Installation, Operation and Maintenance Manual

Please read and save these instructions for future reference. Read carefully before attempting to assemble, install, operate or maintain the product described. Protect yourself and others by observing all safety information. Failure to comply with these instructions will result in voiding of the product warranty and may result in personal injury and/or property damage.

General Safety Information

Only qualified personnel should install this system. Personnel should have a clear understanding of these instructions and should be aware of general safety precautions. Improper installation can result in electric shock, possible injury due to coming in contact with moving parts, as well as other potential hazards. Other considerations may be required if high winds or seismic activity are present. If more information is needed, contact a licensed professional engineer before moving forward.

1. Follow all local electrical and safety codes, as well as the National Electrical Code (NEC), the National Fire Protection Agency (NFPA), where applicable. Follow the Canadian Electrical Code (CEC) in Canada.
2. All moving parts must be free to rotate without striking or rubbing any stationary objects.
3. Unit must be securely and adequately grounded.
4. Do not spin fan wheel faster than maximum cataloged fan RPM. Adjustments to fan speed significantly effects motor load. If the fan RPM is changed, the motor current should be checked to make sure it is not exceeding the motor nameplate amps.
5. Do not allow the power cable to kink or come in contact with oil, grease, hot surfaces or chemicals. Replace cord immediately if damaged.
6. Verify that the power source is compatible with the equipment.
7. Never open access doors to the unit while it is running.

DANGER

Always disconnect power before working on or near this equipment. Lock and tag the disconnect switch or breaker to prevent accidental power up.

CAUTION

When servicing the unit, the internal components may be hot enough to cause pain or injury. Allow time for cooling before servicing.

CAUTION

Precaution should be taken in explosive atmospheres.
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Unit Overview

Basic Unit
The unit is 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.

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. The preconditioned air is typically mixed with return air going back to the air handler for final conditioning.

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. The preconditioned air is typically mixed with return air going back to the air handler for final conditioning.
Receiving

This product may have been subject to road salt during transit. If so, immediately wash off all visible white residue from all exterior surfaces. Upon receiving the product, check to ensure all items are accounted for by referencing the delivery receipt or packing list. Inspect each crate or carton for shipping damage before accepting delivery. Alert the carrier if any damage is detected, do not refuse shipment. The customer shall make notation of damage (or shortage of items) on the delivery receipt and all copies of the bill of lading should be countersigned by the delivering carrier. If damaged, immediately contact your manufacturer’s representative. Any physical damage to the unit after acceptance is not the responsibility of the manufacturer.

Handling

Units are to be rigged and moved by the lifting brackets provided or by the skid when a forklift is used. Location of brackets varies by model and size. Handle in such a manner as to keep from scratching or chipping the coating. Damaged finish may reduce ability of unit to resist corrosion.

Unpacking

Verify that all required parts and the correct quantity of each item have been received. If any items are missing, report shortages to your local representative to arrange for obtaining missing parts. Sometimes it is not possible that all items for the unit be shipped together due to availability of transportation and truck space. Confirmation of shipment(s) must be limited to only items on the bill of lading.

Storage

Units are protected against damage during shipment. If the unit cannot be installed and operated immediately, precautions need to be taken to prevent deterioration of the unit during storage. The user assumes responsibility of the unit and accessories while in storage. The manufacturer will not be responsible for damage during storage. These suggestions are provided solely as a convenience to the user.

The ideal environment for the storage of units and accessories is indoors, above grade, in a low humidity atmosphere which is sealed to prevent the entry of blowing dust, rain, or snow. Units designed for outdoor applications may be stored outdoors. All accessories must be stored indoors in a clean, dry atmosphere.

Indoor

Maintain temperatures evenly to prevent condensation. Remove any accumulations of dirt, water, ice, or snow and wipe dry before moving to indoor storage. To avoid condensation, allow cold parts to reach room temperature. Leave coverings loose to permit air circulation and to allow for periodic inspection.

The unit should be stored at least 3½ in. (89 mm) off the floor. Clearance should be provided to permit air circulation and space for inspection.

Outdoor

The unit should be placed on a level surface to prevent water from leaking into the unit. The unit should be elevated so that it is above water and snow levels. Ensure sufficient support to prevent unit from settling into soft ground. Locate parts far enough apart to permit air circulation, sunlight, and space for periodic inspection. To minimize water accumulation, place all unit parts on blocking supports so that rain water will run off.

Do not cover parts with plastic film or tarps as these cause condensation of moisture from the air passing through heating and cooling cycles.

Inspection and Maintenance

While in storage, inspect units once per month. Keep a record of inspection and maintenance performed.

If moisture or dirt accumulations are found on parts, the source should be located and eliminated. At each inspection, rotate the fan wheel by hand ten to fifteen revolutions to distribute lubricant on motor. If paint deterioration begins, consideration should be given to touch-up or repainting. Units with special coatings may require special techniques for touch-up or repair.

Machined parts coated with rust preventive should be restored to good condition promptly if signs of rust occur. Immediately remove the original rust preventive coating with petroleum solvent and clean with lint-free cloths. Polish any remaining rust from surface with crocus cloth or fine emery paper and oil. Do not destroy the continuity of the surfaces. Wipe thoroughly clean with Tectyl® 506 (Ashland Inc.) or the equivalent. For hard to reach internal surfaces or for occasional use, consider using Tectyl® 511M Rust Preventive, WD-40® or the equivalent.

Removing from Storage

As units are removed from storage to be installed in their final location, they should be protected and maintained in a similar fashion until the equipment goes into operation.

Prior to installing the unit and system components, inspect the unit assembly to make sure it is in working order.

