



Compressor Performance Certificate

Internet Reference: www.CompressorCertificate.com/8DP39E009.pdf
 Compressor Brand: **Copeland**
 Model No.: **8DP3-5000-FSD-R**
 Serial No.: **CPC09E009**
 Data Plate Voltage: **460**



Data Plate FLA(RLA) and LRA: **91.0 / 510.0** 460-3-60

Compressor Exchange Core Reference Data:

Incoming Model No.: 8DP1-5000-FSD-205 RC Code: M2AN0091C27
 Incoming Serial No.: LT96E03136S
 Tag No.: 9301 <= unique ident number assigned upon receipt of core

Parts used in the re-manufacturing of this compressor:

Item	Quantity:	Condition - New vs. Re-Qualified	Standards and/or Specifications
Gaskets:	21	New	Interface Solutions MP-15 or Klinger C4401-SS
Pistons (Std.):	8	New	
Pistons (+0.020):	0		
Pistons (+0.030):	0		
Piston Pins:	8	New	
Rings:	16	New	Ring Gap: Min = 0.007, Max = 0.007
Cylinder Sleeves (Std.):	0		
Rods (Std.):	8	Re-Qualified	Requalified @ OEM specs with no journal wear
Rods (-0.010):	0		
Rods (-0.020):	0		
Crankshaft:	1	Re-Qualified	All journals polished & oil passages cleaned
Crankshaft Magnetic Oil Plugs:	2	Re-Qualified	Threads and magnetic strength verified
Main Bearings (Std.):	3	New	
Main Bearings (-0.010):	0		
Main Bearings (-0.020):	0		
Thrust Bearings:	2	New	
Oil Pump:	1	Re-Qualified	Syntronic - housing & gears with no wear
Oil Pump Adaptor Bearing:	1	Re-Qualified	Nitrile - OEM production, like new with no wear
Oil Pump Spring & Check Ball:	1	Re-Qualified	Requalified spring and ball parts meeting OEM specs
Discharge Pressure Relief Valve:	1	New	
Oil Check Valve:	1	Re-Qualified	Meets form, fit and function of 'new' specs
Non-Unloader Valve Plates:	2	Re-Manufactured	Totally resurfaced with all new parts and leak tested
Unloader Valve Plates:	2	Re-Manufactured	Totally resurfaced with all new parts and leak tested
Suction Valves:	8	New	
Suction Screens:	7	2 New and 5 Re-Qualified	Mesh is like new and no metal fragments
Motor Stator:	1	Re-Qualified, cleaned, baked & fully tested	No hot spots; see core loss test data below
Motor Rotor:	1	Re-Qualified	Mag flux testing verifies no lamination loss or hot spots
Terminal Plate:	1	Re-Manufactured	Painted for corrosion resistance; resurfaced if required
Terminal Board Assembly:	1	New	PT>100 mOhm; ST>200 mOhm
Terminal Plate Cover:	1	Re-Qualified	Reclaimed, reformed and painted
Compressor Oil(Gallons):	2.03	New	AB 200A-ISO 46 / LAB 2055 Oil
Crankcase Heater Well:	0		
Oil Enhancement Snorkel:	1	New	Designed to eliminate acoustical resonance
4-Way Entry Oak Skid:	1	New	Center of gravity on 'graphic end'
3-Ply Corrugated Carton:	1	New	Internal corrugated inserts for 1-over-1 stacking strength.

Compressor Test Data:

Reman Repair No.: 15288	
Assembler/Testing Associate: Bill Gayton	
Final Assembly/Testing Date: 5/4/09	
Stator (mOhm): 1516 versus 100 mOhm minimum IEEE Standard	Incoming Motor Tag No.: 9393
Stator & Rotor Assembly Hi-Pot: 0.279 μ -amps @ 2000 volts dc versus 6 μ -amps maximum	Surge Test (mapping): OK
Texas Instr. Sensors: 1460 & 2100 versus 500-2600 Ohms OEM Standard	Stator Core Loss Test: 3.16 Watts/Lb.
Run Test Voltage: 490-3-60	Stator Mass Flux Test: 3.66 Amp-Turns/In.
Run Test Amperage: 53	Terminal Plate (mOhm): 42,856
Net Oil Pressure - psi: 64	
Rated Displacement (SCFM @ 1750 RPM): 107.7	SCFM of Data Recording: 92.0
Discharge valve leak-rate (total): 0 psi in 3 minutes versus our reman maximum of 1 psi, and 2.6 psi for New valve plates	
Total compression valve(s) leak-rate: 6 psi in 3 minutes versus our reman maximum of 6 psi, and 16.8 psi for New valve plates	

Notice:

A 100% audit surge and DC hi-pot test on the motor/terminal assembly is conducted on each compressor before it receives final cartoning and graphics. This testing result is recorded on a label applied to the 'Warranty Packet'.

