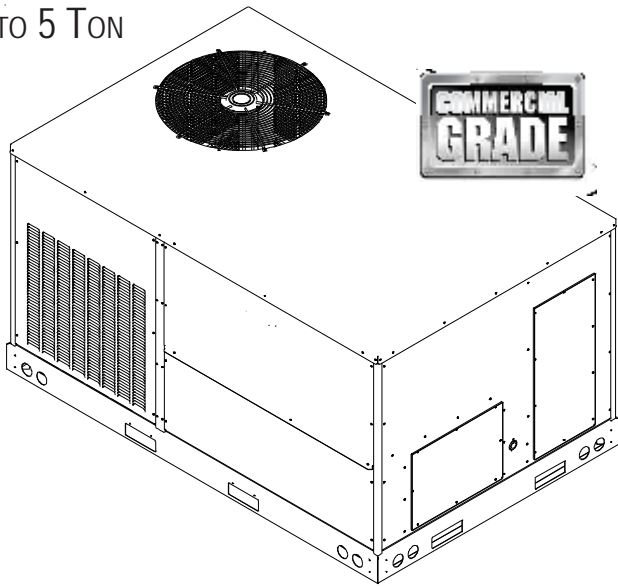


DSC/DSH SERIES

LIGHT COMMERCIAL PACKAGED HEATING AND COOLING UNIT

3 TO 5 TON



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ATTENTION INSTALLING PERSONNEL:
 Prior to installation, thoroughly familiarize yourself with this Installation Manual. Observe all safety warnings. During installation or repair, caution is to be observed.

It is your responsibility to install the product safely and to educate the customer on its safe use.

**! RECOGNIZE THIS SYMBOL
 AS A SAFETY PRECAUTION.**

These installation instructions cover the **outdoor** installation of single package heating and cooling units. See the Specification Sheet applicable to your model for information regarding accessories.

***NOTE:** Please contact your distributor or our website for the applicable Specification Sheet referred to in this manual.



REPLACEMENT PARTS

ORDERING PARTS

When reporting shortages or damages, or ordering repair parts, give the complete unit model and serial numbers as stamped on the unit's nameplate.

Replacement parts for this appliance are available through your contractor or local distributor. For the location of your nearest distributor, consult the white business pages, the yellow page section of the local telephone book or contact:

HOMEOWNER SUPPORT
19001 Kermier Road
Waller, TX 77484
855-770-5678

SAFETY INSTRUCTIONS

TO THE INSTALLER

Before installing this unit, please read this manual to familiarize yourself on the specific items which must be adhered to, including maximum external static pressure to unit, air temperature rise, minimum or maximum CFM and motor speed connections.

Keep this literature in a safe place for future reference.

CAUTION

SHEET METAL PARTS, SCREWS, CLIPS AND SIMILAR ITEMS INHERENTLY HAVE SHARP EDGES, AND IT IS NECESSARY THAT THE INSTALLER AND SERVICE PERSONNEL EXERCISE CAUTION.

WARNING

DO NOT CONNECT TO OR USE ANY DEVICE THAT IS NOT DESIGN CERTIFIED BY THE MANUFACTURER FOR USE WITH THIS UNIT. SERIOUS PROPERTY DAMAGE, PERSONAL INJURY, REDUCED UNIT PERFORMANCE AND/OR HAZARDOUS CONDITIONS MAY RESULT FROM THE USE OF SUCH NON-APPROVED DEVICES.

WARNING

THIS PRODUCT CONTAINS OR PRODUCES A CHEMICAL OR CHEMICALS WHICH MAY CAUSE SERIOUS ILLNESS OR DEATH AND WHICH ARE KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER, BIRTH DEFECTS OR OTHER REPRODUCTIVE HARM.

WARNING

TO AVOID PROPERTY DAMAGE, PERSONAL INJURY OR DEATH, DO NOT USE THIS UNIT IF ANY PART HAS BEEN UNDER WATER. IMMEDIATELY CALL A QUALIFIED SERVICE TECHNICIAN TO INSPECT THE FURNACE AND TO REPLACE ANY PART OF THE CONTROL SYSTEM AND ANY GAS CONTROL HAVING BEEN UNDER WATER.

WARNING

THIS UNIT MUST NOT BE USED AS A "CONSTRUCTION HEATER" DURING THE FINISHING PHASES OF CONSTRUCTION ON A NEW STRUCTURE. THIS TYPE OF USE MAY RESULT IN PREMATURE FAILURE OF THE UNIT DUE TO EXTREMELY LOW RETURN AIR TEMPERATURES AND EXPOSURE TO CORROSIVE OR VERY DIRTY ATMOSPHERES.

WARNING

**HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.**



WARNING

TO PREVENT THE RISK OF PROPERTY DAMAGE, PERSONAL INJURY, OR DEATH, DO NOT STORE COMBUSTIBLE MATERIALS OR USE GASOLINE OR OTHER FLAMMABLE LIQUIDS OR VAPORS IN THE VICINITY OF THIS APPLIANCE.

WARNING

ONLY PERSONNEL THAT HAVE BEEN TRAINED TO INSTALL, ADJUST, SERVICE OR REPAIR (HEREINAFTER, "SERVICE") THE EQUIPMENT SPECIFIED IN THIS MANUAL SHOULD SERVICE THE EQUIPMENT. THE MANUFACTURER WILL NOT BE RESPONSIBLE FOR ANY INJURY OR PROPERTY DAMAGE ARISING FROM IMPROPER SERVICE OR SERVICE PROCEDURES. IF YOU SERVICE THIS UNIT, YOU ASSUME RESPONSIBILITY FOR ANY INJURY OR PROPERTY DAMAGE WHICH MAY RESULT. IN ADDITION, IN JURISDICTIONS THAT REQUIRE ONE OR MORE LICENSES TO SERVICE THE EQUIPMENT SPECIFIED IN THIS MANUAL, ONLY LICENSED PERSONNEL SHOULD SERVICE THE EQUIPMENT. IMPROPER INSTALLATION, ADJUSTMENT, SERVICING OR REPAIR OF THE EQUIPMENT SPECIFIED IN THIS MANUAL, OR ATTEMPTING TO INSTALL, ADJUST, SERVICE OR REPAIR THE EQUIPMENT SPECIFIED IN THIS MANUAL WITHOUT PROPER TRAINING MAY RESULT IN PRODUCT DAMAGE, PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

GENERAL INFORMATION

For complete information and installation instructions for models with DDC controls, see manual DK-DDC-TGD-XXX.

WARNING

TO PREVENT PROPERTY DAMAGE PERSONAL INJURY OR DEATH, DUE TO FIRE, EXPLOSIONS, SMOKE, SOOT, CONDENSATION, ELECTRIC SHOCK OR CARBON MONOXIDE, THIS UNIT MUST BE PROPERLY INSTALLED, REPAIRED, OPERATED, AND MAINTAINED.

This unit is approved for outdoor installation ONLY. Rated performance is achieved after 72 hours of operation. Rated performance is delivered at the specified airflow. See product specification sheet for light commercial models. Specification sheets can be found at www.daikincomfort.com for Daikin brand products. Within the website, please select the commercial products menu and then select the submenu for the type of product to be installed, such as air conditioners or heat pumps, to access a list of product pages that each contain links to that model's specification sheet.

To assure that your unit operates safely and efficiently, it must be installed, operated, and maintained in accordance with these installation and operating instructions, all local building codes and ordinances.

EPA REGULATIONS

IMPORTANT: THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA) HAS ISSUED VARIOUS REGULATIONS REGARDING THE INTRODUCTION AND DISPOSAL OF REFRIGERANTS IN THIS UNIT. FAILURE TO FOLLOW THESE REGULATIONS MAY HARM THE ENVIRONMENT AND CAN LEAD TO THE IMPOSITION OF SUBSTANTIAL FINES. BECAUSE REGULATIONS MAY VARY DUE TO PASSAGE OF NEW LAWS, WE SUGGEST A CERTIFIED TECHNICIAN PERFORM ANY WORK DONE ON THIS UNIT. SHOULD YOU HAVE ANY QUESTIONS PLEASE CONTACT THE LOCAL OFFICE OF THE EPA.

NATIONAL CODES

This product is designed and manufactured to permit installation in accordance with National Codes. It is the installer's responsibility to install the product in accordance with National Codes and/or prevailing local codes and regulations.

The heating and cooling capacities of the unit should be greater than or equal to the design heating and cooling loads of the area to be conditioned. The loads should be calculated by an approved method or in accordance with ASHRAE Guide or Manual J - Load Calculations published by the Air Conditioning Contractors of America.

Obtain from:

American National Standards Institute
125 West 43rd Street, 4th Floor
New York, NY 10036

System design and installation should also, where applicable, follow information presented in accepted industry guides such as the ASHRAE Handbooks. The manufacturer assumes no responsibility for equipment installed in violation of any code or regulation. The mechanical installation of the packaged roof top units consists of making final connections between the unit and building services; supply and return duct connections; and drain connections (if required). The internal systems of the unit are completely factory-installed and tested prior to shipment.

Units are generally installed on a steel roof mounting curb assembly which has been shipped to the job site for installation on the roof structure prior to the arrival of the unit. The model number shown on the unit's identification plate identifies the various components of the unit such as refrigeration tonnage, heating input and voltage.

Carefully inspect the unit for damage including damage to the cabinetry. Any bolts or screws which may have loosened in transit must be re-tightened. In the event of damage, the receiver should:

1. Make notation on delivery receipt of any visible damage to shipment or container.
2. Notify carrier promptly and request an inspection.
3. In case of concealed damage, carrier should be notified as soon as possible-preferably within 5 days.
4. File the claim with the following supporting documents:
 - a. Original Bill of Lading, certified copy, or indemnity bond.
 - b. Original paid freight bill or indemnity in lieu thereof.

- c. Original invoice or certified copy thereof, showing trade and other discounts or reductions.
- d. Copy of the inspection report issued by carrier representative at the time damage is reported to the carrier. The carrier is responsible for making prompt inspection of damage and for a thorough investigation of each claim. The distributor or manufacturer will not accept claims from dealers for transportation damage.

NOTE: When inspecting the unit for transportation damage, remove all packaging materials. Recycle or dispose of the packaging material according to local codes.

PRE-INSTALLATION CHECKS

Carefully read all instructions for the installation prior to installing unit. Ensure each step or procedure is understood and any special considerations are taken into account before starting installation. Assemble all tools, hardware and supplies needed to complete the installation. Some items may need to be purchased locally.

UNIT LOCATION



WARNING

TO PREVENT POSSIBLE EQUIPMENT DAMAGE, PROPERTY DAMAGE, PERSONAL INJURY OR DEATH, THE FOLLOWING BULLET POINTS MUST BE OBSERVED WHEN INSTALLING THE UNIT.

