflow. Inspect twice a year to avoid the possibility of overflow. Also, drain pans should be kept clean to prevent the spread of disease. Cleaning should be performed by qualified personnel.

Winterizing Coils

Coil freeze-up can be caused by such things as air stratification and failure of outdoor air dampers and/or preheat coils. Routine draining of water cooling coils for winter shutdown cannot be depended upon as insurance against freeze-up. Severe coil damage may result. It is recommended that all coils be drained as thoroughly as possible and then treated in the following manner.
Fill each coil independently with an antifreeze solution using a small circulating pump and again thoroughly drain. Check freezing point of antifreeze before proceeding to next coil. Due to small amount of water always remaining in each coil, there will be diluting effect. The small amount of antifreeze solution remaining in the coil must always be concentrated enough to prevent freeze-up.

NOTE: Carefully read instructions for mixing antifreeze solution used. Some products will have a higher freezing point in their natural state than when mixed with water.

ROUTINE MAINTENANCE

Energy Recovery Wheel Maintenance

Annual inspection of the energy recovery wheel is recommended. Units ventilating smoking lounges and other non-clean air spaces should have energy recovery wheel inspections more often based upon need. Inspections for smoke ventilation applications are recommended bimonthly to quarterly until a regular schedule can be established.

Access to wheel through outdoor air filter door

ACCESSING ENERGY RECOVERY WHEEL

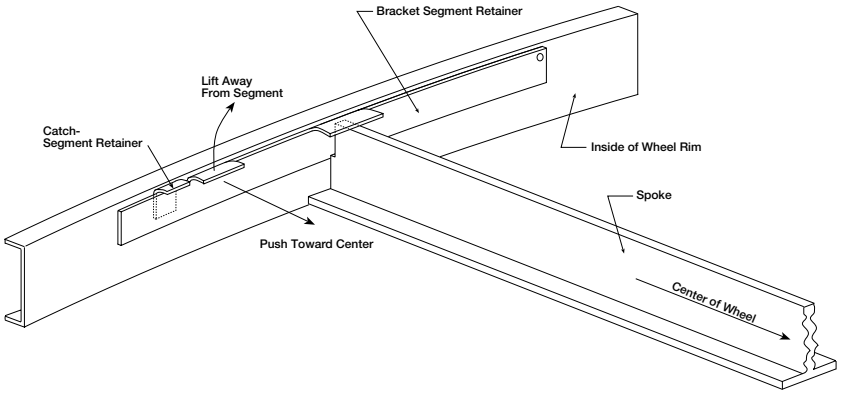
The ERT/ERCH units have one energy recovery wheel. Open the outdoor air filter door to access the wheel. For the ERCH-20, ERCH-45 and ERT-52 models, the wheel cassette slides out. Due to the size and weight of the ERCH-55, ERCH-90, ERT-58, ERT-64 and ERT-74 wheels, they remain stationary and all maintenance is performed in place. There is room inside the unit to perform energy recovery wheel servicing. Filters must be removed to access stationary wheels.

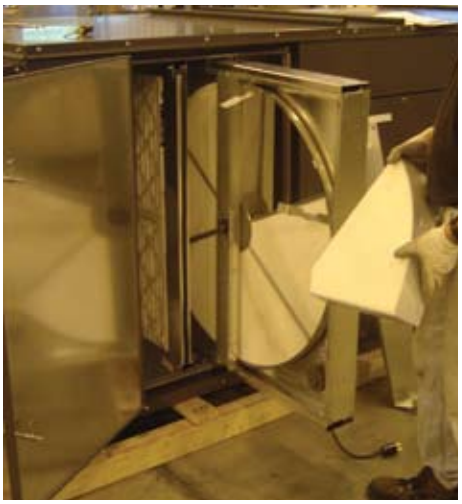
****WARNING: Disconnect power to the unit before performing any type of service.**

REMOVING THE ENERGY RECOVERY WHEEL SEGMENTS

Models ERCH-20, 45, 55 & 90
Models ERT-52, 58, 64 & 74

Steel retainers are located on the inside of the wheel rim (see diagram at right). Push the retainer toward center of wheel, then lift up and away to release segments (see below).