1. Check all fasteners, set screws on the fan, wheel, bearings, drive, motor base, and accessories for tightness.
2. Rotate the fan wheel(s) by hand and assure no parts are rubbing.
Installation

ERV-10, ERV-20 and ERV-45 Indoor Mounting Options

ERV-10, ERV-20 and ERV-45 Outdoor Mounting Options

Exhaust Air Discharge End

Exhaust Air Discharge Side

Bottom Supply and Return Air Connections

Bottom Return Air/End Supply Air Connections

End Supply and Return Air Connections

Intake and Discharge Options

<table>
<thead>
<tr>
<th>Intake and Discharge Options</th>
<th>Bottom</th>
<th>Top</th>
<th>Side</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>OA Intake</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SA Discharge</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>RA Intake</td>
<td></td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>EA Discharge</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Dimensional Data and Weights

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Exterior Dimensions</th>
<th>Unit Connection Dimensions</th>
<th>Approx. Weight* (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>ERV-10</td>
<td>46.1</td>
<td>33.7</td>
<td>28.2</td>
</tr>
<tr>
<td>ERV-20</td>
<td>62</td>
<td>51</td>
<td>34.4</td>
</tr>
<tr>
<td>ERV-45</td>
<td>67</td>
<td>67</td>
<td>44.7</td>
</tr>
</tbody>
</table>

All dimensions are in inches. *Weight assumes outdoor unit with filters, weatherhoods, outdoor air intake damper, controls and internal double-wall sheet metal.
Installation

ERV-90 and ERV-120 Indoor Mounting Options

ERV-90 and ERV-120 Outdoor Mounting Options

Exhaust Air Discharge End

Exhaust Air Discharge Side

ERV-90 and ERV-120 Indoor Mounting Options

ERV-90 and ERV-120 Outdoor Mounting Options

Exhaust Air Discharge End

Exhaust Air Discharge Side

Bottom Supply and Return Air Connections

Bottom Return Air/End Supply Air Connections

End Supply and Bottom Return Air Connections

Dimensional Data and Weights

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<tr>
<th>Unit Size</th>
<th>Exterior Dimensions</th>
<th>Unit Connection Dimensions</th>
<th>Approx. Weight* (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>ERV-90L</td>
<td>124</td>
<td>84.2</td>
<td>67.4</td>
</tr>
<tr>
<td>ERV-90H</td>
<td>124</td>
<td>84.2</td>
<td>67.4</td>
</tr>
<tr>
<td>ERV-120</td>
<td>146.1</td>
<td>96.5</td>
<td>77.5</td>
</tr>
</tbody>
</table>

Intake and Discharge Options

<table>
<thead>
<tr>
<th>Bottom</th>
<th>Top</th>
<th>Side</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>OA Intake</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SA Discharge</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>RA Intake</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>EA Discharge</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

All dimensions are in inches. *Weight assumes outdoor unit with filters, weatherhoods, outdoor air intake damper, controls and internal double-wall sheet metal.
Service Clearances

Units require minimum clearances to perform routine maintenance, such as filter replacement, energy wheel cassette inspection, and fan belt adjustment. Blower and motor assemblies, energy recovery wheel cassette 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 below for these dimensions.**

### ERV-10, ERV-20 and ERV-45

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Bolt on Access</th>
<th>Hinged Access</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>ERV-10</td>
<td>32</td>
<td>24</td>
</tr>
<tr>
<td>ERV-20</td>
<td>42</td>
<td>24</td>
</tr>
<tr>
<td>ERV-45</td>
<td>60</td>
<td>24</td>
</tr>
<tr>
<td>ERV-90</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>ERV-120</td>
<td>48</td>
<td>42</td>
</tr>
</tbody>
</table>

All dimensions are in inches.

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**ERV-10, ERV-20 and ERV-45 Energy Recovery Ventilator**

- **Side Exhaust Discharge**
- **End Exhaust Discharge**
ERV-90 and ERV-120

Side Exhaust Discharge

End Exhaust Discharge
## Access Panel Locations

### ERV-10, ERV-20 and ERV-45

<table>
<thead>
<tr>
<th>Panel</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1     | Outdoor air intake damper  
Preheater and controls  
Outdoor air sensors |
| 2     | Energy wheel cassette  
Supply filters  
Supply blower and motor |
| 3     | Exhaust blower and motor  
Exhaust filters (end exhaust discharge)  
Return air intake dampers (end exhaust discharge) |
| 4     | Electrical control center  
Main disconnect  
Exhaust filters (side exhaust discharge)  
Return air intake damper (side exhaust discharge) |

### ERV-90 and ERV-120

<table>
<thead>
<tr>
<th>Panel</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1     | Outdoor air intake damper  
Preheater and controls  
Outdoor air sensors |
| 2     | Exhaust blower and motor |
| 3     | Energy wheel cassette  
Supply filters  
Exhaust filters |
| 4     | Electrical control center  
Main disconnect |
| 5     | Supply blower and motor |
| 6     | Return air intake damper |
**Lifting**

**WARNING**

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

1. Before lifting, be sure that all shipping material has been removed from unit.
2. To assist in determining rigging requirements, weights are provided.
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 (supplied by others) has been applied to the curb prior to lifting the unit and setting on curb.
11. Do not use fork lifts for handling unit.

**Recommended Roof Openings & Weights**

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 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 1-inch must be maintained between the outside edges of the duct and combustible material in accordance with NFPA Standard 90A.

