

Making Your Job More Enjoyable

Smart Vacuum Pump

VRP-6/8Di

VRP-6/8DV



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The Industry's First Smart Vacuum Pump

VRP-6Di and VRP-8Di, the HVACR industry's first smart vacuum pumps, use inverter drive, vacuum measurement, and smart control technologies to begin the era of smart pumps.

VRP-6DV and VRP-8DV also use DC inverter drive motors, but require the use of a micron vacuum gauge to insure the proper vacuum has been achieved.

The inverter-driven twin-cylinder vacuum pump is powerful, weighs up to 16 lbs less than a conventional pump and provides deep evacuation, insuring that all non-condensables and moisture have been removed from the sealed system prior to charging with refrigerant.

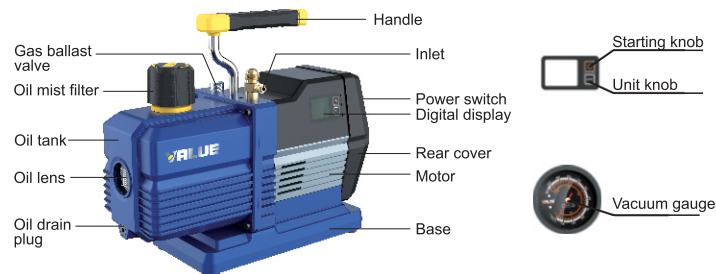
Vacuum measurement technology precisely measures the system evacuation during the entire process and provides real time vacuum level display, so you have a comprehensive view of the systems internal evacuation condition.

The pre-programmed computer chip, smart control technology, and the standard solenoid valve ensure the system's moisture removal by automatically extending the evacuation time to achieve the set vacuum.

Upon reaching the set evacuation level, the VRP-6Di and VRP-8Di models will beep to announce the evacuation is completed and the technician can move on to charging the system.

INTRODUCTION AND TECHNICAL INFORMATION

In order to make it easier to understand the components of the vacuum pump, please see the picture below.



DC INVERTER DRIVE VACUUM PUMPS

Model	VRP-6Di	VRP-8Di	VRP-6DV	VRP-8DV
Flow Rate (CFM)	6.0 CFM	8.0 CFM	6.0 CFM	8.0 CFM
Ultimate Vacuum	15 micron	15 micron	15 micron	15 micron
Motor Power (HP)	3/4	3/4	3/4	3/4
Oil Capacity (ml)	600	600	600	600
Dimensions (mm)	346×135×302	346×135×302	346×135×302	346×135×302
Weight (Kg)	11.5	11.5	11.5	11.5
Inlet Port	1/4"×3/8" Flare	1/4"×3/8" Flare	1/4"×3/8" Flare	1/4"×3/8" Flare

APPLICATION

NAVTEK inverter drive dual-stage rotary vane vacuum pumps are used to remove air, moisture, and other non-condensables from sealed HVACR systems. The products can be used for evacuation of HVACR repair and new installations, with refrigerants including CFC, HFC, HCFC, and HCEF, such as R-12, R-22, R-410A, R-404A, R-32, R-134A, 1234yf, etc.

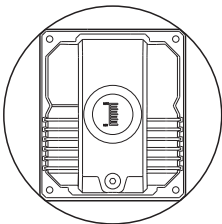
SPECIAL FEATURES

- Lighter and smaller, and premium quality vacuum pump, weighing under 11.5 Kg.
- Built-in solenoid isolation valve which closes automatically on shutdown or loss of power.
- Integrated vacuum gauge/pump structure, high precision, for deep ultimate vacuum level.
- Forced oil lubrication ensures vane sealing, cooling and high reliability.
- Large and easy to see oil-level window design help prevent oil supply shortage.
- Non-sparking design, suitable for R-32, 1234yf refrigerants.

PREPARATION PRIOR TO USING VACUUM PUMP

1. Verify the power supply being used, to match the voltage on the nameplate.
2. Ensure that the pump is switched off prior to connecting to the power source.
3. Check for proper oil level, or change if needed.
4. Remove the oil fill cap, filling oil to the level in between the two oil sight glass lines, as shown in the drawing below. For specific pump oil volume, please see the technical specification table.

Note: In order to prevent pump oil from spilling out, please add oil slowly.



Switch on the power and the pump will begin to operate. After running for approximately one minute, check the oil level. If the oil level is too low, switch off the machine and add the required extra oil. Reinstall the oil fill cap.

Note: While the pump is operating, the oil level should be in between the two oil position lines. If the oil level is too low, it will reduce the performance and could damage the pump vanes. If the oil level is too high, it could cause oil to discharge through the pump exhaust.