IMPORTANT NOTE: Remove wood shipping rails prior to installation of the unit.

ALL INSTALLATIONS:

IMPORTANT NOTE: *Unit should be energized 24 hours prior to compressor start up to ensure crankcase heater has sufficiently warmed the compressors. Compressor damage may occur if this step is not followed.*

NOTE: Appliance is shipped from factory for vertical duct application.

Proper installation of the unit ensures trouble-free operation. Improper installation can result in problems ranging from noisy operation to property or equipment damages, dangerous conditions that could result in injury or personal property damage and that are not covered by the warranty. Give this booklet to the user and explain its provisions. The user should retain these instructions for future reference.

- For proper operation and condensate drainage, the unit must be mounted level.
- Do not locate the unit in an area where the outdoor air will be frequently contaminated by compounds containing chlorine or fluorine. Common sources of such compounds include swimming pool chemicals and chlorine bleaches, paint stripper, adhesives, paints, varnishes, sealers, waxes (which are not yet dried) and solvents used during construction and remodeling. Various commercial and industrial processes may also be sources of chlorine/fluorine compounds.

- To avoid possible illness or death of the building occupants, do NOT locate outside air intake device (economizer, manual fresh air intake, motorized fresh air intake) too close to an exhaust outlet, gas vent termination, or plumbing vent outlet. For specific distances required, consult local codes.
- Allow minimum clearances from the enclosure for fire protection, proper operation, and service access (see Unit Clearances). These clearances must be permanently maintained.
- When the unit is heating, the temperature of the return air entering the unit must be a minimum of 55°F.

GROUND LEVEL INSTALLATIONS ONLY:

- When the unit is installed on the ground adjacent to the building, a level concrete (or equal) base is recommended. Prepare a base that is 3" larger than the package unit footprint and a minimum of 3" thick.
- The base should also be located where no runoff of water from higher ground can collect in the unit.

ROOF TOP INSTALLATIONS ONLY:

- To avoid possible property damage or personal injury, the roof must have sufficient structural strength to carry the weight of the unit(s) and snow or water loads as required by local codes. Consult a structural engineer to determine the weight capabilities of the roof.
- The unit may be installed directly on wood floors or on Class A, Class B, or Class C roof covering material.
- To avoid possible personal injury, a safe, flat surface for service personnel should be provided.
- Adequate clearances from the unit to any adjacent public walkways, adjacent buildings, building openings or openable windows must be maintained in accordance with National Codes.

UNIT PRECAUTIONS

- Do not stand or walk on the unit.
- Do not drill holes anywhere in panels or in the base frame of the unit (except where indicated). Unit access panels provide structural support.
- Do not remove any access panels until unit has been installed on roof curb or field supplied structure.
- Do not roll unit across finished roof without prior approval of owner or architect.
- Do not skid or slide on any surface as this may damage unit base. The unit must be stored on a flat, level surface. Protect the condenser coil because it is easily damaged.

ROOF CURB INSTALLATIONS ONLY:

Curb installations must comply with local codes and should be done in accordance with the established guidelines of the National Roofing Contractors Association.

Proper unit installation requires that the roof curb be firmly and permanently attached to the roof structure. Check for adequate fastening method prior to setting the unit on the curb.

Full perimeter roof curbs are available from the factory and are shipped unassembled. Field assembly, squaring, leveling and mounting on the roof structure are the responsibility of the installing contractor. All required hardware necessary for the assembly of the sheet metal curb is included in the curb accessory.

WARNING

TO PREVENT POSSIBLE EQUIPMENT DAMAGE, PROPERTY DAMAGE, PERSONAL INJURY OR DEATH, THE FOLLOWING BULLET POINTS MUST BE OBSERVED WHEN INSTALLING THE UNIT.

- Sufficient structural support must be determined prior to locating and mounting the curb and package unit.
- Ductwork must be constructed using industry guidelines. The duct work must be placed into the roof curb before mounting the package unit. Our full perimeter curbs include duct connection frames to be assembled with the curb. Cantilevered type curbs are not available from the factory.
- Curb insulation, cant strips, flashing and general roofing material are furnished by the contractor.

The curbs must be supported on parallel sides by roof members. The roof members must not penetrate supply and return duct opening areas as damage to the unit might occur.

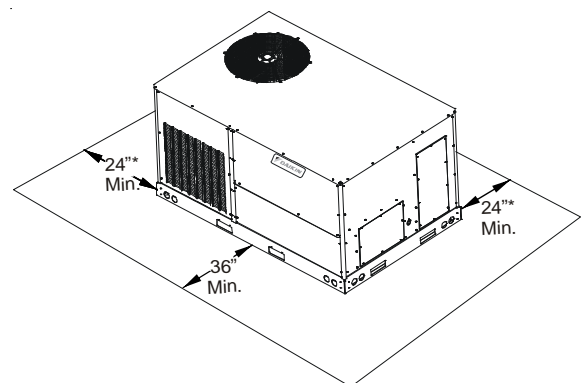
NOTE: The unit and curb accessories are designed to allow vertical duct installation before unit placement. Duct installation after unit placement is not recommended.

CAUTION

ALL CURBS LOOK SIMILAR. TO AVOID INCORRECT CURB POSITIONING, CHECK JOB PLANS CAREFULLY AND VERIFY MARKINGS ON CURB ASSEMBLY. INSTRUCTIONS MAY VARY IN CURB STYLES AND SUPERSEDES INFORMATION SHOWN.

See the manual shipped with the roof curb for assembly and installation instructions.

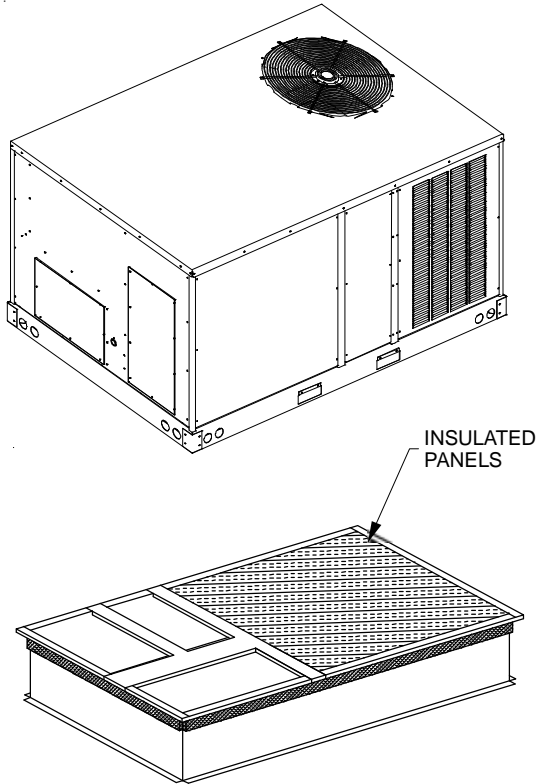
CLEARANCES



UNIT CLEARANCES

**In situations that have multiple units, a 48" minimum clearance is required between the condenser coils.*

Adequate clearance around the unit should be kept for safety, service, maintenance, and proper unit operation. A total clearance of 75" on the main control panel side of the unit is recommended to facilitate possible fan shaft, coil, and electric heat. A clearance of 48" is recommended on all other sides of the unit to facilitate possible compressor removal, to allow service access and to insure proper ventilation and condenser airflow. The unit must not be installed beneath any obstruction. The unit should be installed remote from all building exhausts to inhibit ingestion of exhaust air into the unit fresh air intake.



ROOF CURB INSTALLATION

ROOF CURB POST-INSTALLATION CHECKS

After installation, check the top of the curb, duct connection frame and duct flanges to make sure gasket has been applied properly. Gasket should be firmly applied to the top of the curb perimeter, duct flanges and any exposed duct connection frame. If gasket is loose, re-apply using strong weather resistant adhesive.

PROTRUSION

Inspect curb to ensure that none of the utility services (electric) routed through the curb protrude above the curb.



CAUTION

IF PROTRUSIONS EXIST, DO NOT ATTEMPT TO SET UNIT ON CURB.

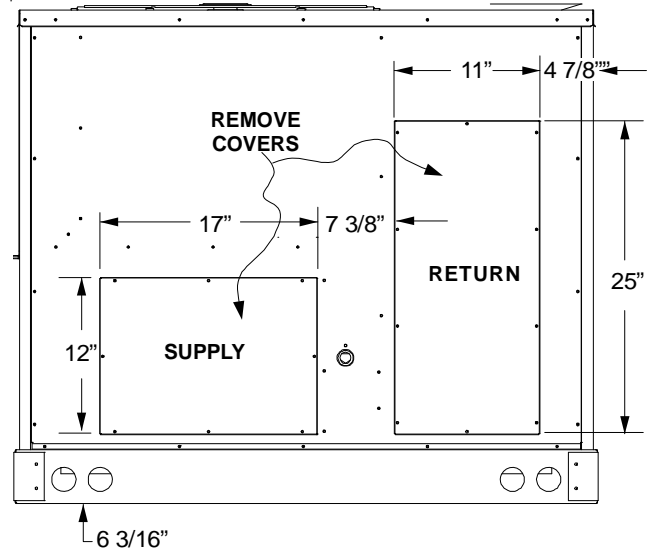
ROOF TOP DUCT CONNECTIONS

Install all duct connections on the unit before placing the unit on rooftop.

HORIZONTAL DISCHARGE

Refer to IOD-7006 included in the literature pack for installing horizontal duct covers.

Flexible duct connectors between the unit and ducts are recommended. Insulate and weatherproof all external ductwork and joints as required and in accordance with local codes.



HORIZONTAL DISCHARGE DUCT CONNECTIONS

RIGGING DETAILS



WARNING

TO PREVENT PROPERTY DAMAGE, THE UNIT SHOULD REMAIN IN AN UPRIGHT POSITION DURING ALL RIGGING AND MOVING OPERATIONS. TO FACILITATE LIFTING AND MOVING WHEN A CRANE IS USED, PLACE THE UNIT IN AN ADEQUATE CABLE SLING.



CAUTION

IF UNITS ARE LIFTED TWO AT A TIME, THE FORK HOLES ON THE CONDENSER END OF THE UNIT MUST NOT BE USED. MINIMUM FORK LENGTH IS 42" TO PREVENT DAMAGE TO THE UNIT; HOWEVER, 48" IS RECOMMENDED.

Provisions for forks have been included in the unit base frame. No other fork locations are approved.



WARNING

TO PREVENT POSSIBLE EQUIPMENT DAMAGE, PROPERTY DAMAGE, PERSONAL INJURY OR DEATH, THE FOLLOWING BULLET POINTS MUST BE OBSERVED WHEN INSTALLING THE UNIT.

