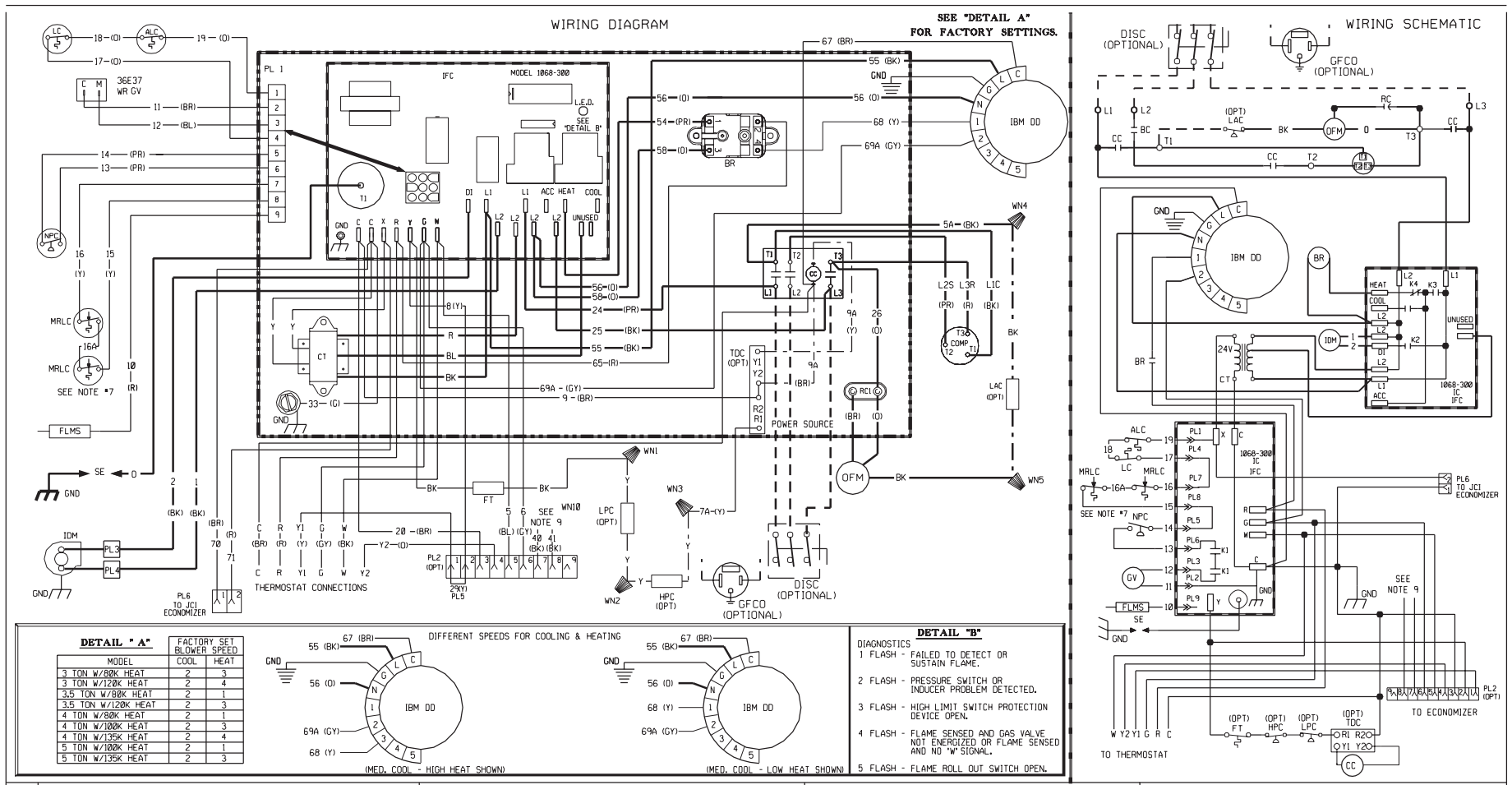



**DETAIL " A"**

| MODEL | FACTORY SET BLOWER SPEED COOL | HEAT |
|---|---|---|
| 3 TON W/80K HEAT | 2 | 3 |
| 3 TON W/120K HEAT | 2 | 4 |
| 3.5 TON W/80K HEAT | 2 | 1 |
| 3.5 TON W/120K HEAT | 2 | 3 |
| 4 TON W/80K HEAT | 2 | 1 |
| 4 TON W/100K HEAT | 2 | 3 |
| 4 TON W/135K HEAT | 2 | 4 |
| 5 TON W/100K HEAT | 2 | 1 |
| 5 TON W/135K HEAT | 2 | 3 |