Wheel segment removed

IMPORTANT! *PLACE RETAINERS BACK IN THE ORIGINAL POSITION BEFORE ROTATING THE ENERGY RECOVERY WHEEL. OTHERWISE DAMAGE TO RETAINER WILL OCCUR.*

ROUTINE MAINTENANCE

CLEANING THE ENERGY RECOVERY WHEEL

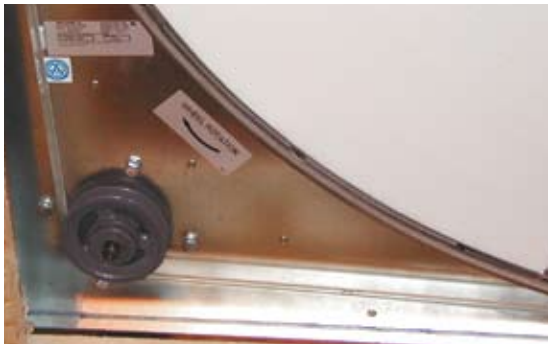
If the wheel appears excessively dirty, it should be cleaned to ensure maximum operating efficiency. Only excessive buildup of foreign material needs to be removed. *DISCOLORATION AND STAINING OF ENERGY RECOVERY WHEEL DOES NOT AFFECT ITS PERFORMANCE.*

Thoroughly spray wheel matrix with household cleaner such as Fantastic™ or equivalent. Gently rinse with warm water and using a soft brush remove any heavier accumulation. A detergent/water solution can also be used. Avoid aggressive organic solvents, such as acetone. The energy recovery wheel segments can be soaked in the above solution overnight for stubborn dirt or accumulation.

After cleaning is complete, shake the excess water from the wheel or segments. Dry wheel or segments before placing them back into the cassette. Place wheel or segments back into cassette by reversing removal procedures.

***** DO NOT CLEAN ENERGY RECOVERY WHEEL SEGMENTS WITH WATER IN EXCESS OF 140ºF***
***** DO NOT DRY ENERGY RECOVERY WHEEL SEGMENTS IN AIR IN EXCESS OF 140ºF.***
***** THE USE OF A PRESSURE WASHER TO CLEAN SEGMENTS IS NOT RECOMMENDED. DAMAGE COULD RESULT.***

Energy Recovery Wheel Belt
Inspect belts each time filters are replaced. Belts that look chewed up or are leaving belt dust near the motor pulley may indicate a problem with the wheel. Be sure to inspect wheel for smooth and unrestricted rotation. If a belt requires replacement, contact the local Greenheck representative. Instructions for replacement will ship with the new belt.