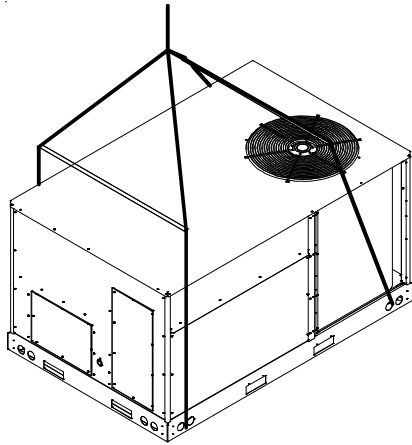
- Unit must be lifted by the four lifting holes located at the base frame corners.
- Lifting cables should be attached to the unit with shackles.

- The distance between the crane hook and the top of the unit must not be less than 60".
- Two spreader bars must span over the unit to prevent damage to the cabinet by the lift cables. Spreader bars must be of sufficient length so that cables do not come in contact with the unit during transport. Remove wood struts mounted beneath unit base frame before setting unit on roof curb. These struts are intended to protect unit base frame from fork lift damage. Removal is accomplished by extracting the sheet metal retainers and pulling the struts through the base of the unit. Refer to rigging label on the unit.

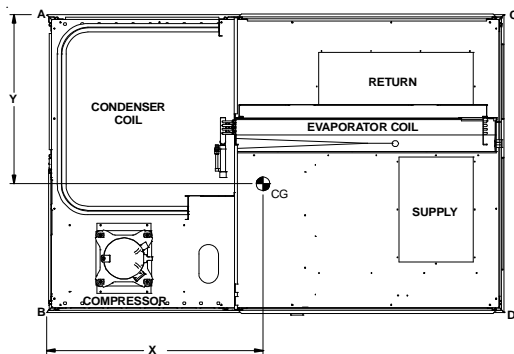
Important: If using bottom discharge with roof curb, ductwork should be attached to the curb prior to installing the unit. Ductwork dimensions are shown in Roof Curb Installation Instructions.

Refer to the Roof Curb Installation Instructions for proper curb installation. Curbing must be installed in compliance with the National Roofing Contractors Association Manual.

Lower unit carefully onto roof mounting curb. While rigging unit, center of gravity will cause condenser end to be lower than supply air end.



To assist in determining rigging requirements, unit weights are shown as follows:



CORNER & CENTER OF GRAVITY LOCATIONS

A* Model	X (in)	Y (in)	Shipping Weight (lbs)	Operating Weight (lbs)	Corner Weights (lbs)			
					A	B	C	D
DSC036*	35	27	560	535	124	158	111	142
DSC048*	35	27	590	565	131	167	117	150
DSC060*	35	27	595	570	132	168	118	152
DSH036*	34	28	605	580	131	182	112	155
DSH048*	34	28	605	580	131	182	112	155
DSH060*	34	28	610	585	133	184	113	156

* Weights shown are belt drive with no accessories.

Note: Weights are calculated without accessories installed.

CAUTION

TO PREVENT SEVERE DAMAGE TO THE BOTTOM OF THE UNIT, DO NOT FORK LIFT UNIT AFTER WOOD STRUTS HAVE BEEN REMOVED.

Bring condenser end of unit into alignment with the curb. With condenser end of the unit resting on curb member and using curb as a fulcrum, lower opposite end of the unit until entire unit is seated on the curb. When a rectangular cantilever curb is used, care should be taken to center the unit. Check for proper alignment and orientation of supply and return openings with duct.

RIGGING REMOVAL

CAUTION

TO PREVENT DAMAGE TO THE UNIT, DO NOT ALLOW CRANE HOOKS AND SPREADER BARS TO REST ON THE ROOF OF THE UNIT.

Remove spreader bars, lifting cables and other rigging equipment.

ELECTRICAL WIRING

WARNING

HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



WARNING

HIGH VOLTAGE!
TO AVOID PERSONAL INJURY OR DEATH DUE TO ELECTRICAL SHOCK, DO NOT TAMPER WITH FACTORY WIRING. THE INTERNAL POWER AND CONTROL WIRING OF THESE UNITS ARE FACTORY-INSTALLED AND HAVE BEEN THOROUGHLY TESTED PRIOR TO SHIPMENT. CONTACT YOUR LOCAL REPRESENTATIVE IF ASSISTANCE IS REQUIRED.



CAUTION

TO PREVENT DAMAGE TO THE WIRING, PROTECT WIRING FROM SHARP EDGES. FOLLOW NATIONAL ELECTRICAL CODE AND ALL LOCAL CODES AND ORDINANCES. DO NOT ROUTE WIRES THROUGH REMOVABLE ACCESS PANELS.

CAUTION

CONDUIT AND FITTINGS MUST BE WEATHER-TIGHT TO PREVENT WATER ENTRY INTO THE BUILDING.

For unit protection, use a fuse or HACR circuit breaker that is in excess of the circuit ampacity, but less than or equal to the maximum overcurrent protection device. **DO NOT EXCEED THE MAXIMUM OVERCURRENT DEVICE SIZE SHOWN ON UNIT DATA PLATE.**

All line voltage connections must be made through weatherproof fittings. All exterior power supply and ground wiring must be in approved weatherproof conduit.

The main power supply wiring to the unit and low voltage wiring to accessory controls must be done in accordance with these instructions, the latest edition of the National Electrical Code (ANSI/NFPA 70), and all local codes and ordinances. All field wiring shall conform with the temperature limitations for Type T wire (63°F/35°C rise).

The unit is factory wired for the voltage shown on the unit's data plate. Refer to model nomenclature in Appendix B for voltage requirement for your unit.

NOTE: If supply voltage is 208V, lead on primary of transformer must be moved from the 230V to the 208V tap. Refer to wiring diagram on unit for details.

Main power wiring should be sized for the minimum wire ampacity shown on the unit's data plate. Size wires in accordance with the ampacity tables in Article 310 of the National Electrical Code. If long wires are required, it may be necessary to increase the wire size to prevent excessive voltage drop. Wires should be sized for a maximum of 3% voltage drop.

CAUTION

TO AVOID PROPERTY DAMAGE OR PERSONAL INJURY DUE TO FIRE, USE ONLY COPPER CONDUCTORS.

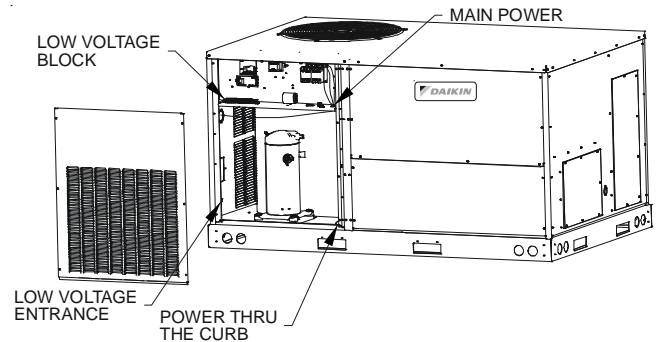
CAUTION

LABEL ALL WIRES PRIOR TO DISCONNECTION WHEN SERVICING CONTROLS. WIRING ERRORS CAN CAUSE IMPROPER AND DANGEROUS OPERATION. VERIFY PROPER OPERATION AFTER SERVICING.

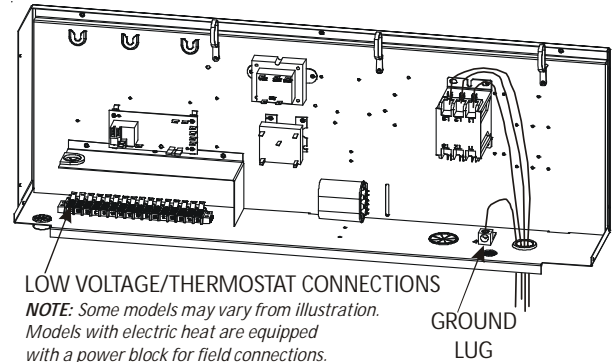
NOTE: A weather-tight disconnect switch, properly sized for the unit total load, must be field or factory installed. An external field supplied disconnect may be mounted on the exterior panel.

Ensure the data plate is not covered by the field-supplied disconnect switch.

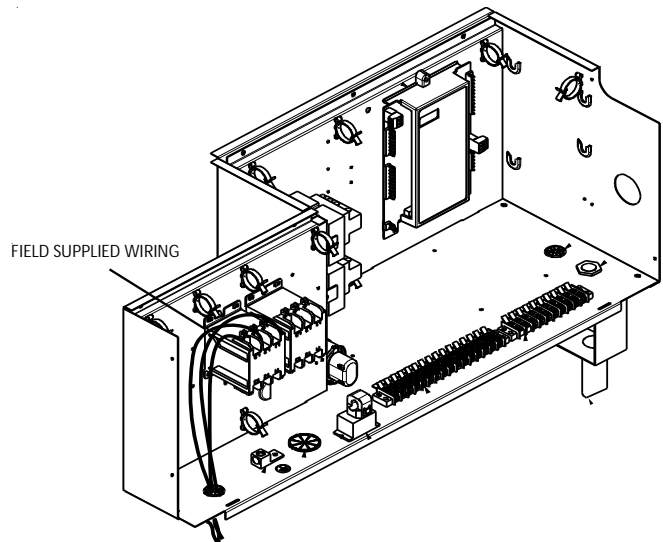
- Some disconnect switches are not fused. Protect the power leads at the point of distribution in accordance with the unit's data plate.
- The unit must be electrically grounded in accordance with local codes or, in the absence of local codes, with the latest edition of the National Electrical Code (ANSI-NFPA 70). A ground lug is provided for this purpose. Size grounding conductor in accordance with Table 250-95 of the National Electrical Code. Do not use the ground lug for connecting a neutral conductor.
- Remove plug in panel located at the condenser end of unit and route conduit to control box. Remove plug in control box and connect power wiring to the contactor closest to the entrance. If Single Point kit is used, refer to Installation Instructions supplied with kit.



CONTROL BOX



CONTROL BOX CONNECTIONS



DDC CONTROL BOX

WARNING

FAILURE OF UNIT DUE TO OPERATION ON IMPROPER LINE VOLTAGE OR WITH EXCESSIVE PHASE UNBALANCE CONSTITUTES PRODUCT ABUSE AND IS NOT COVERED BY THE WARRANTY. IT MAY CAUSE SEVERE DAMAGE TO THE UNIT ELECTRICAL COMPONENTS.