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>U</th>
<th>V</th>
<th>Approx. Weight (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-10</td>
<td>26.5</td>
<td>20</td>
<td>340</td>
</tr>
<tr>
<td>ERV-20</td>
<td>43</td>
<td>26</td>
<td>860</td>
</tr>
<tr>
<td>ERV-45</td>
<td>58</td>
<td>35</td>
<td>1290</td>
</tr>
<tr>
<td>ERV-90</td>
<td>62</td>
<td>36</td>
<td>3230</td>
</tr>
<tr>
<td>ERV-120</td>
<td>77</td>
<td>38</td>
<td>3700</td>
</tr>
</tbody>
</table>

All dimensions are in inches. *Weight assumes outdoor unit with filters, weatherhoods and outdoor air intake damper.*

**Recommended Roof Openings & Weights Diagram**

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**Handling**

While this unit was constructed with quality and dependability in mind, damage still may occur during handling of the unit for installation. Exercise extreme caution to prevent any damage from occurring to the refrigerant system.

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 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.
Roof Curb Mounting

Roof curb details including duct location dimensions, are available on ERV Roof Curb Assembly Instructions. 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. The GKD ships in a knockdown kit (includes duct adapter) and requires field assembly (by others). Assembly instructions are included with the GKD curbs.

2. **Install Curb:** Locate curb over roof opening and fasten in place. (Refer to Recommended Roof Openings & Weights). Check that the diagonal dimensions are within ±1/8 inch of each other and adjust as necessary. For proper 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.

5. **Fastening:** The installer is responsible for ensuring that the unit fastening methods are sufficient to account for the weight and size of these additional modules.

### Curb Outside Dimensions and Weights

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>L</th>
<th>W</th>
<th>Curb Weight (lbs.)</th>
<th>Curb Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-10</td>
<td>42.75</td>
<td>30.5</td>
<td>50</td>
<td>14</td>
</tr>
<tr>
<td>ERV-20</td>
<td>59.25</td>
<td>48.25</td>
<td>75</td>
<td>14</td>
</tr>
<tr>
<td>ERV-45</td>
<td>63.75</td>
<td>63.75</td>
<td>125</td>
<td>14</td>
</tr>
<tr>
<td>ERV-90</td>
<td>120.5</td>
<td>80.5</td>
<td>520</td>
<td>12</td>
</tr>
<tr>
<td>ERV-120</td>
<td>142.25</td>
<td>93</td>
<td>700</td>
<td>12</td>
</tr>
</tbody>
</table>

All dimensions are in inches.

### Ductwork Connections

Examples of poor and good fan-to-duct connections are shown. 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

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Blower Size</th>
<th>Duct Size</th>
<th>Straight Duct Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-10</td>
<td>10</td>
<td>9 x 9</td>
<td>3</td>
</tr>
<tr>
<td>ERV-20</td>
<td>10</td>
<td>14 x 14</td>
<td>4</td>
</tr>
<tr>
<td>ERV-45</td>
<td>12</td>
<td>20 x 20</td>
<td>5</td>
</tr>
<tr>
<td>ERV-90L</td>
<td>15</td>
<td>28 x 28</td>
<td>7</td>
</tr>
<tr>
<td>ERV-90H</td>
<td>18</td>
<td>32 x 32</td>
<td>8</td>
</tr>
<tr>
<td>ERV-120</td>
<td>20</td>
<td>34 x 34</td>
<td>9</td>
</tr>
</tbody>
</table>

All dimensions shown 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.
**Rail Mounting / Layout**

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

**ERV-10, ERV-20 and ERV-45**

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-10</td>
<td>4.50</td>
<td>16</td>
</tr>
<tr>
<td>ERV-20</td>
<td>4.75</td>
<td>18</td>
</tr>
<tr>
<td>ERV-45</td>
<td>5.75</td>
<td>24</td>
</tr>
</tbody>
</table>

All dimensions are in inches.

**ERV-90 and ERV-120**

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-90</td>
<td>4.63</td>
<td>32</td>
</tr>
<tr>
<td>ERV-120</td>
<td>4.88</td>
<td>33.25</td>
</tr>
</tbody>
</table>

All dimensions are in inches.
Electrical Information

The unit must be electrically grounded in accordance with the current National Electrical Code, ANSI/NFPA 70. In Canada, use current CSA 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 through 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:** \(\% \text{ Voltage Imbalance} = \left[100 \times \frac{(VA-VD)}{VA}\right]\)

**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 105°C.

**WARNING**

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

Most factory supplied electrical components are prewired. 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.

<table>
<thead>
<tr>
<th>Total Wire Length</th>
<th>Minimum Wire Gauge</th>
</tr>
</thead>
<tbody>
<tr>
<td>125 ft.</td>
<td>18</td>
</tr>
<tr>
<td>200 ft.</td>
<td>16</td>
</tr>
<tr>
<td>300 ft.</td>
<td>14</td>
</tr>
<tr>
<td>450 ft.</td>
<td>12</td>
</tr>
</tbody>
</table>

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.

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.
Typical Control Center Components
1. Main disconnect (non-fusible, lockable)
2. Distribution block
3. 24 VAC control transformer
4. Fuses
5. VFD blower or contactor without VFD
6. VFD wheel or contactor without VFD
7. BMS controller
8. Outdoor airflow monitor
9. Dirty filter pressure switch
10. Wheel pressure switch
11. Low Voltage Terminal Strip
11. Relays
Optional Accessory Wiring Schematics

Remote Panel
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
- Dirty filter light
- Economizer light
- Frost control light
- Wheel rotation sensor light

7-Day Timer

Dirty Filter Indicator (powered by others)

On/Off/Auto Switch & Indicator Light Wiring

Unit Interfacing Terminals

On/Off/Auto Switch Allows Three Modes of Operation
* "ON" - Unit is turned on manually
* "OFF" - Unit is turned off manually
* "AUTO" - Unit is controlled via scheduler of BMS, Time Clock, Tstat,
Optional Component Overview

**Economizer**
The energy wheel operation can be altered to take advantage of economizer operation (free cooling). Two modes are available:
1. Stopping the wheel
2. Modulating the wheel

**Stopping the wheel**: A field-supplied call for cool (Y1) is required. De-energizing the wheel is accomplished one of three ways:
1. The outdoor air temperature is less than the outdoor dry bulb set point (DRYLB SET)
2. The outdoor air temperature is less than the return air temperature
3. The outdoor air enthalpy is within the preset enthalpy curve

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.

