

# Reefer

Trailer and truck units. How to run it, and when to call. Keep it in the cab.

## What normal looks like

### 0°F

(-18°C) or colder for frozen loads. Chilled loads 33°F to 38°F (0.5°C to 3°C).

### 10-12 in

(25 to 30 cm) of space above the load, for the air to travel.

### 7-15 min

for the Pretrip test, before loading. Then pre-cool the empty trailer.

### Continuous

mode for fresh produce and multi-stop routes. Start-stop is fine for frozen.

### WRITE IT HERE

Setpoint \_\_\_\_\_ Dealer \_\_\_\_\_ Phone \_\_\_\_\_

## Before every load

- 1 **Run the Pretrip** before loading. It ends with a pass or a fail.
- 2 **Check the fuel** reaches the next stop, and drain water from the tank and the fuel filter.
- 3 **Pre-cool the empty trailer** to the shipper's setpoint, and load product already at it.
- 4 **Leave the gaps:** 10 to 12 inches above the load, nothing tight against the walls or doors, and the floor channels open.
- 5 **Shut the unit off** while loading from an open dock, then set the mode and the setpoint.

## When to call the dealer

### Now

- A frozen load warming, or a fresh load out of its range, on the road.
- The unit shuts down or will not restart.
- A red alarm.
- On shore power and stopped, with no way to switch to diesel.

### Today

- The load will not hold temperature.
- The box does not recover between stops.

### End of the trip

- A defrost time-out alarm, unless the load is losing temperature.
- Worn door seals, at the next service.

Tell the dealer the alarm codes, the setpoint and load temperature, and where you are.



### Never

- Never load product warmer than its setpoint.
- Never load to the ceiling, or tight to the unit.
- Never touch the unit without switching it off at the controller: it can start by itself.
- Never use starting fluid.



### How it works

pretrip, airflow, modes and defrost



### Something wrong?

Five symptoms, with the common alarm codes



### The checklist

Yes or no questions that point to the likely reason

# Basic care of the equipment

What a driver or yard team can do with no tools and no panel opened. Belts, refrigerant and electrics are the dealer's job. Switch the unit off at the controller before you touch it. This is a starting schedule: your manual and your dealer come first.

## Every trip

- ☐ **Alarm list.** Empty, or every alarm written down before you clear it.
- ☐ **Mode and setpoint.** The shipper's setpoint. Continuous for fresh and multi-stop routes.
- ☐ **Fuel and battery.** Enough fuel for the trip, and no battery alarm.
- ☐ **Oil, coolant, belts and battery terminals.** Look, with the unit off at the controller.

## Every week

- ☐ **Door seals.** Tight all round, with no tears or gaps. From inside, no daylight round them.
- ☐ **Defrost drain tubes.** Clear at their outlets, with no ice or blockage.
- ☐ **Air chute and floor channels.** The chute whole, and the channels open.

## Every month

- ☐ **Condenser coil.** Look at it on the nose of the unit: fins you can see through. Tell the dealer if it is clogged.
- ☐ **Shore power.** The cord, plug and socket sound. Know your unit's auto-switch setting: on some units, a power cut stops the cooling.

## Every 3 months

- ☐ **Records.** The shipper's written instructions and your temperature records, kept for 12 months beyond the agreement, and ready within 24 hours if an official asks.

 **The unit can start by itself at any time. Switch it off at the controller before you touch it, and never use starting fluid.**