Areas Without Convenience Outlet

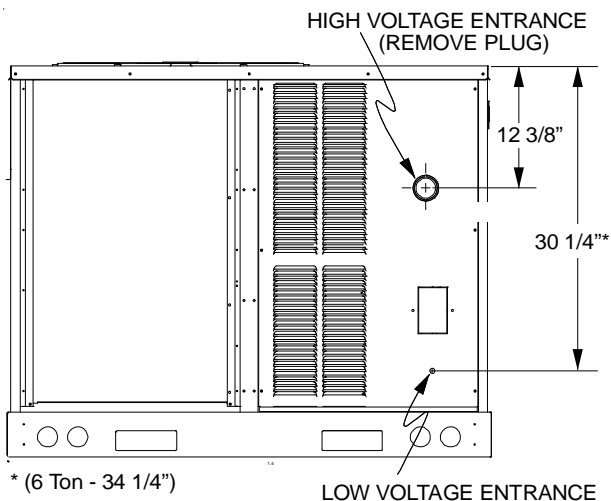
It is recommended that an independent 115V power source be brought to the vicinity of the roof top unit for portable lights and tools used by the service mechanic.

NOTE: Refer to local codes for requirements. These outlets can also be factory installed.

UNITS INSTALLED ON ROOF TOPS

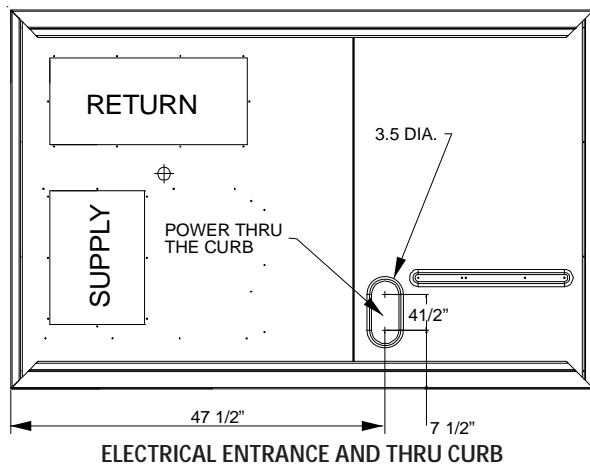
Main power and low voltage wiring may enter the unit through the condenser end or through the roof curb. Install conduit connectors at the desired entrance locations. External connectors must be weatherproof. All holes in the unit base must be sealed (including those around conduit nuts) to prevent water leakage into building. All required conduit and fittings are to be field supplied.

Supply voltage to roof top unit must not vary by more than 10% of the value indicated on the unit's data plate. Phase voltage unbalance must not exceed 2%. Contact your local power company for correction of improper voltage or phase unbalance.



* (6 Ton - 34 1/4")

LOW VOLTAGE ENTRANCE



ELECTRICAL ENTRANCE AND THRU CURB

LOW VOLTAGE CONTROL WIRING

1. A 24V thermostat must be installed for unit operation. It may be purchased with the unit or field-supplied. Thermostats may be programmable or electromechanical as required.
2. Locate thermostat or remote sensor in the conditioned space where it will sense average temperature. Do not locate the device where it may be directly exposed to supply air, sunlight or other sources of heat. Follow installation instructions packaged with the thermostat.
3. Use #18 AWG wire for 24V control wiring runs not exceeding 75 feet. Use #16 AWG wire for 24V control wiring runs not exceeding 125 feet. Use #14 AWG wire for 24V control wiring runs not exceeding 200 feet. Low voltage wiring may be National Electrical Code (NEC) Class 2 where permitted by local codes.
4. Route thermostat wires from sub-base terminals to the unit. Control wiring should enter through the condenser panel opening indicated in "Electrical Entrance" figure. Connect thermostat and any accessory wiring to low voltage terminal block TB1 in the main control box.

NOTE: Field-supplied conduit may need to be installed depending on unit/curb configuration. Use #18 AWG solid conductor wire whenever connecting thermostat wires to terminals on sub-base. DO NOT use larger than #18 AWG wire. A transition to #18 AWG wire may be required before entering thermostat sub-base.

NOTE: Refer to unit wiring diagrams for thermostat hookups.

CIRCULATING AIR AND FILTERS

DUCTWORK

The supply duct from the unit through a wall may be installed without clearance. However, minimum unit clearances must be maintained (see "Clearances" section). The supply duct should be provided with an access panel large enough to inspect the air chamber downstream of the heat exchanger. A cover should be tightly attached to prevent air leaks.

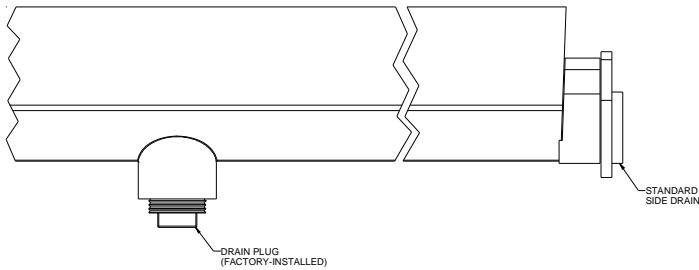
Ductwork dimensions are shown in the roof curb installation manual.

If desired, supply and return duct connections to the unit may be made with flexible connections to reduce possible unit operating sound transmission.

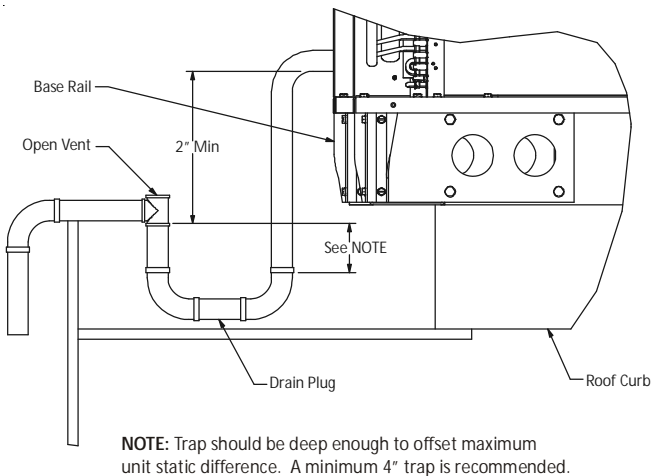
CONDENSATE DRAIN CONNECTION

CONDENSATE DRAIN CONNECTION

A 3/4" female NPT drain connection is supplied on the end of the condensate pan, with an alternative connection on the bottom of the pan. An external trap must be installed for proper condensate drainage.



Drain Pan (Side View)



Drain Connection

Install condensate drain trap as shown. Use 3/4" drain line and fittings or larger. Do not operate without trap.

HORIZONTAL DRAIN

Drainage of condensate directly onto the roof may be acceptable (refer to local code). It is recommended that a small drip pad of either stone, mortar, wood or metal be provided to prevent any possible damage to the roof. When using the horizontal drain connection, check the drain plug in bottom connection to ensure it is tight.

VERTICAL DRAIN

To use the bottom drain connection, remove the drain plug from the bottom connection and install it in the horizontal connection.

CLEANING

Due to the fact that drain pans in any air conditioning unit will have some moisture in them, algae and fungus will grow due to airborne bacteria and spores. Periodic cleaning is necessary to prevent this build-up from plugging the drain.

STARTUP, ADJUSTMENTS, AND CHECKS

WARNING

HIGH VOLTAGE!

TO AVOID PERSONAL INJURY OR DEATH DUE TO ELECTRICAL SHOCK, BOND THE FRAME OF THIS UNIT TO THE BUILDING ELECTRICAL GROUND BY USE OF THE GROUNDING TERMINAL PROVIDED OR OTHER ACCEPTABLE MEANS. DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT.



PRE-STARTUP INSTRUCTIONS

CAUTION

TO PREVENT PROPERTY DAMAGE OR PERSONAL INJURY, Do NOT START THE UNIT UNTIL ALL NECESSARY PRE-CHECKS AND TESTS HAVE BEEN PERFORMED.

Prior to the beginning of Startup, Adjustments, and Checks procedures, the following steps should be completed in the building.

WARNING

MOVING MACHINERY HAZARD!

TO PREVENT POSSIBLE PERSONAL INJURY OR DEATH, DISCONNECT POWER TO THE UNIT AND PADLOCK IN THE "OFF" POSITION BEFORE SERVICING FANS.

HEATING STARTUP

On new installations, or if a major component has been replaced, the operation of the unit must be checked.

Check unit operation as outlined in the following instructions. If any sparking, odors, or unusual sounds are encountered, shut off electrical power and recheck for wiring errors, or obstructions in or near the blower motors. **Duct covers must be removed before operating unit.**

The Startup, Adjustments, and Checks procedure provides a step-by-step sequence which, if followed, will assure the proper startup of the equipment in the minimum amount of time. Air balancing of duct system is not considered part of this procedure. However, it is an important phase of any air conditioning system startup and should be performed upon completion of the Startup, Adjustments, and Checks procedure. The Startup, Adjustments, and Checks procedure at outside ambients below 55°F should be limited to a readiness check of the refrigeration system with the required final check and calibration left to be completed when the outside ambient rises above 55°F.

TEMPORARY HEATING OR COOLING

If the unit is to be used for temporary heating or cooling, a "Startup, Adjustments, and Checks" must first be performed in accordance with this manual. Damage or repairs due to failure to comply with these requirements are not covered under the warranty. **After** the machines are used for temporary heating or cooling, inspect the coils, fans, and motors for unacceptable levels of construction dust and dirt and install new filters.

CONTRACTOR RESPONSIBILITY

The installing contractor must be certain that:

- All supply and return air ductwork is in place, properly sealed, and corresponds with installation instructions.
- All thermostats are mounted and wired in accordance with installation instructions.
- All electric power, all gas, hot water or steam line connections, and the condensate drain installation have been made to each unit on the job. These main supply lines must be functional and capable of operating all units simultaneously.
- All filters are in place.

ROOF CURB INSTALLATION CHECK

Inspect the roof curb for correct installation. The unit and curb assembly should be level. Inspect the flashing of the roof mounting curb to the roof, especially at the corners, for good workmanship. Also check for leaks around gaskets. Note any deficiencies in a separate report and forward to the contractor.

OBSTRUCTIONS, FAN CLEARANCE AND WIRING

Remove any extraneous construction and shipping materials that may be found during this procedure. Rotate all fans manually to check for proper clearances and that they rotate freely. Check for bolts and screws that may have jarred loose during shipment to the job site. Retighten if necessary. Re-tighten all electrical connections.

FIELD DUCT CONNECTIONS

Verify that all duct connections are tight and that there is no air bypass between supply and return.

FILTER SECTION CHECK

Remove filter section access panels and check that filters are properly installed. Note airflow arrows on filter frames.

PRE-STARTUP PRECAUTIONS

It is important to your safety that the unit has been properly grounded during installation. Check ground lug connection in main control box for tightness prior to closing circuit breaker or disconnect switch. Verify that supply voltage on line side of disconnect agrees with voltage on unit identification plate and is within the utilization voltage range as indicated in Appendix B Electrical Data.