**Modulating the wheel (factory)**: A variable frequency drive is fully programmed at the factory. 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. The unit recognizes economizer conditions based one of the previously mentioned sensors and set points. The unit will then modulate the wheel speed to maintain the mixed air temperature set point (MAT SET).

**Modulating the wheel (by others)**: A variable frequency drive is fully programmed at the factory. A field-supplied 0-10 VDC signal will be required for operation of the energy wheel. The field will be required to have full control of the energy wheel speed at all times. If no 0-10 VDC signal is provided, the energy wheel will run at the factory default of 3 Hz and no energy transfer will be captured.

**Exhaust Only Operation**
This option allows for the exhaust fan to run continuously while the supply fan is off.

**Frost Control**
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

All of these options are provided with a thermodisc mounted in the outdoor air intake compartment and a pressure sensor to monitor pressure drop across the energy wheel.

An outdoor air temperature of below 5°F and an increase in pressure drop would indicate that frost is occurring. Both the pressure sensor and the outdoor air thermodisc must trigger in order to initiate frost control. The two sensors together ensure that frost control is only initiated during a real frost condition.

**Timed exhaust frost control** includes a timer in addition to the thermodisc and wheel pressure sensor. When timed exhaust frost control is initiated, the timer will turn the supply blower off. Time exhaust using default timer setting will shut down the supply fan for 5 minutes every 30 minutes to allow exhaust to defrost energy wheel. Use the test procedure in the Optional Start-Up Components for troubleshooting.

**Electric preheat frost control** includes an electric heater (at outdoor air intake), a thermodisc (5°F set point) and pressure sensor on the energy wheel. When electric preheat frost control is initiated, the electric preheater will turn on and warm the air entering the energy wheel to avoid frosting. Preheaters are standard as single-stage on/off control and single point wired at the factory. Electric preheaters are available in 208, 230, or 460 VAC (refer to nameplate for voltage). Access to the preheater control panel is through the outdoor air filter door.

**Modulating wheel frost control** includes a variable frequency drive (VFD) in addition to the thermodisc and pressure sensor. When modulating wheel frost control is initiated, the VFD 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 5°F 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 VFD will be fully programmed at the factory.

**Variable Frequency Drives (VFD)**
VFDs are used to control the speed of the fan as either multi-speed or modulating control. Multi-speed VFDs reference a contact which can be made by a switch or a sensor with a satisfied set point. Modulating control references a 2-10 VDC signal to the VFD which will vary the fan speed from a minimum 50% to full 100% rpm. An optional CO2 sensor is available to provide both a set point contact or a modulating 2-10 VDC signal.

**CO2 Sensor**
This accessory is often used in Demand Control Ventilation (DCV) applications. The factory provided sensors can either be set to reference a set point for multi-speed operation, or output a 2-10 VDC signal to modulate the fan speed. These can either be shipped loose to mount in the ductwork, or can be factory mounted in the return air intake. Follow instructions supplied with sensor for installation and wiring details.
**Rotation Sensor**
The rotation sensor monitors energy 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 R and 12 in the unit control center will notify maintenance personnel when a failure has occurred.

**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.

**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.
Start-Up

**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.

**WARNING**
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.
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.

### General Start-Up Information

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. ERV-20)

- **Unit Serial Number**
  - (e.g. 04C99999 or 1011000)

- **Energy Wheel Date Code**
  - (e.g. 0450)

- **Start-Up Date**
  - 

- **Start-Up Personnel Name**
  - 

- **Start-Up Company**
  - 

- **Phone Number**
  - 

### Pre Start-Up Checklist
- 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.

### 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.

- **Check line voltage at unit disconnect**
  - L1-L2 volts
  - L2-L3 volts
  - L1-L3 volts

- **Motor Amp Draw**
  - **Supply Fan**
    - L1 amps
    - L2 amps
    - L3 amps
  - **Exhaust Fan**
    - L1 amps
    - L2 amps
    - L3 amps

- **Energy Wheel**
  - L1 amps
  - L2 amps
  - L3 amps

- **Fan RPM**
  - **Supply Fan**
  - **Exhaust Fan**

- **Correct fan rotation direction**
  - Supply Fan: Yes / No
  - Exhaust Fan: Yes / No

### SPECIAL TOOLS REQUIRED
- Voltage Meter (with wire probes)
- Amperage Meter
- Thermometer
- Tachometer
- Incline manometer or equivalent

Energy Recovery Ventilator
### Optional Accessories Checklists

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:

<table>
<thead>
<tr>
<th>Setting</th>
<th>Factory Default</th>
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<tbody>
<tr>
<td>Frost Control set point</td>
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<tr>
<td>Differential</td>
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<td>Timer</td>
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<td>Frost Control Modulating</td>
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#### Economizer Application / Operation section:

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<td>Economizer (enthalpy)</td>
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</tr>
<tr>
<td>Set point</td>
<td>D</td>
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<tr>
<td>Economizer (modulating)</td>
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#### Optional Accessories section:

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<tbody>
<tr>
<td>Wheel Rotation Sensor</td>
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<tr>
<td>OA Dirty Filter Sensor</td>
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</tr>
<tr>
<td>EA Dirty Filter Sensor</td>
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</tr>
<tr>
<td>CO₂ Sensor</td>
<td>Yes No N/A</td>
</tr>
<tr>
<td>Service Outlet</td>
<td>Yes No N/A</td>
</tr>
<tr>
<td>Remote Control Panel</td>
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</tr>
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</table>

#### Variable Frequency Drives section:

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<tr>
<td>Wheel VFD</td>
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</table>

#### Damper section:

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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Air Damper</td>
<td>Yes No N/A</td>
</tr>
<tr>
<td>Exhaust Air Damper</td>
<td>Yes No N/A</td>
</tr>
</tbody>
</table>
Start-Up Components

Fans
All ERV models except ERV-10 contain two forward curved (supply and exhaust) fans. 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.