SAFETY WARNINGS

Note: In order to avoid personal injury, please carefully read and follow the instructions in this user manual and the user guide of the pump.

NAVTEK VACUUM PUMPS ARE NOT ALLOWED TO BE USED FOR A3 OR FLAMMABLE REFRIGERANTS.

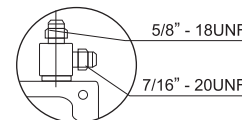
1. NEVER CONNECT A VACUUM PUMP TO A PRESSURIZED SYSTEM. Always check to make sure that system and piping pressure is NOT ABOVE ATMOSPHERIC PRESSURE.
2. When handling refrigerants, please wear an eye-protection such as safety glasses or goggles.
3. Avoid direct physical contact with refrigerants, you will get burned.
4. When connecting the power source, all equipments must be grounded in order to prevent electrical hazards.
5. When the pump is in operation, the enclosure surfaces will be hot. Do not touch the oil box or the motor case. Allow adequate ventilation space for heat dissipation.
6. When using R-32, 1234yf or other flammable refrigerants, use an explosion proof electrical outlet.
7. Keep pump dry and away from water, mud, and dirt at all times.
8. Operating pump with intake fittings open to the atmosphere must not exceed 3 minutes.

9. Ambient temperature range for pump use is -1°C to 40°C ($30 \sim 104^{\circ}\text{F}$). The pump can be used in lower ambient conditions, if warmed up inside first and run for no more than 1 minute to warm the oil prior to system evacuation.
10. The power outlet must be grounded.
11. Prior to connecting the vacuum pump to an A/C-R system, please use proper methods to remove refrigerant from a pressurized system. Note that pumping refrigerants under high-pressure conditions will damage the pump, and refrigerant must be removed using a recovery machine designed for that purpose.

USE GUIDE

1. When using the vacuum pump, remove the inlet protection cap from the desired ($5/8'' - 18$, $7/16'' - 20$) connecting port, as shown in the diagram above, and connect the pump to the system or piping to be evacuated.

Use shortest hoses possible for faster and more thorough evacuation.



2. Inspect the hose inlet connection, as well as all connecting hoses for proper seal. There must be no leakage or it will be impossible to draw the required deep vacuum level.
3. At the beginning of the evacuation process, open the GAS BALLAST screw one full turn counter-clockwise, and once the vacuum gauge reaches 2000 microns, retighten to achieve desired vacuum level.
4. After evacuation is completed, the smart vacuum pump will beep to indicate the vacuum is complete. If a DV-series pump is being used, shut down the pump and close the system access valve(s).
5. Turn off the power switch on the pump and disconnect power.
6. Remove the evacuation hoses.
7. Close the air entry cap and the air exhaust cap tightly (with the exception of models without air exhaust cap), to prevent dirt or particulates from entering the pump.

Note:

1. For the Di-series pumps equipped with a digital vacuum gauge, after turning on the power, press the start button on the display panel to start the pump. When the vacuum reaches 500 microns, the pump will continue running at a reduced speed. Then 30 minutes after this, buzz alarm indicates the evacuation is complete.
2. Always evacuate systems in conjunction with a micron vacuum gauge, such as the NAVTEK VMV-1, if using the standard inverter drive pump. Micron vacuum gauges precisely measure and display system evacuation during the entire process, giving you a comprehensive view of the sealed system internal evacuation condition.
3. Please pay attention to any changes in the oil level during pump operation. If the oil level falls below the center line, immediately add more vacuum pump oil to avoid damage to the pump.
4. If any residual refrigerant comes in contact with the vacuum gauge sensor, the digital display may go wrong. Once the refrigerant has been evacuated, the sensor and display will automatically start working again.
5. Vacuum pump and oil must be above -1°C .

MAINTENANCE

1. Vacuum pump oil has three major functions: pump lubricant, pump cooling, and pump sealant. During the evacuation process, the pump oil will absorb moisture being pulled from the system, causing it to be less effective as a lubricant and pump vane seal, extending evacuation time and possibly allowing the pump to overheat. We recommend that the oil be changed just before evacuating each A/C-R system to insure the pump oil is in a clean condition as this is the key factor in determining if the pump can achieve the required vacuum levels. In order to maintain the optimum operation of the pump, we recommend that you use NAVTEK vacuum pump oil. This oil is made using a unique process and can maintain proper viscosity during normal operation and temperatures, and it's also helpful for cold starts. Should the NAVTEK oil not be available, reputable brands of special-purpose vacuum pump oil may be used.