System Voltage - That nominal voltage value assigned to a circuit or system for the purpose of designating its voltage class.

Nameplate Voltage - That voltage assigned to a piece of equipment for the purpose of designating its voltage class and for the purpose of defining the minimum and maximum voltage at which the equipment will operate.

Utilization Voltage - The voltage of the line terminals of the equipment at which the equipment must give fully satisfactory performance. Once it is established that supply voltage will be maintained within the utilization range under all system conditions, check and calculate if an unbalanced condition exists between phases. Calculate percent voltage unbalance as follows:

Three Phase Models Only

$$3) \text{ PERCENT VOLTAGE UNBALANCE} = 100 \times \frac{2) \text{ MAXIMUM VOLTAGE DEVIATIONS FROM AVERAGE VOLTAGE}}{1) \text{ AVERAGE VOLTAGE}}$$

HOW TO USE THE FORMULA:

EXAMPLE: With voltage of 220, 216, and 213

1) Average Voltage = $220+216+213=649 / 3 = 216$

2) Maximum Voltage Deviations from Average Voltage = $220 - 216 = 4$

3) Percent Voltage Unbalance = $100 \times \frac{4}{216} = \frac{400}{216} = 1.8\%$

Percent voltage unbalance MUST NOT exceed 2%.

AIR FLOW ADJUSTMENTS

NOTE: The drive on the supply fan is typically set in the middle of the RPM range. The drive motor sheave pitch diameter is field adjustable for the required airflow. Refer to "Drive Adjustments" section below.

When the final adjustments are complete, the current draw of the motor should be checked and compared to the full load current rating of the motor. The amperage must not exceed the service factor stamped on the motor nameplate. The total airflow must not be less than that required for operation of the electric heaters or the furnace.

If an economizer is installed, check the unit operating balance with the economizer at full outside air and at minimum outside air. Upon completion of the air flow balancing, we recommend replacing the variable pitched motor sheave with a properly-sized fixed sheave. A matching fixed sheave will provide longer belt and bearing life and vibration free operation. Initially, it is best to have a variable pitched motor sheave for the purpose of airflow balancing, but once the balance has been achieved, fixed sheaves maintain alignment and minimize vibration more effectively. For direct drive units, move green wire for fan.

NOTE: Never run CFM below 300 CFM per ton, evaporator freezing or poor unit performance is possible.

PSC MOTOR

Adjust the CFM for the unit by changing the speed tap of the indoor blower motor at the EBTD "com" connection with the one of the speed taps on "M1" or "M2" (Black-High Speed, Blue-Medium Speed, Red-Low Speed).

EEM MOTOR

Adjust the CFM for the unit by changing the position of the low voltage leads on the motor terminal block. Green is for Fan Only. Yellow is for Cooling and Heat Pump Heating. Refer to Appendix A for blower performance at each speed tap. **NOTE:** If more than one lead is energized simultaneously, the motor will run at the higher speed.

EVAPORATOR FAN ROTATION CHECK (THREE PHASE MODELS ONLY)

Check that fan rotates counter-clockwise when viewed from the drive side of unit and in accordance with rotation arrow shown on blower housing. If it does not, reverse the two incoming power cables. In this case, repeat bearing check.

Do not attempt to change load side wiring. Internal wiring assures all motors and compressors will rotate in correct direction once evaporator fan motor rotation check has been made.

ELECTRICAL INPUT CHECK

Make preliminary check of evaporator fan ampere draw and verify that motor nameplate amps are not exceeded. A final check of amp draw should be made upon completion of air balancing of the duct system (see Appendix B).

BELT DRIVE MODELS ONLY

The drive on the supply fan is typically set in the middle of the RPM range. The drive motor sheave pitch diameter is field adjustable for the required airflow. Refer to "Motor Sheave Adjustments" section.

Upon completion of the air flow balancing, we recommend replacing the variable pitched motor sheave with a properly-sized fixed sheave. A matching fixed sheave will provide longer belt and bearing life and vibration free operation. Initially, it is best to have a variable pitched motor sheave for the purpose of airflow balancing, but once the balance has been achieved, fixed sheaves maintain alignment and minimize vibration more effectively. For direct drive units, move fan speed wire.

BEARING CHECK

Prior to energizing any fans, check and make sure that all setscrews are tight so that bearings are properly secured to shafts.

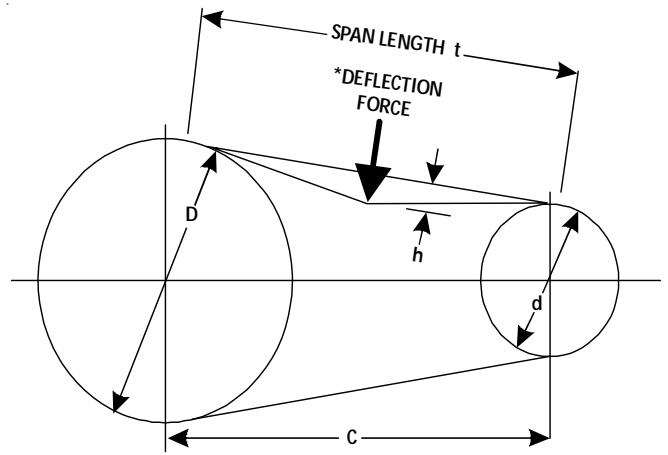
For heat pump units, the airflow must be adjusted so that the air temperature rise falls within the ranges given stated on Data Plate (see Appendix A - Blower Performance).

SET EVAPORATOR FAN RPM

Actual RPM's must be set and verified with a tachometer or strobe light. Refer to Appendices A and B for basic unit fan RPM. Refer also to "Airflow" section of this manual. With disconnect switch open, disconnect thermostat wires from terminals Y and W. This will prevent heating and mechanical cooling from coming on. Place a jumper wire across terminals R and G at TB1 terminal block. Close disconnect switch; evaporator fan motor will operate so RPM can be checked.

TENSION AND ALIGNMENT ADJUSTMENT

Correct belt tension is very important to the life of your belt. Too loose a belt will shorten its life; too tight, premature motor and bearing failure will occur. Check you belt drive for adequate "run-in" belt tension by measuring the force required to deflect the belt at the midpoint of the span length. Belt tension force can be measured using a belt tension gauge, available through most belt drive manufacturers.



*Apply force to the center of the span.

t = Span length, inches

C = Center distance, inches

D = Larger sheave diameter, inches

d = Smaller sheave diameter, inches

h = Deflection height, inches

DRIVE BELT TENSION ADJUSTMENT

TYPE		SHEAVE DIAMETER (in)	DEFLECTION FORCE (lbs)		DEFLECTION (in)
BELT	DRIVE		Used	New	
A, AX	Standard	3.0 to 4.0	4.2 ± .5	5.5 ± .5	0.313

RECOMMENDED POUNDS OF FORCE PER BELT

New V-belts will drop rapidly during the first few hours of use. Check tension frequently during the first 24 hours of operation. Tension should fall between the minimum and maximum force. To determine the deflection distance from a normal position, measure the distance from sheave to sheave using a straightedge or a cord. This is your reference line. On multiple belt drives, an adjacent undeflected belt can be used as a reference.

MOTOR SHEAVE ADJUSTMENTS

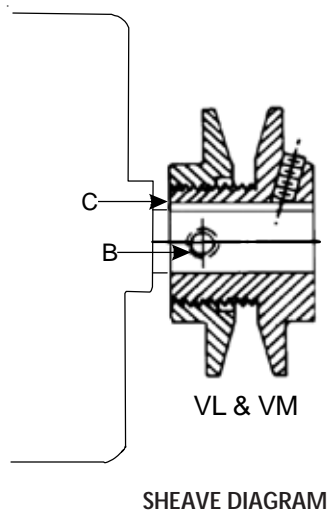
VL, VM, & 2VP VARIABLE PITCH KEY TYPE MOTOR SHEAVES

The driving and driven motor sheaves should be in alignment with each other and the shafts parallel.

VL & VM SHEAVES ADJUSTMENT

1. Loosen set screw "B" using a 5/32" Allen key.
2. Making half or full turns from closed position, adjust sheave pitch diameter for desired speed. DO NOT OPEN MORE THAN FIVE FULL TURNS.
3. Tighten set screw "B" securely over flat.
4. Carefully put on belts and adjust belt tension. DO NOT FORCE BELTS OVER GROOVES.
5. Ensure all keys are in place and the set screws tight before starting drive. Recheck set screws and belt tension after 24 hours service.

NOTE: Future adjustments should be made by loosening the belt tension and increasing or decreasing the pitch diameter of the sheave by half or full turns as required. Readjust belt tension before starting drive.



NOTE: Do not operate sheave with flange projecting beyond the hub end.

REFRIGERATION SYSTEM CHECKS

This unit is equipped with a piston type metering device.

Ensure the hold-down bolts on the compressor are secure and have not vibrated loose during shipment. Check that the vibration grommets have been installed and visually check all piping for damage and leaks and repair if necessary. The entire system has been factory charged and tested, making it unnecessary to field charge. Factory refrigerant charge is shown on the unit's nameplate.

To confirm charge levels or, if a leak occurs and charge needs to be added to the system, it is recommended to evacuate the system and recharge refrigerant to the unit's nameplate specifications. This unit has been rated in the cooling mode at the AHRI rated conditions of: indoor (80°F db/67°F wb) and outdoor (95°F db). While operating at this condition, the superheat should range from 9°F to 11°F for each refrigeration circuit measured at the suction service port located near the compressor.

START-UP PROCEDURE AND CHECKLIST

Begin with power turned off at all disconnects.

AIR CONDITIONING START-UP PROCEDURE

1. Turn thermostat system switch to "Cool," and fan switch to "Auto" and turn temperature setting as high as it will go.
2. Inspect all registers and set them to the normal open position.
3. Turn on the electrical supply at the disconnect.
4. Turn the fan switch to the "ON" position. The blower should operate after a 7 second delay.
5. Turn the fan switch to "Auto" position. The blower should stop after a 65 second delay.
6. Slowly lower the cooling temperature until the unit starts. The compressor, blower and fan should now be operating. Allow the unit to run 10 minutes, make sure cool air is being supplied by the unit. On 2 stage models, (models with a "V" in the 11th position) the unit is now operating on low speed. After the 10 minute run, continue lowering

cooling temperature until blower speed increases indicating 2nd stage cooling. Make sure cool air is still being supplied by unit and proceed to step 7.

7. Turn the temperature setting to the highest position, stopping the unit. The indoor blower will continue to run for 65 seconds.
8. Turn the thermostat system switch to "OFF" and disconnect all power when servicing the unit.

