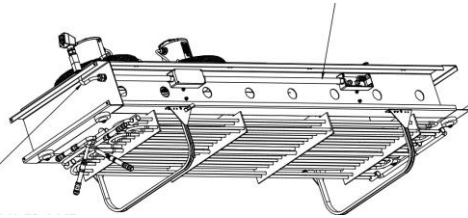



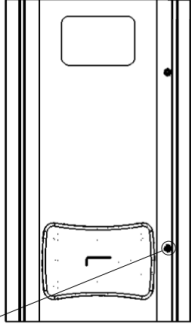
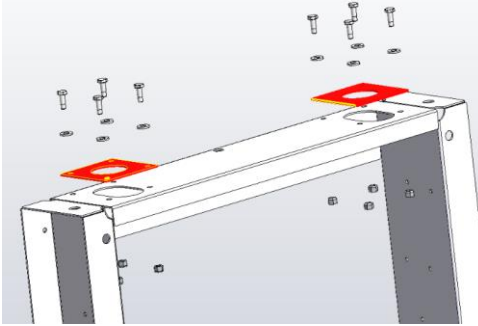


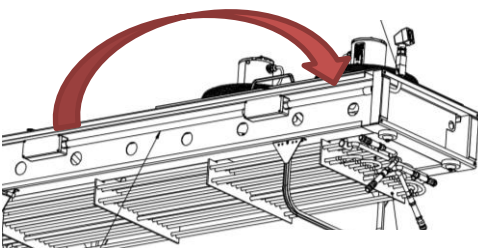
	Part Name / Description: 1001639, 1001640 P30 Top Air to Front Air Conversion Kit	Instruction #: OP100046	Page 1 of 5
	Operation Instruction Title: Converting a P30 Hatcher from Top Air Intake to Front Air Intake	Revision Date: 02/15/2019	Revised By: V.Frail
		Revision No. 0	Approved By: S.Ditner

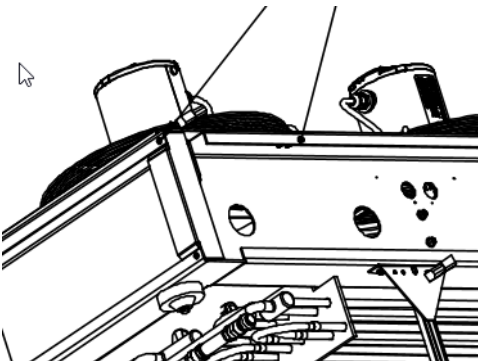
This procedure applies to either the 1001639 or the 1001640 conversion kit.


Step (picture)	Step (Instructions)	Step (Safety & PPE)
OP100046 Step 1	<p>Open the kit and compare the contents to the lists at the end of the document.</p> <p>Note: If using the 1001639 kit without roof panel, you will skip steps 7-9 and instead repair the roof panel.</p>	<p>Throughout:</p> <p>Safety Shoes</p> <p>Safety Glasses</p> <p>Hearing protection as required</p> <p>Additional equipment as required by the site</p>
OP100046 Step 2 	<p>Remove the ECU from the hatcher and set aside.</p> <p>Note: solid panel across front of ECU will be turned to the rear.</p>	
OP100046 Step 3	<p>Cut hole in console. Use the template provided. Pre-drill the holes for the front air intake assembly mounting.</p> <p>Note: If equipped, ensure that the humidity solenoid is not located in this area. If it is, remove and reinstall after the intake damper assembly has been installed.</p>	
OP100046 Step 4  	<p>Mount intake damper assembly. Apply silicone along the edges where the assembly screws will be located. Set into place with the holes aligned.</p> <p>Secure the assembly with 6 each of: PT1234, PT1194.</p> <p>Note: if required, reinstall the humidification solenoid at this time.</p> <p>Connect the damper according to the wiring diagram for your specific machine, found in the Operations Manual or by contacting Jamesway Customer Service.</p>	