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.

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. Utilizing different components than those supplied could result in unsafe operating conditions which may cause personal injury or failure of the following components:
- Fan Shaft
- Fan Wheel
- Bearings
- Motor
- Belt

Tighten all fasteners, 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 diagrams in this section).

Fan Belt 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 Fan Belts for more information). 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.

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 below). 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.

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.
**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.

- Wheel Unbalance
- Drive Pulley Misalignment
- Incorrect Belt Tension
- Bearing Misalignment
- Mechanical Looseness
- Faulty Belts
- Drive Component Unbalance
- Poor Inlet/Outlet Conditions
- Foundation Stiffness

Many of these conditions can be discovered by careful observation. (Refer to the Troubleshooting section). 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.

**Energy Recovery Wheel**

The ERV model contains 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 ERV-10, 20, 45, and 90, the wheel cassette(s) slide out. Due to the size and weight of the ERV-120 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 the unit for the ERV-120, or pull out the cassette for the ERV-10, 20, 45, and 90, following the Energy Recovery Wheel instructions on this page. 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) the wheel should rotate freely at about 50-60 RPM.

**Optional Start-Up Components**

**Dirty Filter Switch**

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). The adjusting screw is located on the top of the switch.

1. Open the filter compartment and place a sheet of plastic or cardboard over 50% of the filter media.
2. Replace the filter compartment door.
3. Check to see if there is power at the alert signal leads (refer to electrical diagram).
4. Whether there is power or not, turn the adjustment screw on the dirty filter gauge (clockwise if you did not have power, counter-clockwise if you did have power) until the power comes on or just before the power goes off.
5. Open the filter compartment and remove the obstructing material.
6. 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.
Economizer

Relevant Set Points

1. **MAT SET**  The mixed air temperature set point after the energy wheel. The control will modulate the energy wheel to maintain temperature as best as it can. (Set point menu, default 53°F)
2. **LOW T LOCK**  The set point for the low temperature mechanical cooling lockout. (Set point menu, default 32°F)
3. **DRYBLB SET**  The outdoor air set point to call for economizer. (Set point menu, default 63°F)
4. **MIN POS**  The minimum signal voltage sent to the energy wheel. This must be set to 2 VDC. (Set point menu, default 2.8 VDC)
5. **AUX1 O**  The controllers operating sequence structure. (Set point menu, default ‘None’)
6. **ERV OAT SP**  The set point for low temperature economizer lockout. This is the low temperature set point when AUX1 O is set to ERV. (Set point menu, default 32°F)
7. **STG3 DLY**  Time delay after second cooling stage is enabled (Advanced setup menu, default 2 hrs.)

Using the Keypad with Settings and Parameters

To use the keypad when working with Set points, System and Advanced Settings, Checkout tests, and Alarms:

1. Navigate to the desired menu.
2. Press (enter) to display the first item in the currently displayed menu.
3. Use the ▲ and ▼ buttons to scroll to the desired parameter.
4. Press (enter) to display the value of the currently displayed item.
5. Press the ▲ button to increase (change) the displayed parameter value.
6. Press the ▼ button to increase (change) the displayed parameter value.
7. Press (enter) to accept the displayed value and store it in non-volatile RAM.
8. CHANGE STORED displays.
9. Press (enter) to return the current menu parameter.
10. Press (escape) to return to the current menu parameter.

¹ When values are displayed, pressing and holding the ▲ or ▼ button causes the display to automatically increment.

The table shows which set points are relevant to the given sequences. Refer to the wiring diagram for the units’s sequence.

<table>
<thead>
<tr>
<th>MODULATE WHEEL</th>
<th>STOP WHEEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OA Temp</td>
<td>OA/RA Temp</td>
</tr>
<tr>
<td>OA Enthalpy</td>
<td>Differential</td>
</tr>
</tbody>
</table>

| DRYBLB SET | X | X |
| MAT SET | X | X | X | X |
| LOW T LOCK | X | X | X | X |
| ERV OAT SP | X | X | X |
| MIN POS | X | X | X |
| AUX1 OUT | ERV | ERV | ERV |
| STG3 DLY | X | X | X | X |

Stop Wheel

1. Navigate to the Checkout menu and press (enter).
2. The energy wheel and cooling should stop.
3. Navigate to Connect ERV and press (enter) twice to run the test.
4. Voltage between AUX1-O and C should be 24 VAC. The energy wheel should activate.