WARNING
<p>HIGH VOLTAGE! DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.</p>

HEAT PUMP START-UP PROCEDURE

9. Check the cooling mode for the heat pump in the same manner as above. The reversing valve is energized when the thermostat is placed in the cooling position. A clicking sound should be noticeable from the reversing valve. By lowering the temperature setting to call for cooling, the contractor is energized. The compressor, blower and fan should then be running. After the cooling mode is checked out, turn the thermostat system switch to "OFF".
10. Turn the thermostat system switch to "HEAT" and fan switch to "AUTO".
11. Slowly raise the heating temperature setting. When the heating first stage makes contact, stop raising the temperature setting. The compressor, blower and fan should now be running with the reversing valve in the de-energized (heating) position. After giving the unit time to settle out, make sure the unit is supplying heated air.
12. If the outdoor ambient is above 80°F, the unit may trip on its high pressure cut out when on heating. The compressor should stop. The heating cycle must be thoroughly checked, so postpone the test to another day when conditions are more suitable but-DO NOT FAIL TO TEST. If the outdoor ambient is low and the unit operates properly on the heating cycle, you may check the pressure cutout operation by blocking off the indoor return air until the unit trips.
13. If unit operates properly in the heating cycle, raise the temperature setting until the heating second stage makes contact. Supplemental resistance heat, if installed should now come on. Make sure it operates properly.

NOTE: If outdoor thermostats are installed the outdoor ambient must be below the set point of these thermostats for the heaters to operate. It may be necessary to jumper these thermostats to check heater operation if outdoor ambient is mild.
14. For thermostats with emergency heat switch, return to step 11. The emergency heat switch is located at the bottom of the thermostat. Move the switch to emergency heat. The heat pump will stop, the blower will continue to run, all heaters will come on and the thermostat emergency heat light will come on.

- If checking the unit in the wintertime, when the outdoor coil is cold enough to actuate the defrost control, observe at least one defrost cycle to make sure the unit defrosts completely.

FINAL SYSTEM CHECKS

- Check to see if all supply and return air grilles are adjusted and the air distribution system is balanced for the best compromise between heating and cooling.
- Check for air leaks in the ductwork. See Sections on **Air Flow Adjustments**.
- Make sure the unit is free of "rattles", and the tubing in the unit is free from excessive vibration. Also make sure tubes or lines are not rubbing against each other or sheet metal surfaces or edges. If so, correct the trouble.
- Set the thermostat at the appropriate setting for cooling and heating or automatic changeover for normal use.
- Be sure the Owner is instructed on the unit operation, filter, servicing, correct thermostat operation, etc.

REFRIGERATION PERFORMANCE CHECK

Check that compressor RLA corresponds to values shown in Appendix B. RLA draw can be much lower than values listed at low load conditions and low ambient condensing temperatures. Values in Appendix B can slightly exceed at high load conditions and high ambient condensing temperatures.

HEAT PUMP OPERATION

COOLING CYCLE

When the heat pump is in the cooling cycle, it operates exactly as a Summer Air Conditioner unit. In this mode, all the charts and data for service that apply to summer air conditioning apply to the heat pump. Most apply on the heating cycle except that "condenser" becomes "evaporator", "evaporator" becomes "condenser", "cooling" becomes "heating".

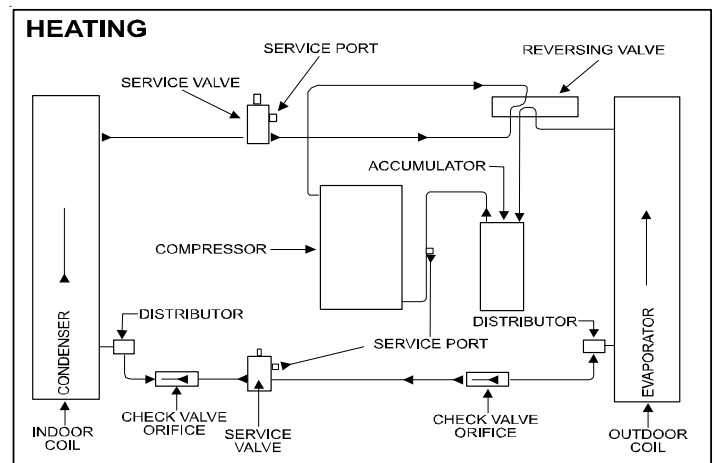
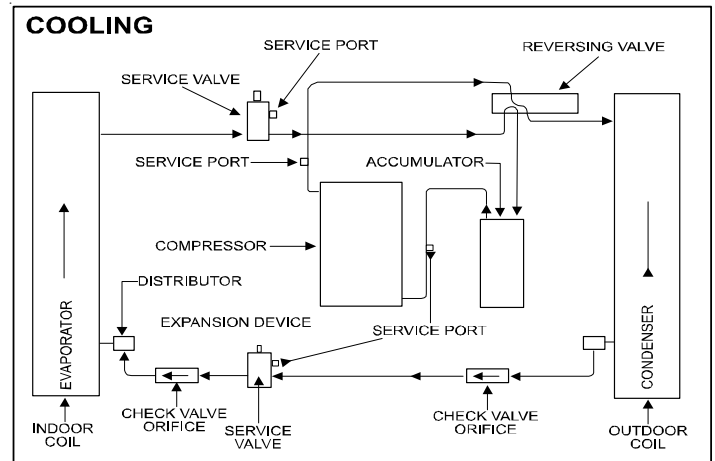
HEATING CYCLE

The heat pump operates in the heating cycle by redirecting refrigerant flow through the refrigerant circuit external to the compressor. This is accomplished through the reversing valve. Hot discharge vapor from the compressor is directed to the indoor coil (evaporator on the cooling cycle) where the heat is removed, and the vapor condenses to liquid. It then goes through the expansion device to the outdoor coil (condenser on the cooling cycle) where the liquid is evaporated, and the vapor goes to the compressor.

When the solenoid valve coil is operated either from heating to cooling or vice versa, the piston in the reversing valve to the low pressure (high pressure) reverse positions in the reversing valve.

The following figures show a schematic of a heat pump on the cooling cycle and the heating cycle. In addition to a reversing valve, a heat pump is equipped with an expansion device and check valve for the indoor coil, and similar equipment for the outdoor coil. It is also provided with a defrost control system.

The expansion devices are flowrator distributors and perform the same function on the heating cycle as on the cooling cycle. The flowrator distributors also act as check valves to allow for the reverse of refrigerant flow.





When the heat pump is on the heating cycle, the outdoor coil is functioning as an evaporator. The temperature of the refrigerant in the outdoor coil must be below the temperature of the outdoor air in order to extract heat from the air. Thus, the greater the difference in the outdoor temperature and the outdoor coil temperature, the greater the heating capacity of the heat pump. This phenomenon is a characteristic of a heat pump. It is a good practice to provide supplementary heat for all heat pump installations in areas where the temperature drops below 45° F. It is also a good practice to provide sufficient supplementary heat to handle the entire heating requirement should there be a component failure of the heat pump, such as a compressor, or refrigerant leak, etc.


Since the temperature of the refrigerant in the outdoor coil on the heating cycle is generally below freezing point, frost forms on the surfaces of the outdoor coil under certain weather conditions of temperature and relative humidity. Therefore, it is necessary to reverse the flow of the refrigerant to provide hot gas in the outdoor coil to melt the frost accumulation. This is accomplished by reversing the heat pump to the cooling cycle. At the same time, the outdoor fan stops to hasten the temperature rise of the outdoor coil and lessen the time required for defrosting. The indoor blower continues to run and the supplementary heaters are energized.


DEFROST CONTROL

During operation the power to the circuit board is controlled by a temperature sensor, which is clamped to a feeder tube entering the outdoor coil. Defrost timing periods of 30, 60 and 90 minutes may be selected by connecting the circuit board jumper to 30, 60 and 90 respectively. Accumulation of time for the timing period selected starts when the sensor closes (approximately 31° F), and when the wall thermostat calls for heat. At the end of the timing period, the unit's defrost cycle will be initiated provided the sensor remains closed. When the sensor opens (approximately 75° F), the defrost cycle is terminated and the timing period is reset. If the defrost cycle is not terminated due to the sensor temperature, a ten minute override interrupts the unit's defrost period.

MAINTENANCE


 WARNING
<p>HIGH VOLTAGE! DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.</p> 

 WARNING
<p>TO PREVENT PERSONAL INJURY OR DEATH DUE TO IMPROPER INSTALLATION, ADJUSTMENT, ALTERATION, SERVICE OR MAINTENANCE, REFER TO THIS MANUAL. FOR ADDITIONAL ASSISTANCE OR INFORMATION, CONSULT A QUALIFIED INSTALLER, SERVICE AGENCY OR THE GAS SUPPLIER.</p>

 CAUTION
<p>SHEET METAL PARTS, SCREWS, CLIPS AND SIMILAR ITEMS INHERENTLY HAVE SHARP EDGES, AND IT IS NECESSARY THAT THE INSTALLER AND SERVICE PERSONNEL EXERCISE CAUTION.</p>

The Self Contained Packaged Air Conditioner and Heat Pump should operate for many years without excessive service calls if the unit is installed properly. However it is recommended that the homeowner inspect the unit before a seasonal start up. The coils should be free of debris so adequate airflow is achieved. The return and supply registers should be free of any obstructions. The filters should be cleaned or replaced. These few steps will help to keep the product up time to a maximum. The Service section that follows should help in identifying problems if the unit does not operate properly.

FILTERS

 CAUTION
<p>TO PREVENT PROPERTY DAMAGE DUE TO FIRE AND LOSS OF EQUIPMENT EFFICIENCY OR EQUIPMENT DAMAGE DUE TO DUST AND LINT BUILD UP ON INTERNAL PARTS, NEVER OPERATE UNIT WITHOUT AN AIR FILTER INSTALLED IN THE RETURN AIR SYSTEM.</p>

Every application may require a different frequency of replacement of dirty filters. Filters must be replaced at least every three (3) months during operating seasons.

Dirty filters are the most common cause of inadequate heating or cooling performance. Filter inspection should be made at least every two months; more often if necessary because of local conditions and usage.

Dirty throwaway filters should be discarded and replaced with a new, clean filter.

Disposable return air filters are supplied with this unit. See the unit Specification Sheet or Technical Manual for the correct size and part number. To remove the filters, remove the filter access panel on return side of the unit.

CABINET FINISH MAINTENANCE

Use a fine grade automotive wax on the cabinet finish to maintain the finish's original high luster. This is especially important in installations with extended periods of direct sunlight.

CLEAN OUTSIDE COIL (QUALIFIED SERVICER ONLY)

The coil with the outside air flowing over it should be inspected annually and cleaned as frequently as necessary to keep the finned areas free of lint, hair and debris.