	Part Name / Description: 1001639, 1001640 P30 Top Air to Front Air Conversion Kit	Instruction #: OP100046	Page 2 of 5
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Step (picture)	Step (Instructions)	Step (Safety & PPE)
OP100046 Step 5 	Replace lower console door. Discard previous door. Hinges may be adjusted with gentle manual pressure on the door to come in line with the extrusion corners on the upper door as necessary.	
OP100046 Step 6	Remove the rear rack guides and discard.	
OP100046 Step 7	Remove both ECU supports, as well as the intake duct and discard.	
OP100046 Step 8	If replacing the panels, cut the silicone around the extrusions at the top and bottom for the roof panels and the rear wall panel.	
OP100046 Step 9	Remove the panel by sliding out the front roof panels and then the rear, then the center panel rear wall.	
OP100046 Step 10	Replace the panels. Ensure silicone is applied to all edges of the extrusions both inside and outside the cabinet.	
OP100046 Step 11	If you are not replacing the panels, patch the holes for the rear intake using a sheet of FRP (not supplied), or aluminum, on both the top and bottom. Fill the gap between the panels with spray foam. Be sure to silicone the patch on securely, as well as affixing with screws or plastic drive rivets to ensure water will not access the space behind the patch.	

Step (picture)	Step (Instructions)	Step (Safety & PPE)
<p>OP100046 Step 12</p>  <p>Adapter plate installation</p>	<p>Install the new ECU supports. Follow OP100023 for guidance.</p> <p>Note: The front ECU support will need the adapter plates installed.</p> <p>The ECU supports should be level, with the adapter plates on the front ECU support giving the ECU a 1/8" slope away from the intake.</p>	
<p>OP100046 Step 13</p> 	<p>Install the rear rack guides. Follow OP100029 for guidance.</p>	
<p>OP100046 Step 14</p> 	<p>Disconnect the Weidmuller cord assembly from the junction box in the ECU channel and remove the Weidmuller I cord from ECU.</p>	
<p>OP100046 Step 15</p>	<p>Disconnect all the fan motor leads from the junction boxes in the ECU channel.</p>	
<p>OP100046 Step 16</p>  <p>New Front Side</p>	<p>Leaving wires and terminal strips in place, remove the conduit and boxes from the ECU channel. Rotate the conduit and box assembly 180 degrees so that it will be mounted on the same side of the ECU (what will be the left side).</p> <p>Remount using existing holes.</p> <p>The fan connections will now be on the bottom side of the box.</p>	