**DETAIL "B"**

DIAGNOSTICS

1 FLASH - FAILED TO DETECT OR SUSTAIN FLAME.

2 FLASH - PRESSURE SWITCH OR INDUCER PROBLEM DETECTED.

3 FLASH - HIGH LIMIT SWITCH PROTECTION DEVICE OPEN.

4 FLASH - FLAME SENSED AND GAS VALVE NOT ENERGIZED OR FLAME SENSED AND NO 'W' SIGNAL.

5 FLASH - FLAME ROLL OUT SWITCH OPEN.

## COMPONENT CODE

| | | | |
|---|---|---|---|
| ALC | AUX.LIMIT CONTROL | NPC | NEGATIVE PRESSURE CONTROL |
| BR | BLOWER RELAY | OFM | OUTDOOR FAN MOTOR |
| CC | COMPRESSOR CONTACTOR | PL | PLUG |
| COMP | COMPRESSOR | RC | RUN CAPACITOR |
| CT | CONTROL TRANSFORMER | SE | SPARK ELECTRODE |
| FLMS | FLAME SENSOR | TDC | TIME DELAY CONTROL |
| FT | FREEZE STAT | WN | WIRE NUT |
| GL | GROUND LUG | | |
| GND | GROUND | | |
| GV | GAS VALVE | | |
| HPC | HIGH PRESSURE CONTROL | | |
| IBM | INDOOR BLOWER MOTOR DIRECT DRIVE | | |
| IDM | INDUCED DRAFT MOTOR | | |
| IFC | INTERGRATED FURNACE CONTROL | | |
| LAC | LOW AMBIENT COOLING CONTROL | | |
| LC | LIMIT CONTROL | | |
| LPC | LOW PRESSURE CONTROL | | |
| MRLC | MANUAL RESET LIMIT CONTROL | | |

## NOTES:

1. CONNECTORS SUITABLE FOR USE WITH COPPER CONDUCTORS ONLY.
2. COMPRESSOR MOTOR THERMALLY PROTECED. ALL 3 PHASE MODELS ARE PROTECTED UNDER PRIMARY SINGLE PHASE CONDITIONS.
3. CONTROL TRANSFORMER PRIMARY LEADS: RED-COMMON, BLUE-208V, BLACK-230V. TRANSFORMER FACTORY WIRED FOR 230 VOLTS. INTERCHANGE BLACK FOR BLUE LEADS FOR 208V OPERATION.
4. CONTACTOR FACTORY WIRED. CONNECT FIELD WIRE TO FACTORY SUPPLIED CONTACTOR IN ELECTRICAL BOX.
5. LOW VOLTAGE CIRCUIT IS N.E.C. CLASS 2 WITH A CLASS 2 TRANSFORMER. 24V, 50/60 HZ SUPPLIED.
6. CONNECT FIELD WIRING IN GROUNDED RAIN TIGHT CONDUIT TO 60 HZ FUSED DISCONNECT.
7. ONLY ONE MRLC IS NEEDED ON THE 80,000 INPUT UNIT.
8. MOTOR FACTORY WIRED FOR CORRECT SPEED.
9. WIRES FROM PL2 (7 & 8) GO TO THE MIXED AIR SENSOR ON THE OPTIONAL ECONOMIZER.
10. Y2 IS USED ONLY FOR THE OPTIONAL ECONOMIZER.

## WIRING INFORMATION

LINE VOLTAGE
- -FACTORY STANDARD
- -FACTORY OPTION
- -FIELD INSTALLED

LOW VOLTAGE
- -FACTORY STANDARD
- -FACTORY OPTION
- -FIELD INSTALLED

REPLACEMENT WIRE
- -MUST BE THE SAME SIZE AND TYPE OF INSULATION AS ORIGINAL (105 C°MIN.)

WARNING
- -CABINET MUST BE PERMANENTLY GROUNDED AND CONFORM TO I.E.C., N.E.C., C.E.C. AND LOCAL CODES AS APPLICABLE.

## WIRE COLOR CODE

| | | |
|---|---|---|
| BK__BLACK | GY__GRAY | R___RED |
| BR__BROWN | O___ORANGE | W___WHITE |
| BL__BLUE | PK__PINK | Y___YELLOW |
| G___GREEN | PR__PURPLE | |

# ELECTRICAL WIRING DIAGRAM

## 208 / 230, 3 PHASE DIRECT DRIVE w/ X-MOTOR

| DR. BY | APP. BY | DATE | DWG. NO. | REV |
|---|---|---|---|---|
| MCB | | 6-16-05 | 90-23596-27 | 02 |

DWG. NO. 90-23596-27 REV 02