LUBRICATION

The fan shaft bearings, the 1 to 2 HP supply fan motors, the condenser fan motors and compressors are permanently lubricated.

FUNCTIONAL PARTS

Refer to the unit Parts Catalog for a list of functional parts. Parts are available from your distributor.

TROUBLESHOOTING

THE FOLLOWING INFORMATION IS FOR USE BY QUALIFIED SERVICE AGENCY ONLY: OTHERS SHOULD NOT ATTEMPT TO SERVICE THIS EQUIPMENT.

Common Causes of Unsatisfactory Operation of Heat Pump on the Heating Cycle.

INADEQUATE AIR VOLUME THROUGH INDOOR COIL

When a heat pump is in the heating cycle, the indoor coil is functioning as a condenser. The return air filter must always be clean, and sufficient air volume must pass through the indoor coil to prevent excessive discharge pressure, and high pressure cut out.

OUTSIDE AIR INTO RETURN DUCT

Do not introduce cold outside air into the return duct of a heat pump installation. For units with 2-speed motors, do not allow air entering the indoor coil to drop below 65° F. Air below this tem-

perature will cause low discharge pressure, thus low suction pressure, and excessive defrost cycling resulting in low heating output. It may also cause false defrosting.

UNDERCHARGE

An undercharged heat pump on the heating cycle will cause low discharge pressure resulting in low suction pressure and frost accumulation on the outdoor coil.

POOR "TERMINATING" SENSOR CONTACT

The unit's defrost terminating sensor must make good thermal contact with the outdoor coil tubing. Poor contact may not terminate the unit's defrost cycle quickly enough to prevent the unit from cutting out on high discharge pressure.

MALFUNCTIONING REVERSING VALVE - THIS MAY BE DUE TO:

1. **Solenoid not energized** - In order to determine if the solenoid is energized, touch the nut that holds the solenoid cover in place with a screwdriver. If the nut magnetically holds the screwdriver, the solenoid is energized and the unit is in the cooling cycle.
2. **No voltage at unit's solenoid** - Check unit voltage. If no voltage, check wiring circuit.
3. **Valve will not shift:**
 - a. **Undercharged** - check for leaks;
 - b. **Valve Body Damaged** - Replace valve;
 - c. **Unit Properly Charged** - If it is on the heating cycle, raise the discharge pressure by restricting airflow through the indoor coil. If the valve does not shift, tap it **lightly** on both ends with a screwdriver handle. **DO NOT TAP THE VALVE BODY.** If the unit is on the cooling cycle, raise the discharge pressure by restricting airflow through the outdoor coil. If the valve does not shift after the above attempts, cut the unit off and wait until the discharge and suction pressure equalize, and repeat above steps. If the valve does not shift, replace it.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE

STANDARD DOWN SHOT AND HORIZONTAL

DSC/DSH036 DIRECT DRIVE DOWN SHOT

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
LOW	0.10	1270	1.53	355	760
	0.20	1205	1.53	350	810
	0.30	1145	1.49	340	840
	0.40	1085	1.45	330	875
	0.50	1035	1.42	320	900
MED	0.10	1460	1.96	450	850
	0.20	1380	1.89	430	885
	0.30	1275	1.8	405	915
	0.40	1175	1.73	400	950
	0.50	1075	1.68	380	965
	0.60	1005	1.63	370	1000
	0.70	915	1.59	360	1015
HIGH	0.30	1445	2.2	500	950
	0.40	1340	2.13	480	975
	0.50	1275	2.07	465	1000
	0.60	1175	2.02	455	1020
	0.70	1040	1.92	430	1045
	0.80	830	1.78	395	1070

DSC/DSH036 DIRECT DRIVE HORIZONTAL

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
LOW	0.10	1280	1.54	360	755
	0.20	1215	1.50	345	800
	0.30	1145	1.46	335	830
	0.40	1080	1.42	325	870
	0.50	1005	1.37	310	895
MED	0.10	1485	1.98	460	840
	0.20	1410	1.92	440	870
	0.30	1335	1.86	425	900
	0.40	1255	1.80	410	930
	0.50	1170	1.75	400	950
	0.60	1075	1.68	380	980
	0.70	945	1.60	360	1005
HIGH	0.30	1445	2.20	505	940
	0.40	1365	2.14	490	960
	0.50	1270	2.08	470	985
	0.60	1180	2.02	460	1000
	0.70	1050	1.92	435	1030
	0.80	825	1.78	400	1055

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

3 Ton models are shipped from the factory with speed tap set on LOW.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE

STANDARD DOWN SHOT AND HORIZONTAL

DSC/DSH048 DIRECT DRIVE DOWN SHOT

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
LOW	0.10	1548	2.03	480	930
	0.20	1500	2.00	470	945
	0.30	1425	1.89	450	970
	0.40	1353	1.83	430	995
	0.50	1273	1.75	415	1020
MED	0.10	1660	2.31	540	1020
	0.20	1625	2.25	530	1035
	0.30	1565	2.19	515	1040
	0.40	1485	2.12	505	1050
	0.50	1405	2.12	500	1055
	0.60	1285	1.98	465	1060
	0.70	1200	1.93	440	1070
HIGH	0.10	1825	2.65	620	1045
	0.20	1745	2.55	600	1060
	0.30	1670	2.53	590	1065
	0.40	1585	2.46	575	1070
	0.50	1480	2.37	550	1080
	0.60	1405	2.31	535	1090

DSC/DSH048 DIRECT DRIVE HORIZONTAL

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
LOW	0.10	1570	2.09	490	905
	0.20	1520	2.06	480	920
	0.30	1445	1.95	460	945
	0.40	1375	1.89	440	970
	0.50	1295	1.81	425	995
MED	0.10	1715	2.39	560	975
	0.20	1655	2.32	545	985
	0.30	1580	2.24	525	1005
	0.40	1500	2.16	505	1020
	0.50	1405	2.09	490	1035
	0.60	1305	2.00	465	1050
	0.70	1200	1.92	440	1065
HIGH	0.10	1839	2.77	650	1030
	0.20	1770	2.70	630	1040
	0.30	1696	2.62	610	1050
	0.40	1611	2.53	590	1060
	0.50	1510	2.44	560	1070
	0.60	1418	2.36	540	1085

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

4 Ton models are shipped from the factory with speed tap set on MED.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE

STANDARD DSC060 DOWN SHOT

DIRECT DRIVE DOWN SHOT

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
T1	0.10	1205	1.47	180	635
	0.20	1150	1.54	185	675
	0.30	1065	1.59	185	730
	0.40	980	1.68	195	760
	0.50	860	1.79	200	810
	0.60	800	1.82	220	840
T2	0.10	1375	1.94	235	690
	0.20	1300	2.01	245	720
	0.30	1230	2.05	255	750
	0.40	1180	2.15	265	790
	0.50	1100	2.22	275	830
	0.60	1005	2.33	285	890
	0.70	970	2.43	295	900
	0.80	915	2.51	310	940
T3	0.10	1755	3.34	385	850
	0.20	1700	3.47	395	865
	0.30	1665	3.56	410	895
	0.40	1580	3.68	425	930
	0.50	1545	3.72	435	955
	0.60	1505	3.80	520	990
	0.70	1430	3.93	530	1020
	0.80	1370	4.08	535	1040
	0.90	1300	4.12	570	1070
T4	0.10	1945	4.46	600	920
	0.20	1910	4.57	620	940
	0.30	1850	4.66	635	965
	0.40	1795	4.78	655	990
	0.50	1760	4.84	670	1020
	0.60	1710	4.96	685	1045
	0.70	1640	5.06	675	1065
	0.80	1610	5.19	690	1090
	0.90	1560	5.22	700	1125
T5	0.10	2090	5.35	720	970
	0.20	2040	5.38	740	990
	0.30	1985	5.70	755	1025
	0.40	1935	5.44	760	1035
	0.50	1900	5.82	780	1050
	0.60	1855	5.73	800	1075
	0.70	1810	5.69	810	1090
	0.80	1750	5.82	825	1120
	0.90	1680	5.94	840	1145

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

5 Ton models are shipped from the factory with speed tap set on T4.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE

STANDARD DSC060 HORIZONTAL

DIRECT DRIVE HORIZONTAL

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
T1	0.1	1215	1.40	165	610
	0.2	1150	1.46	175	645
	0.3	1085	1.54	180	690
	0.4	1010	1.64	195	725
	0.5	900	1.74	205	780
	0.6	840	1.77	215	810
T2	0.1	1395	1.86	230	670
	0.2	1325	1.95	240	705
	0.3	1260	2.01	250	735
	0.4	1210	2.10	260	770
	0.5	1135	2.16	265	810
	0.6	1040	2.28	280	860
	0.7	970	2.38	290	885
	0.8	910	2.46	300	925
	0.9	840	2.52	310	955
T3	0.1	1790	3.24	425	810
	0.2	1735	3.37	435	830
	0.3	1670	3.45	450	865
	0.4	1610	3.55	465	890
	0.5	1560	3.60	475	920
	0.6	1520	3.70	490	945
	0.7	1470	3.80	500	970
	0.8	1410	3.94	510	995
	0.9	1345	3.98	530	1035
T4	0.1	2005	4.30	575	880
	0.2	1965	4.41	590	900
	0.3	1895	4.52	610	930
	0.4	1835	4.63	620	955
	0.5	1790	4.75	635	980
	0.6	1745	4.84	650	1005
	0.7	1695	4.91	660	1030
	0.8	1650	5.03	675	1055
	0.9	1600	5.10	675	1080
T5	0.1	2120	5.10	690	930
	0.2	2075	5.15	710	950
	0.3	2025	5.23	720	975
	0.4	1975	5.35	735	995
	0.5	1930	5.46	750	1020
	0.6	1875	5.59	770	1040
	0.7	1835	5.64	780	1065
	0.8	1795	5.73	790	1090
	0.9	1735	5.82	805	1110

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

5 Ton models are shipped from the factory with speed tap set on T4.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE