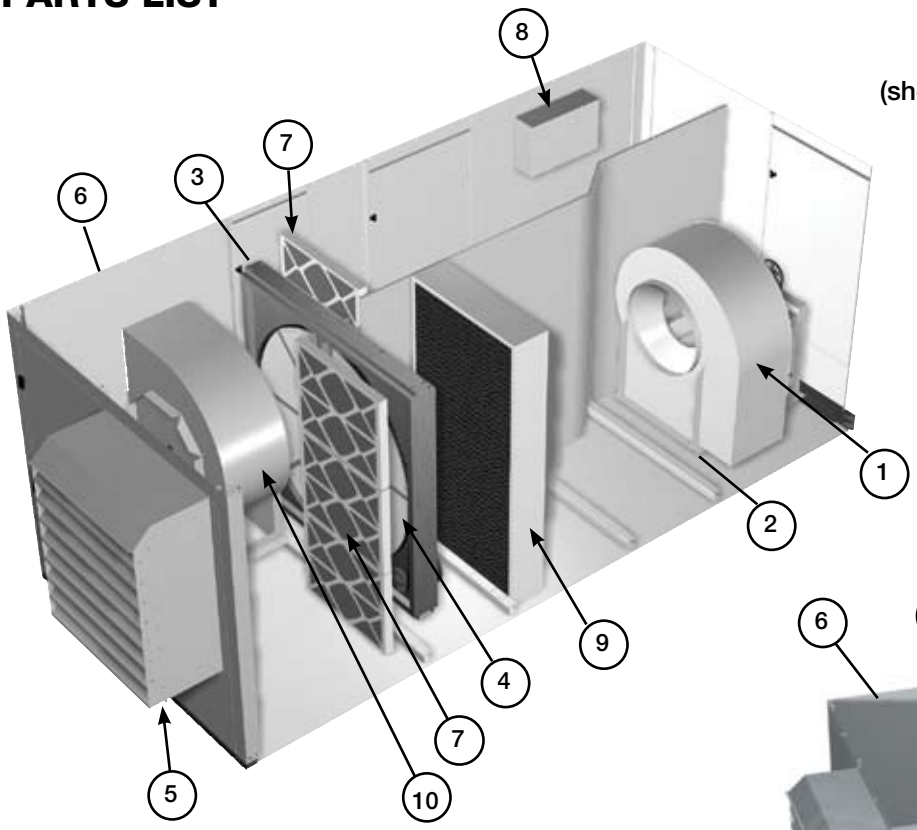
Wheel Belt & Pulley

Energy Recovery Wheel Bearings
In the unlikely event that a wheel bearing fails, access is available through the outdoor air filter door and through a removable plate in the divider in the unit (accessed through the exhaust air filter door). Contact the local Greenheck representative for detailed instructions on how to replace the bearing.

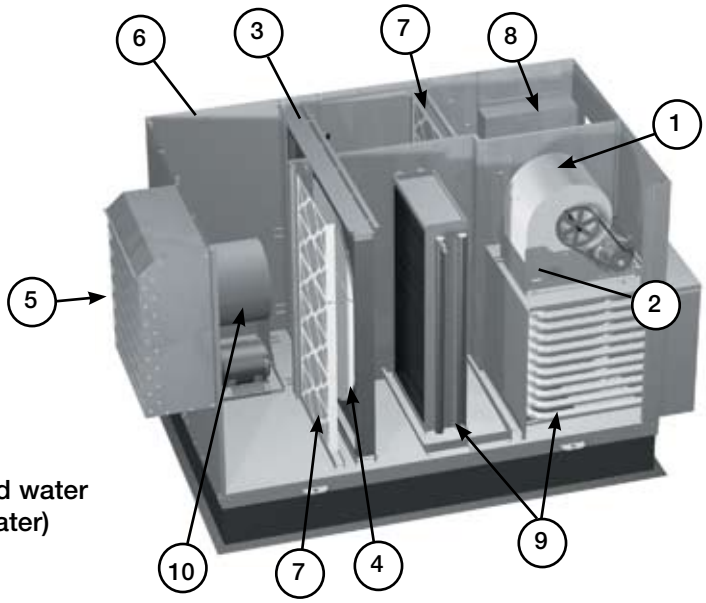
Wheel Bearing

PARTS LIST

Model ERT
(shown with optional cooling and heating coil)



Model ERCH
(shown with optional chilled water coil and indirect gas heater)



1. Supply blower
   - Forward curved fan (ERCH models)
   - Backward inclined fan (ERT models)
   - Adjustable motor mount for belt tensioning
   - Adjustable sheaves for speed control

2. Vibrations isolators (quantity 4 per blower)
   - Neoprene (ERCH & ERT models)
   - Spring (Optional on ERT models only)

3. Energy recovery wheel cassette

4. Removable energy recovery wheel segments

5. Optional supply weatherhood with 2 in. aluminum mesh filter

6. Optional exhaust weatherhood with birdscreen

7. Optional supply and exhaust air filter racks for 2 in. pleated, 30% efficient filters

8. Electrical control box (standard features)
   - Single point power
   - Disconnect interlocked with access door
   - Motor starters for the supply blower, exhaust blower and energy wheel motors.
   - 24 Vac, control circuit with terminal strip

9. Coil section houses supply air tempering options
   - DX or chilled water for cooling
   - Electric or hot water heat
   - Wrap around heat pipe (ERT models only)
   - Indirect gas heat (ERCH models only)

10. Exhaust blower

SEQUENCE OF OPERATION

Basic Unit

The ERCH and ERT units are pre-wired such that when a call for outside air is made (via field supplied 24 VAC control signal wired to unit control center), the supply fan, exhaust fan and energy wheel are energized and optional motorized dampers open. The ERCH and ERT units can be supplied with or without heating and cooling coils. For units with coils, controls can be supplied by Greenheck or by the controls contractor. If supplied by the controls contractor, they would provide, mount, and wire any temperature controllers and temperature or relative humidity sensors required for the unit to discharge air at the desired conditions. However, temperature, pressure, and current sensors can be provided by Greenheck for purposes of monitoring via the Building Management System (see Optional Accessories section).

