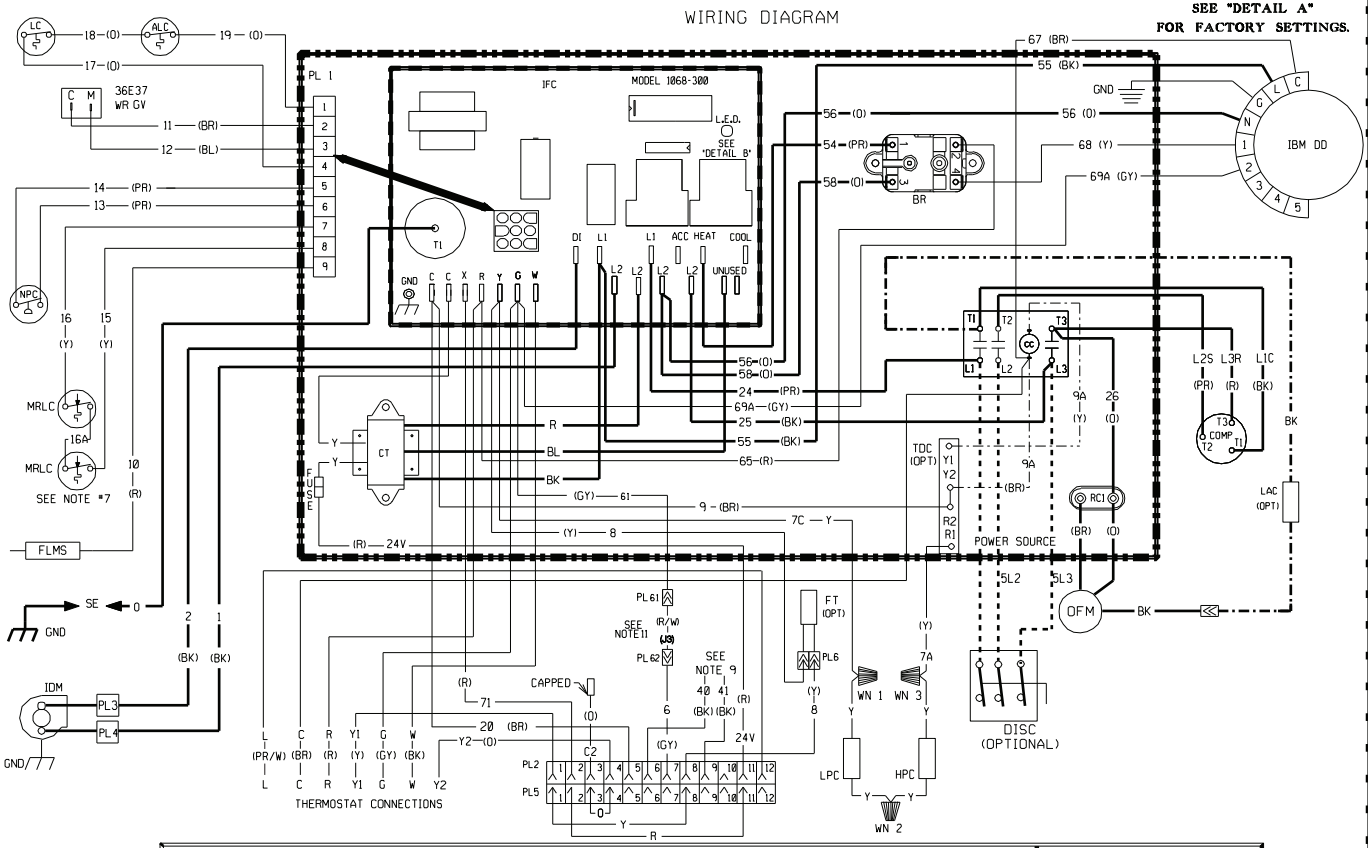
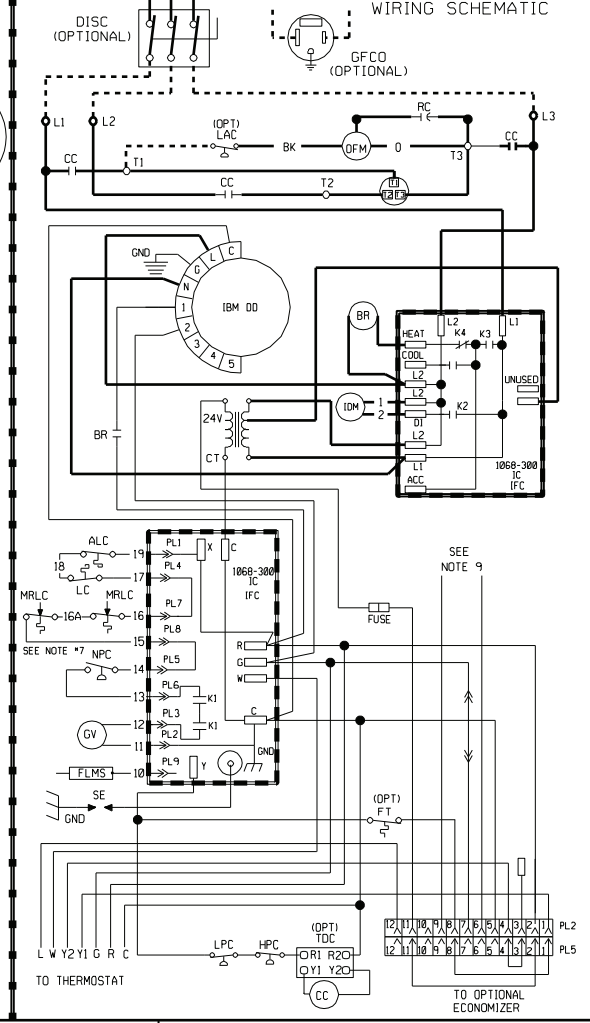