Note: Should the pump oil become opaque, dirty, or full of moisture, promptly change oil. This will greatly speed up evacuation, especially when there is a lot of moisture in system piping from having been left open to the atmosphere for an extended period of time.

Oil change procedure:

1. To ensure that the pump and oil are warm, run pump for approximately one minute prior to changing oil. Do not run longer than this, as it may be possible to damage the pump.
2. While the pump is running, open one inlet port and allow oil to drain out of the pump. After turning off pump, open the oil drain plug, and drain used oil into an appropriate vessel and dispose of properly.
3. As oil stops draining, tip the pump to drain any remaining oil in the bottom of the pump.
4. Replace and tighten oil drain plug.
5. Remove oil fill cap, pour in new oil until the oil is at the proper level in the sight glass (the same procedure prior to using the pump above).

REQUIREMENTS FOR WARRANTY COVERAGE

Product warranty is provided for product quality problems for two years from date of sale. For warranty to be valid, the following conditions must be met:

1. Products issues due to manufacturing defects confirmed by qualified agents.
2. Products which have not been maintained or dismantled by unauthorized parties.
3. Products that have been used in accordance with the User Manual. All maintenance services shall be performed during the warranty period.

Statement: Other than repairing the product defective, the manufacturer of this product will not be liable for any other costs, such as time spent in fixing the issue, refrigerant consumption, refrigerant disposal costs, as well as unauthorized transportation and labor costs.

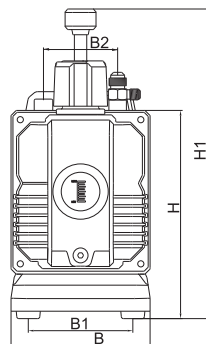
TROUBLESHOOTING CHART

Malfunction	Possible Cause	Remedy
Low Vacuum	1. Secondary air inlet connection cap loose on the air inlet port.	Tighten the cap.
	2. Damaged rubber ring inside the secondary air inlet connection cap.	Replace the rubber ring.
	3. The volume of oil is insufficient.	Add oil to the center line of the oil display.
	4. Pump oil becomes opaque or absorbed too many impurities.	Replace with new oil.
	5. The pump's oil entry hole is clogged or the oil supply is insufficient.	Clean the oil entry hole, clean the oil filter.
	6. The pump connecting hoses, manifold or system has a leak.	Inspect the connecting hose gaskets and system, repair leaks.
	7. The pump selection is wrong.	Check the size of the container to be evacuated, recalculate and select an appropriate pump model.
	8. The pump has been used for too long, damage and wear to components caused increased gaps between parts.	Inspect and repair, or replace the pump.
Oil leak	1. Damaged oil seal.	Replace the oil seal.
	2. Loose or damaged oil box connections.	Tighten the connecting screws, replace O-rings.
Oil spray	1. Excessive oil volume.	Remove oil until the oil position line is reached.
	2. Inlet port pressure is excessively high for a long period.	Select an appropriate pump, increase the pumping speed.
Start-up problems	1. Oil temperature is too low.	Exposed the air entry hole to the external atmosphere, and remove the oil fume filtration device. Use a screwdriver to turn the engine axle in an anti-clockwise direction.
	2. Motor, power source or circuit board malfunctions.	Inspect and repair.
	3. Foreign objects entered the pump.	Inspect and remove.
	4. Voltage supply is excessively low or high.	Inspect the power source voltage.
	5. Overload trips.	After overload trip occurs, switch kept On. Remove the power plug, wait for approximately 30 seconds before inspecting and repairing.

Notes:

1. The pump is inverter driven and the motor has over-current / overload protection, please troubleshoot after overload resets.
2. If the above methods cannot resolve your problems, please contact your nearest distributor or take the pump to a repair center. We will do our best to provide you with a quick turnaround to keep you working.

Technical drawing of a motor assembly. The drawing shows a side view of the motor with a mounting bracket. Dimension A is the total width of the motor assembly. Dimension A1 is the width of the motor body. Dimension A2 is the width of the mounting bracket. The motor has a cooling fan on the front and a terminal box on the top. The mounting bracket has a handle on top.



Model	A	A1	A2	B	B1	B2	H	H1	H2
VRP-6Di	346	234	73	135	101.5	72	202	301	105
VRP-8Di	346	234	73	135	101.5	72	202	301	105
VRP-6DV	346	234	73	135	101.5	72	202	301	105
VRP-8DV	346	234	73	135	101.5	72	202	301	105

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