Modulate Wheel

1. Navigate to the Checkout menu and press (Enter).
2. The cooling should turn off and the wheel should be rotating at full speed.
3. Navigate to Damper Open and press (enter) twice to run the test.
4. Voltage between terminals ACT 2-10 and ACT COM should be 10 VDC. This will slow the wheel down to minimum speed.
5. Press (escape), navigate to Damper Close and press (enter) twice to run the test.
6. Voltage between terminal ACT 2-10 and ACT COM should be 2 VDC. This will speed the wheel up to maximum speed.
**Frost Control**

**Timed Exhaust**

1. Remove power from unit.
2. Jumper the frost indicating wheel pressure switch in the unit control center.
3. Jumper the temperature indicating thermodisc in the unit control center. Thermodisc has a pre-set temperature of 5°F.
4. Set the frost control timer scale for T1 and T2 to 1m. Set the timer settings for T1 and T2 to 10.
5. Add power to the unit. Blower should cycle on for one minute, then turn off for one minute.
6. Remove power from unit and remove jumpers that were placed. Re-set timer settings.
   - **T1** timer setting set to 5 and timer scale set to 10m for 5 minutes of wheel off time.
   - **T2** timer setting set to 5 and timer scale set to 1h for 30 minutes of wheel on time.

**Electric Preheat**

1. Remove power from unit.
2. Jumper the frost indicating wheel pressure switch in the preheat control center.
3. Jumper the temperature indicating thermodisc in the preheat control center. Thermodisc has a pre-set temperature of 5°F.
4. Apply power to unit. Preheater should turn on.

**Variable Frequency Drives**

Optional factory installed, wired, and programmed variable frequency drives (VFDs) may have been provided for modulating or multi-speed control of the blowers and energy recovery wheel for economizer and frost control modes. One VFD, either Yaskawa model V1000 or J1000, is provided for each blower (supply air and exhaust) and one Yaskawa model J1000 is provided for the energy recovery wheel.

Refer to the tables below for factory settings and field wiring requirements. Refer to the unit control center for unit specific wiring diagram. When making adjustments outside of the factory set points, refer to Yaskawa VFD instruction manual, which can be found online at www.drives.com.
Factory Set Points
Variable frequency drives (VFDs) for the blowers are factory setup to operate in one of the three following modes:

- **Modulating**: 0-10 VDC signal wired in the field by others varies the speed of the blower between 30 and 60 Hz
- **Multi-speed**: Digital contact closures by others command the VFD to run at multiple speed settings:
  - Open - Drive runs at 60 Hz
  - SC to S4 - Drive runs at 40 Hz
  - SC to S5 - Drive runs at 30 Hz
- **CO2 Sensor**:
  - **Set Point Control**: A carbon dioxide sensor is provided from the factory for field mounting OR unit mounting in the space(s) being served by the energy recovery unit. The CO2 sensors are wired to the unit VFD’s with two preset speeds of 700 PPM or less CO2 = 50% fan speed and 800 PPM or greater CO2 = 100% fan speed.
  - **Proportional Control**: A carbon dioxide sensor is provided from the factory for field mounting OR unit mounting in the space(s) being served by the energy recovery unit. The CO2 sensors are wired to the unit VFD’s with default factory settings of 500 PPM or less CO2 = 50% fan speed and 1000 PPM or greater CO2 = 100% fan speed. Modulation of VFD occurs proportional to CO2 between 500 and 1000 PPM.

The terminal locations for modulating and multi-speed are shown on the previous page. Most of the set points in the VFDs are Yaskawa factory defaults. However, a few set points are changed at Greenheck and are shown in the tables. These settings are based on the VFD mode selected.

Change Set Points
To gain access to change set points on the V1000 and J1000 drives, parameter A1-01 needs to be set at “2”. To prevent access or tampering with drive settings on either drive, change parameter A1-01 to “0”.

- **Drive Operation**
  - SC to S1 contact for On/Off
  - A1 (0-10 VDC) referenced to AC. *Can use +15 VDC from +V.*

Resetting the V1000 drive to factory defaults
To reset the V1000 drive back to Greenheck factory defaults, go to parameter A1-01 and set it to “2”. Then go to A1-03 and change it to “1110” and press enter. The drive is now reset back to the settings programmed at Greenheck. This option is not available on the J1000.
## CO₂ PROPORTIONAL CONTROL

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Setting</th>
<th>V1000</th>
<th>J1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1-17 VFD Start-Up Setting</td>
<td></td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>C6-02 Carrier Frequency</td>
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<td>1</td>
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<tr>
<td>D2-02 Ref Lower Limit</td>
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<td>50%</td>
<td></td>
</tr>
<tr>
<td>E2-01 Motor Rated FLA</td>
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<td>FLA</td>
<td></td>
</tr>
<tr>
<td>H3-03 Analog Frequency Reference (Gain)</td>
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## VARIABLE FREQUENCY DRIVES FOR ENERGY RECOVERY WHEEL

### Parameter Setting – J1000

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Setting</th>
<th>V1000</th>
<th>J1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1-01 Access Level</td>
<td></td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>B1-17 VFD Auto Start</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>C1-04 Decel Time</td>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C4-01 Torque Gain</td>
<td>0.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C6-02 Carrier Frequency</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2-01 Ref Upper Limit</td>
<td>40 or 50*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2-02 Ref Lower Limit</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E2-01 Motor Rated FLA</td>
<td>Motor FLA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E2-03 Motor No-Load Current</td>
<td>Must be less than FLA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H1-02 Multi-Function Input (Terminal S2)</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H2-01 Multi-Function Output (MA, MB, MC)</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H1-04 Multi-Function Input Sel 4 (Terminal S4)</td>
<td>7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Economizer Signal Source (0-10 VDC)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Setting</th>
</tr>
</thead>
<tbody>
<tr>
<td>H3-03 Analog Frequency Reference (Gain)</td>
<td>0</td>
</tr>
<tr>
<td>H3-04 Analog Frequency Reference (Bias)</td>
<td>40 or 50**</td>
</tr>
<tr>
<td>L1-01 Elect Thermal Overload</td>
<td>2</td>
</tr>
<tr>
<td>L2-01 Ride Thru Power Loss</td>
<td>2</td>
</tr>
<tr>
<td>L4-01 Frequency Detection Level</td>
<td>15</td>
</tr>
<tr>
<td>L5-01 Auto Restart Attempt</td>
<td>5</td>
</tr>
<tr>
<td>A1-01 Access Level</td>
<td>0</td>
</tr>
</tbody>
</table>

* 208/230 volt only
**36 through 52 inch wheels are 40 (24 Hz)
58 or 74 inch wheel is 50 (30 Hz)
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.

