

## *New 24 CFM Compressor Body*

### OVERVIEW:

In early 2002, Carlyle will be consolidating all Carlyle 6-cylinder compressor bodies into one crankcase. Customers can expect to begin receiving the new models in the January/February time period.

Currently, the 24 CFM compressor has a different crankcase than 28 & 37 CFM models which have a slightly wider and higher configuration.

The most significant impact of this change is that the discharge service valve is 0.59" higher in the new configuration. One reason for standardization is a recent UL requirement to add internal pressure relief devices to all compressors. Previously, this was only required in 50 CFM and larger displacement compressors. Implementation is expected to require a significant crankcase redesign that is cost prohibitive on both 6-cylinder sizes. Carlyle will standardize on the larger size body that can accommodate the 24, 28 and 37 CFM displacements.

### WHAT CHANGES:

- 24 CFM compressors will have the identical footprint and mounting dimensions as 28 and 37 CFM models.
- Standardization of mounting and piping on all Carlyle 6-cylinder models, reducing OEM piping variations and offering the OEM standardization savings.

### WHAT STAYS THE SAME:

- Performance and motors will remain the same with the new 24-CFM compressor models.
- Capacity, power, electrical specifications, motor protection requirements and UL/CSA code approvals will be the same as the models they are replacing.
- Service replacement models for the 06DA824 and 06DR724 models will be available in both versions noted above to minimize the potential impact on field piping.

### MODEL NUMBER CHANGE:

To differentiate the new 24 CFM from the current models, the model number will change. The 6<sup>th</sup> & 7<sup>th</sup> digits of the 06D model number indicate the CFM displacement of the compressor model. Current 24 CFM models have "24" in these digits. To ensure production or service personnel are aware that the "new 24" CFM model is in a slightly different body, the 6<sup>th</sup> & 7<sup>th</sup> digits of the model number will change to "25". While this is a slight departure from normal model significance, it will give field and factory personnel a better indication that it is a new model with a slightly different discharge valve location.

#### Examples of model number change:

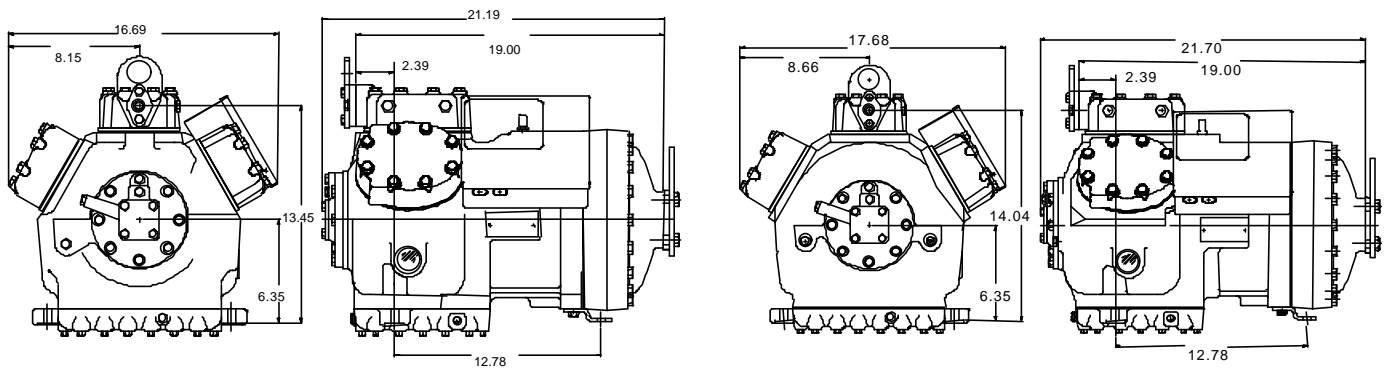
06DA8 <u>24</u> 2BA3600	→	06DA8 <u>25</u> 2BA3600
06DR7 <u>24</u> 0DA3600	→	06DR7 <u>25</u> 0DA3600
06CC1 <u>24</u> D201	→	06CC1 <u>25</u> D201

Service part numbers will also change accordingly.

06DX8 <u>24</u> 6BC3600	→	06DX8 <u>25</u> 6BC3600
06DR7 <u>24</u> 6DC3600	→	06DR7 <u>25</u> 6DC3600
06CY1 <u>24</u> D201	→	06CY1 <u>25</u> D201

### 06CC IMPACT:

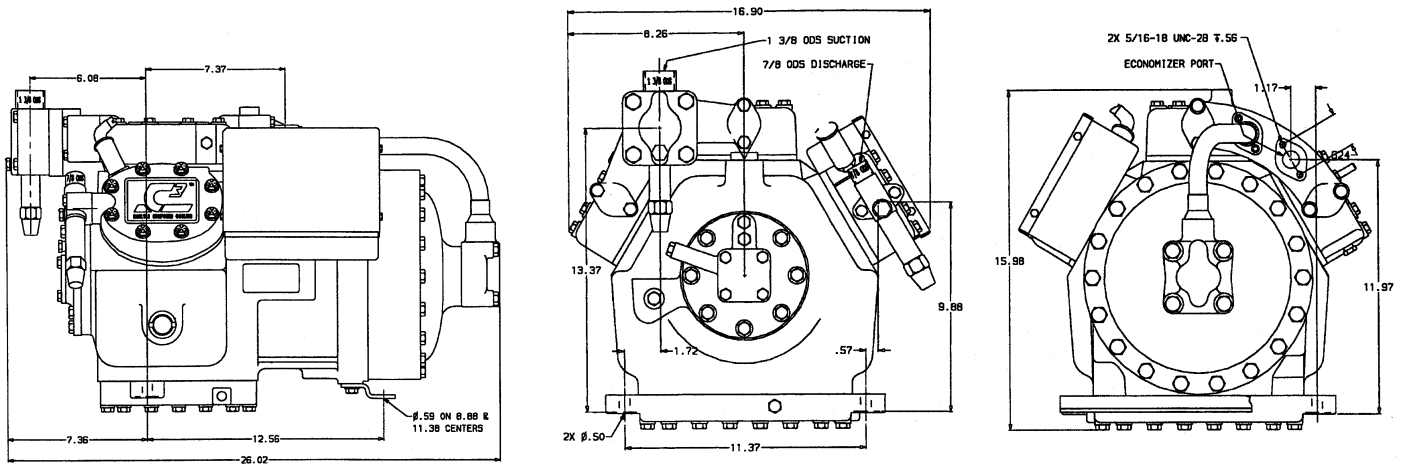
Also effected are the smaller 06CC models that utilize the old 24 CFM crankcase. Carlyle will continue to supply the 24 CFM model but will discontinue the 06CC016 and 06CC018 models. Based on the low usage, it is not economical to reengineer the 06CC016 & 018 models into the larger body. Service replacements will continue to be available on the current 06CC016 & 018 models.



Old 24 CFM Body—06D

New 24 CFM Body (Current 28/37) -- 06D

### Existing 06CC124 Compound Compressor



### New 06CC124 (Current 06CC228,337) Compound Compressor