Step (picture)	Step (Instructions)	Step (Safety & PPE)																																							
<p>OP100046 Step 17</p> <table border="1"> <thead> <tr> <th>Fan</th> <th>Wire</th> <th>Termination</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Fan 1</td> <td>Black</td> <td>TS1-1</td> </tr> <tr> <td>Red</td> <td>TS1-2</td> </tr> <tr> <td>White</td> <td>TS1-3</td> </tr> <tr> <td>Green</td> <td>Box 1 Ground Bar</td> </tr> <tr> <td rowspan="4">Fan 2</td> <td>Black</td> <td>TS1-1</td> </tr> <tr> <td>Red</td> <td>TS1-3</td> </tr> <tr> <td>White</td> <td>TS1-2</td> </tr> <tr> <td>Green</td> <td>Box 1 Ground Bar</td> </tr> <tr> <td rowspan="4">Fan 3</td> <td>Black</td> <td>TS2-1</td> </tr> <tr> <td>Red</td> <td>TS2-3</td> </tr> <tr> <td>White</td> <td>TS2-2</td> </tr> <tr> <td>Green</td> <td>Box 2 Ground Bar</td> </tr> <tr> <td rowspan="4">Fan 4</td> <td>Black</td> <td>TS2-1</td> </tr> <tr> <td>Red</td> <td>TS2-2</td> </tr> <tr> <td>White</td> <td>TS2-3</td> </tr> <tr> <td>Green</td> <td>Box 2 Ground Bar</td> </tr> </tbody> </table>	Fan	Wire	Termination	Fan 1	Black	TS1-1	Red	TS1-2	White	TS1-3	Green	Box 1 Ground Bar	Fan 2	Black	TS1-1	Red	TS1-3	White	TS1-2	Green	Box 1 Ground Bar	Fan 3	Black	TS2-1	Red	TS2-3	White	TS2-2	Green	Box 2 Ground Bar	Fan 4	Black	TS2-1	Red	TS2-2	White	TS2-3	Green	Box 2 Ground Bar	<p>Reconnect the fan motors.</p> <p>Fan wires should be connected on the top side of the terminal strip.</p> <p>Note: Wiring table shown is for Platinum 1 or Platinum 2 24VAC units only. Platinum 2 24 VDC units are wired differently.</p>	
Fan	Wire	Termination																																							
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<p>OP100046 Step 18</p>	<p>Drill a 22.5 mm (0.875 inch) diameter hole for the Weidmuller in the top of the end intake channel in the same location as the old hole in the other end. Put the PB3288 grommet in hole.</p>																																								
<p>OP100046 Step 19</p> <table border="1"> <thead> <tr> <th>Color</th> <th>Termination</th> </tr> </thead> <tbody> <tr> <td>Black</td> <td>TS1-1</td> </tr> <tr> <td>Red</td> <td>TS1-2</td> </tr> <tr> <td>White</td> <td>TS1-3</td> </tr> <tr> <td>Green</td> <td>Box 1 Ground Bar</td> </tr> <tr> <td>Orange</td> <td>PB3678</td> </tr> <tr> <td>Blue</td> <td>PB3678</td> </tr> <tr> <td>White/Black</td> <td>PB3678</td> </tr> </tbody> </table>	Color	Termination	Black	TS1-1	Red	TS1-2	White	TS1-3	Green	Box 1 Ground Bar	Orange	PB3678	Blue	PB3678	White/Black	PB3678	<p>Install the new longer Weidmuller cord assembly through the hole to the junction box.</p> <p>These wires should be connected on the lower side of the terminal strip.</p>																								
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<p>OP100046 Step 20</p>	<p>Plug the old umbilical hole with the PB3379 hole plug provided.</p>																																								
<p>OP100046 Step 21</p> 	<p>Mount the AB7338 corner pieces on the intake end. Use the pieces as a template for the holes. Ensure the surfaces are mounted flush.</p>																																								

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*1001639 P30 Top Air to Front Air Conversion Kit,
without Roof Panels*

*1001640 P30 Top Air to Front Air Conversion Kit,
with Roof Panels*

Part Number	Qty	Description
AB7349	2	Rack Guide - Med Rear
AB7326	1	Support - ECU Rear
AB7327	1	Support - ECU Front
AB31353	1	Door - Lower Front Intake
AB31356	1	Damper - Intake
PT1234	6	Machine Screw - #10-32 X 0.625
P602S	6	Nut - 10-32 S.S. HEX
PT1194	6	Washer - SS LOCK SPLIT #10
AB7338	2	Intake Corner
PT1233	4	Machine Screw - #8-32 X 0.625
AB30978	1	Cable - Front Air Intake Conversion
PB3379	1	Plug - Button 7/8
P3288	1	Grommet

Part Number	Qty	Description
MB19871	2	Panel - Rear Roof Med Hat Plat
AB7349	2	Rack Guide - Med Rear
AB7326	1	Support - ECU Rear
AB7327	1	Support - ECU Front
AB31353	1	Door - Lower Front Intake
AB31356	1	Damper - Intake
PT1234	6	Machine Screw - #10-32 X 0.625
P602S	6	Nut - 10-32 S.S. HEX
PT1194	6	Washer - SS LOCK SPLIT #10
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PB3379	1	Plug - Button 7/8
P3288	1	Grommet