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 one 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.

Routine Maintenance

<table>
<thead>
<tr>
<th>DANGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

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:

**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 - replace if required

**Internal Filter**
- Check for cleanliness - replace if required

**Door Seal**
- Check if intact and pliable

**Energy Recovery Wheel**
- Check for cleanliness - clean if required
- Check belt for wear
- Check pulley, bearings, and motor

**Maintenance Procedures:**

**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.
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.

Bearings
Most bearings are permanently lubricated and require no further lubrication under normal use. Normal use being considered -20°F to 120°F and in a relatively clean environment. Some bearings are relubricatable and will need to be regreased depending on fan use. Check your bearings for grease zerk fittings 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.

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 picture to right).
Clean filters by rinsing with a mild detergent in warm water.

Internal Filter Maintenance
The ERV 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 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®.

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Size</th>
<th>Supply Qty.</th>
<th>Exhaust Qty.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERV-10</td>
<td>16 x 25</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>ERV-20</td>
<td>16 x 20</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>ERV-45</td>
<td>16 x 25</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>ERV-90</td>
<td>16 x 25</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>ERV-120</td>
<td>20 x 25</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

All dimensions in inches.

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.

Door Seal Maintenance
ERV-10, 20, and 45: Closed cell foam tape is installed on the perimeter of the door. Inspect at least annually to ensure that the seal is still intact.
ERV-90 & 120: Slip-on type vinyl seal is installed on the perimeter of the door openings. Inspect at least annually to ensure that seal is still pliable and intact.

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.

Accessing the Energy Recovery Wheel in Models ERV-10, 20, and 45
Disconnect power to the ERV. Remove access panel(s) labeled “Energy Wheel Cassette Access”.
Unplug the wheel drive motor. The center channel must be removed to access the energy wheel cassette. Use a 5/64 inch open or closed wrench to remove the three (3) fasteners that hold the center channel in place.
Pull the cassette halfway out as shown.
When service is complete, reattach the center channel before putting access panels back in place.
Accessing the Energy Recovery Wheel in Models ERV-90 and 120

Disconnect power to the ERV. Remove access panel(s) labeled “Energy Wheel Cassette Access”, which reveals the energy wheel cassette. There are additional panels that must be removed in order to slide out the cassettes. (See pictures providing additional visual information).

Unplug the wheel drive motor and pull the cassette halfway out as shown.

**NOTE**

ERV-90 has two energy wheels with access panels for both wheels. Wheels slide out on opposite corners. Energy recovery wheels for ERV-120 are hard-wired and not designed to slide out.

Removing the Energy Recovery Wheel in ERV-10

First, remove the drive belts and the collars in both bearings. On the pulley side of the cassette, remove the four (4) fasteners that hold the bearing support channel in place. Once the bearing support is removed the wheel can be pulled from the cassette. To replace the wheel, reverse this procedure.

Removing the Energy Recovery Wheel Segments ERV-20, 45, 90, and 120 (stainless steel rim)

Steel retainers are located on the inside of the wheel rim. Push the retainer towards the center of the wheel, then lift up and away to release segments.

**IMPORTANT**

Place retainers back in the original position before rotating the energy recovery wheel, otherwise damage to retainer will occur.
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 Fantastik® 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.

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do not clean energy recovery wheel segments with water in excess of 140°F (60°C).</td>
</tr>
<tr>
<td>Do not dry energy recovery wheel segments in air in excess of 140°F (60°C).</td>
</tr>
<tr>
<td>The use of a pressure washer to clean segments is not recommended. Damage could result.</td>
</tr>
</tbody>
</table>

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.

Energy Recovery Wheel Bearing
In the unlikely event that a wheel bearing fails, the bearing is behind a removable plate on the wheel support beam which is accessible through the outdoor air filter door (and exhaust filter door on the ERV-90 and 120). Contact the local Greenheck representative for detailed instructions on how to replace the bearing.

Troubleshooting - Economizer Alarms

Addressing Alarms
Alarms will signify a faulty sensor. When this occurs, verify all connections to the sensor and controller are secure. Press enter twice to clear the alarm. If the issue persists, consult the factory.

Clearing Alarms
Once the alarm has been identified and the cause has been removed (e.g. replaced faulty sensor), the alarm can be cleared from the display.

To clear an alarm, perform the following:
1. Navigate to the desired alarm.
2. Press the (enter).
3. ERASE? displays.
4. Press (enter).
5. ALARM ERASED displays.
6. Press (escape) to complete the action and return to the previous menu.