| NOMINAL COOLING CAPACITY | MOTOR SPEED FROM FACTORY HEAT | COOL | AVAILABLE SPEEDS |
|---|---|---|---|
| 3 TON | 80K MED (TAP 3) | LOW (TAP 2) | LOW (TAP 1) |
| | | | LOW W/DELAY (TAP 2) |
| | 120K HIGH (TAP 4) | | MED (TAP 3) |
| | | | HIGH (TAP 4) |
| 4 TON | 80K LOW (TAP 1) | MED (TAP 2) | LOW (TAP 1) |
| | 100K MED (TAP 3) | | MED W/DELAY (TAP 2) |
| | | | MED HIGH (TAP 3) |
| | 135K MED (TAP 4) | | HIGH (TAP 4) |
| 5 TON | 100K LOW (TAP 1) | MED (TAP 2) | LOW (TAP 1) |
| | | | MED W/DELAY (TAP 2) |
| | 135K HIGH (TAP 3) | | HIGH (TAP 3) |

DIFFERENT SPEEDS FOR COOLING & HEATING

**DETAIL "A"**

(MED. COOL - LOW HEAT SHOWN)

**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.

## WIRING INFORMATION

LINE VOLTAGE
-FACTORY STANDARD
-FACTORY OPTION
-FIELD INSTALLED

LOW VOLTAGE
-FACTORY STANDARD
-FIELD INSTALLED

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

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

## NOTES

1. CONNECTORS SUITABLE FOR USE WITH COPPER CONDUCTORS ONLY.
2. COMPRESSOR MOTOR THERMALLY PROTECTED. 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. WIRED FROM PL2 (6 & 9) GO TO THE MIXED AIR SENSOR ON THE OPTIONAL ECONOMIZER.
10. Y2 IS USED ONLY FOR THE OPTIONAL ECONOMIZER.
11. REMOVE JUMPER FOR FIELD INSTALLED OCCUPANCY RELAY.

## COMPONENT CODES

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

## WIRE COLOR CODE

| | | |
|---|---|---|
| BK.....BLACK | G.....GREEN | PR.....PURPLE |
| BR.....BROWN | GY.....GRAY | R.....RED |
| BL.....BLUE | O.....ORANGE | W.....WHITE |
| | | Y.....YELLOW |

ELECTRICAL WIRING DIAGRAM

208 / 230, 3 PHASE
DIRECT DRIVE W/ X-MOTOR

| | | | |
|---|---|---|---|
| APPROVED: | | CHECKED: | ORIGINAL RELEASE NO.: |
| MODELED BY: MGR | | DATE: 2-11-13 | R-1058S007 |
| PART NO.: 90-23596-44 | | | REV: 02 |