Summer Operation:

Outdoor air is preconditioned (temperature and moisture levels are decreased) by the transfer of energy from the cooler, drier exhaust air via the energy recovery wheel. Units supplied with cooling coils can further cool the air coming off the wheel and strip out moisture to levels at or below room design. A heating coil downstream of the cooling coil can reheat the air to a more comfortable discharge temperature to the space.

The ERT model can be supplied with a wrap around heatpipe for additional precooling of the outdoor air prior to entering the cooling coil. The heatpipe also provides reheat after the cooling coil for applications where the outdoor needs to be provided at a space neutral condition.

Economizer Operation: See Economizer Application/Operation section.

Winter Operation:

Outdoor air is preconditioned (temperature and moisture levels are increased) by the transfer of energy from the warmer, more humid exhaust air via the energy recovery wheel. Units supplied with heating coils can further heat the air coming off the wheel to levels at or above room design.

Frost Control Operation: See Frost Control Application/Operation section.

Other Accessories:

Rotation Sensor	See Optional Accessories section
Dirty Filter Sensor	See Optional Accessories section
CO2 Sensor	See Optional Accessories section
VFD on Blowers	VFDs on blowers are often used as part of a demand control ventilation system. This type of system takes advantage of varying occupancy through the use of CO2 sensors to monitor space CO2 levels. If CO2 levels are low in the space, the VFD will operate the blowers at minimum airflow required by code. As the space occupancy increases and CO2 levels increase, the VFD will increase the amount of fresh outdoor air being brought in to offset the CO2 levels in the space (exhaust airflow is increased proportionally as outdoor airflow increases). As CO2 levels come back down, the airflow will decrease back to minimum requirements.
Night Setback	On a call for night setback (unoccupied mode), the outdoor air damper will close and the energy wheel and exhaust fan will be de-energized. The night setback dampers will open and the supply fan will remain on, providing 100% recirculation. Units supplied with heating and cooling coils will temper air as required by the controls to maintain desired conditions in the space.

Troubleshooting Airflow

Test and Balance Report

The test and balance report (TAB) is utilized to determine whether the appropriate amount of outdoor air and exhaust air is being supplied and removed from a building, respectively. There are no set rules on what information must be included in a TAB report. As such, if a TAB report indicates that the airflow on a unit is low, prior to contacting the factory, please determine the following information:

	Unit #1	Unit #2	Unit #3	Unit #4
Model Number				
Serial Number				
Name Plate Information				
Voltage				
Hertz				
Phase				
Outdoor Air Fan Amps				
Exhaust Fan Amps				
Outdoor Air Fan Horsepower				
Exhaust Fan Horsepower				
Design Airflow				
Outdoor Air				
Exhaust				
Measured Airflow				
Outdoor Air				
Exhaust				
Measured Data				
Blower Rotation				
Outdoor Air Fan RPM				
Exhaust Fan RPM				
Outdoor Air Fan Amp Draw				
Exhaust Fan Amp Draw				
Pressure Drop Across Energy Recovery Wheel				
Outdoor Air Side				
Exhaust Side				

Airflow problems can often be tied back to improper ductwork installation. Be sure to install ductwork in accordance with SMACNA and AMCA guidelines.