<table>
<thead>
<tr>
<th>NOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>After clearing the alarm, it will redisplay after five seconds.</td>
</tr>
</tbody>
</table>
**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:

<table>
<thead>
<tr>
<th>Unit #1</th>
<th>Unit #2</th>
<th>Unit #3</th>
<th>Unit #4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Model Number</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Serial Number</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Nameplate Information</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voltage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hertz</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Fan Amps</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust Fan Amps</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Fan Horsepower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust Fan Horsepower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Design Airflow</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Measured Airflow</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Measured Data</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blower Rotation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Fan RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust Fan RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Fan Amp Draw</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust Fan Amp Draw</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pressure Drop Across Energy Recovery Wheel</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Side</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exhaust Air Side</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blower fails to operate</td>
<td>Blown fuse or open circuit breaker.</td>
<td>Replace fuse or reset circuit breaker and check amps.</td>
</tr>
<tr>
<td></td>
<td>Defective motor or capacitor.</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>Motor starter overloaded.</td>
<td>Reset starter and check amps.</td>
</tr>
<tr>
<td></td>
<td>Electrical.</td>
<td>Check for On/Off switches. Check for correct supply voltage.</td>
</tr>
<tr>
<td></td>
<td>Drive.</td>
<td>Check for broken or loose belts. Tighten loose pulleys.</td>
</tr>
<tr>
<td></td>
<td>Motor starters “chatter” or do not pull in</td>
<td>Control power (24 VAC) wiring run is too long (resistance should not exceed 0.75 ohms).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Incoming supply power is less than anticipated. Voltage supplied to starter coil must be within +10% / -15% of nominal voltage stated on the coil.</td>
</tr>
<tr>
<td></td>
<td>Motor over amps</td>
<td>CFM too high.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Static pressures are higher or lower than design.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Blower rotation is incorrect.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motor voltage incorrect.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motor horsepower too low.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Shorted windings in motor.</td>
</tr>
<tr>
<td></td>
<td>Low airflow (cfm)</td>
<td>Unit damper not fully open.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>System static pressure too high.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Blower speed too low.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fan wheels are operating backwards.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dirty filter or energy wheel.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Leaks in ductwork.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Elbows or other obstructions may be obstructing fan outlet.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Belt slippage.</td>
</tr>
<tr>
<td></td>
<td>High airflow (cfm)</td>
<td>Blower fan speed too high.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Filter(s) not in place.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Insufficient static pressure (Ps) (airflow resistance).</td>
</tr>
</tbody>
</table>

*Always have a completed Pre Start-Up Checklist, unit Start-Up Checklist, and Optional Accessories Checklist prior to requesting parts or service information.*
**Troubleshooting – Unit**

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>One or both blowers turn off intermittently</td>
<td>Exhaust Only frost control sensors are tripping.</td>
<td>Adjust frost temperature sensor set point as needed.</td>
</tr>
<tr>
<td>back on after about 2 minutes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy wheel does NOT turn</td>
<td>Air seals are too tight.</td>
<td>See Energy Recovery Wheel under Unit Start-Up section.</td>
</tr>
<tr>
<td></td>
<td>“Economizer” sensors are operating.</td>
<td>Adjust temperature or enthalpy set points as needed.</td>
</tr>
<tr>
<td></td>
<td>No power to wheel motor.</td>
<td>Make sure wheel drive is plugged in. Verify power is available.</td>
</tr>
<tr>
<td></td>
<td>Wheel drive belt.</td>
<td>Check for loose or broken belts. Replace belts (consult factory).</td>
</tr>
<tr>
<td></td>
<td>VFD overload. (OL1 on readout)</td>
<td>Refer to VFD section. Compare motor amp rating to setting in VFD. Adjust accordingly.</td>
</tr>
<tr>
<td>Energy wheel runs intermittently</td>
<td>Wheel motor overloads are tripping, due to rubbing between wheel and air seals.</td>
<td>Recheck air seals, make sure they are not too tight. See Energy Recovery Wheel under Unit Start-Up Section.</td>
</tr>
<tr>
<td>Excessive noise or vibration</td>
<td>Fan wheel rubbing on inlet.</td>
<td>Adjust wheel and/or inlet cone. Tighten wheel hub or bearing collars on shaft.</td>
</tr>
<tr>
<td></td>
<td>Bearings.</td>
<td>Replace defective bearing(s). Lubricate bearings. Tighten collars and fasteners.</td>
</tr>
<tr>
<td></td>
<td>Wheel out of balance.</td>
<td>Replace or rebalance.</td>
</tr>
<tr>
<td></td>
<td>Loose wheel on shaft.</td>
<td>Tighten wheel setscrew.</td>
</tr>
<tr>
<td></td>
<td>Loose motor or blower sheave.</td>
<td>Tighten sheave setscrew.</td>
</tr>
<tr>
<td></td>
<td>Belts too loose.</td>
<td>Adjust belt tension after 24 hours of operation.</td>
</tr>
<tr>
<td></td>
<td>Belts too tight.</td>
<td>Loosen to maintain a 3/8 inch deflection per foot of span between sheaves.</td>
</tr>
<tr>
<td></td>
<td>Worn belt.</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>Motor base or blower loose.</td>
<td>Tighten mounting bolts.</td>
</tr>
<tr>
<td></td>
<td>Buildup of material on wheel.</td>
<td>Clean wheel and housing.</td>
</tr>
<tr>
<td></td>
<td>Bearing and drive misaligned.</td>
<td>Realign.</td>
</tr>
<tr>
<td></td>
<td>Noise being transmitted by duct.</td>
<td>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.</td>
</tr>
</tbody>
</table>

*Always have a completed Pre Start-Up Checklist, unit Start-Up Checklist, and Optional Accessories Checklist prior to requesting parts or service information.*
## Our Commitment

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

Product warranties can be found online at Greenheck.com, either on the specific product page or in the literature section of the website at Greenheck.com/Resources/Library/Literature.

Greenheck catalog, Energy Recovery Ventilators, Model MiniVent, ERV, ERVe and ERM, provides additional information describing the equipment, fan performance, available accessories, and specification data.

AMCA Publication 410-96, Safety Practices for Users and Installers of Industrial and Commercial Fans, provides additional safety information. This publication can be obtained from AMCA International, Inc. at www.amca.org.