Troubleshooting

Symptom	Possible Cause	Corrective Action
Blower Fails to Operate	Blown fuse or open circuit breaker.	Replace fuse or reset circuit breaker and check amps.
	Defective motor or capacitor.	Replace.
	Motor starter overloaded.	Reset starter and check amps.
	Electrical.	Check for On/Off switches. Check for correct supply voltage.
	Drive.	Check for broken or loose belts. Tighten loose pulleys.
Motor Starters "Chatter" or Do Not Pull In	Control power (24 Vac) wiring run is too long (resistance should not exceed 0.75 ohms).	Shorten wiring run to mechanical room or install a relay which will turn unit on/off (Consult factory for relay information).
	Incoming supply power is less than anticipated. Voltage supplied to starter coil must be within +10% / -15% of nominal voltage stated on the coil.	Need to increase supply power or use a special control transformer which is sized for the actual supply power.
Motor Over Amps	Cfm too high.	Check cfm and adjust drives if needed.
	Static pressures are higher or lower than design.	If higher, ductwork should be improved. If lower, fan rpm should be lower.
	Blower rotation is incorrect.	Check rotation and reverse if necessary.
	Motor voltage incorrect.	Check motor nameplate versus supplied voltage.
	Motor horsepower too low.	See specifications and catalog for fan curves to determine if horsepower is sufficient.
	Shorted windings in motor.	Replace motor.
Low Airflow (cfm)	Unit damper not fully open.	Adjust damper linkage or replace damper motor.
	System static pressure too high	Improve ductwork to eliminate losses using good duct practices.
	Blower speed too low.	Check for correct drives and rpm with catalog data.
	Fan wheels are operating backwards.	For 3-phase, see Direction of Fan Wheel Rotation under Unit Start-Up section.
	Dirty filter or energy wheel.	Follow cleaning procedures in Routine Maintenance section.
	Leaks in ductwork.	Repair.
	Elbows or other obstructions may be obstructing fan outlet.	Correct or improve ductwork.
	Belt slippage.	Adjust belt tension.
High Airflow (cfm)	Blower fan speed too high.	Check for correct fan rpm. Decrease fan speed if necessary.
	Filter(s) not in place.	Install filters.
	Insufficient static pressure (Ps) (airflow resistance).	Induce Ps into system ductwork. Make sure grilles and access doors are installed. Decrease fan speed if necessary.

** Always provide the unit model and serial number when requesting parts or service information. * Always check motor amps and compare to nameplate rating.*

Troubleshooting

Symptom	Possible Cause	Corrective Action
One or Both Blowers Turn Off Intermittently and Back on After About 2 Minutes	Blower fan motor overloads are tripping and auto-resetting.	Decrease fan speed.
	Exhaust Only frost control sensors are tripping.	Adjust frost temperature sensor set point as needed.
Energy Wheel Does NOT Turn	Air seals are too tight.	See Energy Recovery Wheel under Unit Start-Up section.
	"Economizer" sensors are operating.	Adjust temperature or enthalpy set points as needed.
	No power to wheel motor.	Make sure wheel drive is plugged in. Verify power is available.
	Wheel drive belt	Check for loose or broken belts. Replace belts. Consult factory.
Energy Wheel Runs Intermittently	Wheel motor overloads are tripping, due to rubbing between wheel and air seals.	Recheck air seals, make sure they are not too tight. See Energy Recovery Wheel under Unit Start-Up Section.
Excessive Noise or Vibration	Fan wheel rubbing on inlet	Adjust wheel and/or inlet cone. Tighten wheel hub or bearing collars on shaft.
	Bearings.	Replace defective bearings (s). Lubricate bearings. Tighten collars and fasteners.
	Wheel out of balance.	Replace or rebalance.
	Loose wheel on shaft.	Tighten wheel setscrew.
	Loose motor or blower sheave.	Tighten sheave setscrew.
	Belts too loose.	Adjust belt tension after 24 hours of operation.
	Belts too tight.	Loosen to maintain a 3/8 inch deflection per foot of span between sheaves.
	Worn belt.	Replace.
	Motor base or blower loose.	Tighten mounting bolts.
	Build-up of material on wheel.	Clean wheel and housing.
	Bearing and drive misaligned.	Realign.
	Noise being transmitted by duct.	Make sure ductwork is supported properly. Make sure ductwork metal thickness is sized for proper stiffness. Check duct size at discharge to ensure that air velocities are not too high.

**Always provide the unit model and serial number when requesting parts or service information. *Always check motor amps and compare to nameplate rating.*

Notes:

Warranty

Greenheck warrants this equipment to be free from defects in material and workmanship for a period of one year from the purchase date. The energy recovery wheel is warranted to be free from defects in material and workmanship for a period of five years from the purchase date. Any units or parts which prove defective during the warranty period will be replaced at our option when returned to our factory, transportation prepaid.

Motors are warranted by the motor manufacturer for a period of one year. Should motors furnished by Greenheck prove defective during this period, they should be returned to the nearest authorized motor service station. Greenheck will not be responsible for any removal or installation costs.

As a result of our commitment to continuous improvement, Greenheck reserves the right to change specifications without notice.

GREENHECK

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