DSH060 HORIZONTAL

DSH060****D DIRECT DRIVE HORIZONTAL

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
T1	0.1	1225	1.40	175	605
	0.2	1170	1.46	180	645
	0.3	1085	1.54	180	690
	0.4	1015	1.62	185	735
	0.5	880	1.74	190	790
	0.6	835	1.77	210	815
T2	0.1	1425	1.80	230	670
	0.2	1330	1.96	240	705
	0.3	1260	2.00	250	735
	0.4	1210	2.10	260	770
	0.5	1135	2.16	265	810
	0.6	1040	2.28	280	860
	0.7	1000	2.38	290	885
	0.8	940	2.46	300	925
T3	0.1	1840	3.30	425	810
	0.2	1800	3.37	435	830
	0.3	1740	3.45	450	865
	0.4	1690	3.52	465	890
	0.5	1635	3.58	475	920
	0.6	1535	3.64	490	945
	0.7	1505	3.70	500	970
	0.8	150	3.80	510	995
	0.9	1405	3.81	530	1035
T4	0.1	2005	4.30	575	880
	0.2	1965	4.41	590	900
	0.3	1895	4.52	610	930
	0.4	1835	4.63	620	955
	0.5	1790	4.75	635	980
	0.6	1745	4.84	650	1005
	0.7	1695	4.91	660	1030
	0.8	1650	5.03	675	1055
	0.9	1600	5.10	675	1080
T5	0.1	2120	5.10	690	930
	0.2	2075	5.15	710	950
	0.3	2025	5.23	720	975
	0.4	1975	5.35	735	995
	0.5	1930	5.46	750	1020
	0.6	1875	5.59	770	1040
	0.7	1835	5.64	780	1065
	0.8	1795	5.73	790	1090
	0.9	1735	5.82	805	1110

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

5 Ton models are shipped from the factory with speed tap set on T4.

APPENDIX A BLOWER PERFORMANCE TABLES

DIRECT DRIVE DSH060 DOWNSHOT

DSH060**D DIRECT DRIVE DOWNSHOT**

SPEED TAP	EXTERNAL STATIC PRESSURE (ESP) in w.c.	STANDARD CFM	AMPS	WATTS	RPM
T1	0.1	1205	1.47	180	635
	0.2	1150	1.54	185	675
	0.3	1065	1.59	185	730
	0.4	980	1.68	195	760
	0.5	860	1.79	200	810
	0.6	800	1.82	220	840
T2	0.1	1375	1.94	235	690
	0.2	1300	2.01	245	720
	0.3	1230	2.05	255	750
	0.4	1180	2.15	265	790
	0.5	1100	2.22	275	830
	0.6	1005	2.33	285	890
	0.7	970	2.43	295	900
	0.8	915	2.51	310	940
	0.9	845	2.57	315	980
T3	0.1	1790	3.37	573	948
	0.2	1745	3.40	580	965
	0.3	1700	3.49	595	985
	0.4	1650	3.56	606	1007
	0.5	1580	3.63	616	1035
	0.6	1515	3.71	626	1059
	0.7	1480	3.75	648	1079
	0.8	1420	3.84	648	1100
	0.9	1375	3.85	652	1117
T4	0.1	1920	4.48	650	976
	0.2	1910	4.57	620	940
	0.3	1850	4.66	635	965
	0.4	1795	4.78	655	990
	0.5	1760	4.84	670	1020
	0.6	1710	4.96	685	1045
	0.7	1640	5.06	675	1065
	0.8	1610	5.19	690	1090
	0.9	1560	5.22	700	1125
T5	0.1	2090	5.35	720	970
	0.2	2040	5.38	740	990
	0.3	1985	5.70	755	1025
	0.4	1935	5.44	760	1035
	0.5	1900	5.82	780	1050
	0.6	1855	5.73	800	1075
	0.7	1810	5.69	810	1090
	0.8	1750	5.82	825	1120
	0.9	1680	5.94	840	1145

NOTES:

Tables represent dry coil without filter, to compensate for filter add 0.08" to measured E.S.P. SCFM correction for wet coil = 4 %.

5 Ton models are shipped from the factory with speed tap set on T4.

APPENDIX A BLOWER PERFORMANCE TABLES

BELT DRIVE STANDARD DOWN SHOT

DSC/DSH036 STANDARD BELT DRIVE DOWN SHOT

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1									1358	0.32	1210	0.24
0.2									1203	0.29	1044	0.23
0.3							1209	0.34	1044	0.27	854	0.22
0.4					1320	0.34	1050	0.31	836	0.24	665	0.20
0.5			1317	0.37	1124	0.31	862	0.29				
0.6			1154	0.34	930	0.28	675	0.25				
0.7	1270	0.41	991	0.31	685	0.25						
0.8	1091	0.37	807	0.28								
0.9	905	0.34	633	0.25								
1.0	660	0.29										

DSC/DSH048 STANDARD BELT DRIVE DOWN SHOT

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1									1721	0.42	1588	0.34
0.2							1756	0.47	1582	0.39	1449	0.33
0.3					1736	0.52	1604	0.44	1437	0.37	1282	0.31
0.4			1765	0.54	1601	0.49	1452	0.41	1286	0.34	1109	0.28
0.5	1802	0.53	1653	0.51	1458	0.46	1306	0.38	1114	0.32		
0.6	1701	0.56	1525	0.48	1314	0.43	1152	0.36				
0.7	1593	0.54	1406	0.46	1160	0.40	956	0.33				
0.8	1446	0.51	1247	0.43	982	0.36						
0.9	1317	0.48	1072	0.39								
1.0	1145	0.44										

DSC060 STANDARD BELT DRIVE DOWN SHOT

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1							2040	0.53	1873.00	0.43	1730	0.35
0.2					2046	0.58	1910	0.50	1758.00	0.41	1586	0.34
0.3			2130	0.65	1938	0.55	1781	0.46	1627.00	0.38	1435	0.31
0.4	2090	0.74	2018	0.62	1830	0.52	1651	0.43	1493.00	0.35	1290	0.28
0.5	2005	0.71	1897	0.59	1698	0.49	1505	0.40	1348.00	0.32		
0.6	1915	0.68	1776	0.55	1576	0.45	1376	0.37	1174.00	0.29		
0.7	1825	0.64	1657	0.52	1442	0.42	1227	0.33				
0.8	1711	0.60	1529	0.48	1300	0.39						
0.9	1587	0.56	1397	0.44								
1.0	1460	0.53	1220	0.40								
1.1	1314	0.50										

APPENDIX A BLOWER PERFORMANCE TABLES

BELT DRIVE

HIGH STATIC DOWN SHOT

DSC/DSH036 HIGH STATIC DOWNSHOT

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6												
0.7												
0.8											1240	0.44
0.9											1124	0.43
1.0									1225	0.48	965	0.39
1.1							1280	0.55	1063	0.44	804	0.37
1.2							1143	0.52	867	0.40		
1.3					1268	0.59	963	0.48	651	0.36		
1.4			1347	0.69	1127	0.55	766	0.43				
1.5			1211	0.65	986	0.52						
1.6	1290	0.73	1024	0.59	833	0.48						
1.7	1152	0.69	837	0.55								
1.8	1062	0.66										

DSC/DSH048 HIGH STATIC DOWNSHOT

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6											1776	0.57
0.7											1652	0.54
0.8									1713	0.61	1498	0.51
0.9							1787	0.67	1573	0.57	1345	0.47
1.0							1668	0.63	1407	0.53	1163	0.44
1.1					1745	0.71	1513	0.59	1243	0.49	960	0.40
1.2					1612	0.68	1339	0.54	1059	0.46		
1.3			1724	0.78	1447	0.63	1161	0.50				
1.4	1802	0.90	1551	0.72	1279	0.58						
1.5	1667	0.85	1409	0.67	1108	0.54						
1.6	1508	0.80	1221	0.62								
1.7	1343	0.74	1005	0.56								
1.8	1191	0.70										

DSC060 HIGH STATIC DOWNSHOT

ESP (In. W.C.)	0 Turns		1 turn		2 turns		3 Turns		4 turns		5 turns	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6											2173	0.77
0.7									2228	0.87	2048	0.74
0.8									2119	0.84	1929	0.71
0.9							2258	0.93	1971	0.80	1728	0.66
1.0					2292	1.04	2131	0.91	1796	0.76	1576	0.63
1.1					2149	1.00	1929	0.84	1636	0.72	1343	0.58
1.2			2382	1.18	2016	0.96	1824	0.81	1411	0.66		
1.3	2382	1.30	2186	1.11	1874	0.92	1650	0.76				
1.4	2280	1.26	2048	1.07	1674	0.87	1456	0.70				
1.5	2124	1.21	1874	1.01	1419	0.79						
1.6	2009	1.17	1735	0.96								
1.7	1831	1.10	1411	0.85								
1.8	1474	0.98										

APPENDIX A BLOWER PERFORMANCE TABLES

BELT DRIVE

STANDARD HORIZONTAL

DSC/DSH036 STANDARD BELT DRIVE HORIZONTAL

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1											1375	0.28
0.2									1367	0.33	1186	0.27
0.3							1374	0.39	1186	0.31	971	0.25
0.4							1193	0.36	952	0.28	756	0.23
0.5					1277	0.36	980	0.34	718	0.26		
0.6			1312	0.39	1056	0.33	767	0.31				
0.7			1126	0.36	779	0.29						
0.8	1240	0.43	917	0.33								
0.9	1029	0.39	708	0.30								
1.0	749	0.34										

DSC/DSH048 STANDARD BELT DRIVE HORIZONTAL

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1											1726	0.37
0.2									1720	0.43	1575	0.36
0.3					1888	0.57	1744	0.48	1562	0.41	1398	0.34
0.4					1740	0.54	1579	0.45	1398	0.38	1217	0.31
0.5			1797	0.56	1586	0.51	1420	0.42	1216	0.36	1004	0.28
0.6	1849	0.62	1658	0.53	1429	0.48	1252	0.40	997	0.32		
0.7	1731	0.59	1528	0.51	1266	0.45	1039	0.36				
0.8	1572	0.55	1355	0.47	1068	0.41						
0.9	1431	0.52	1171	0.43								
1.0	1245	0.48	987	0.39								
1.1	1059	0.44										

DSC/DSH060 STANDARD BELT DRIVE HORIZONTAL

TURNS OPEN												
ESP (In. W.C.)	0		1		2		3		4		5	
	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.1									2105	0.49	1940	0.40
0.2							2147	0.57	1975	0.47	1782	0.39
0.3					2178	0.63	2001	0.53	1828	0.43	1613	0.36
0.4					2057	0.60	1855	0.50	1678	0.41	1450	0.33
0.5			2131	0.68	1910	0.57	1691	0.47	1515	0.38	1252	0.29
0.6	2152	0.78	1995	0.64	1771	0.53	1546	0.44	1320	0.34		
0.7	2051	0.74	1862	0.61	1620	0.49	1379	0.40				
0.8	1922	0.70	1718	0.57	1461	0.46						
0.9	1784	0.66	1570	0.53								
1.0	1641	0.62	1371	0.48								
1.1	1477	0.58	1200	0.44								

APPENDIX A BLOWER PERFORMANCE TABLES

BELT DRIVE

HIGH STATIC HORIZONTAL

DSC/DSH036 HIGH STATIC HORIZONTAL

TURNS OPEN												
ESP	0		1		2		3		4		5	
(In. W.C.)	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6												
0.7												
0.8											1459	0.51
0.9											1322	0.50
1.0									1392	0.55	1136	0.46
1.1							1455	0.63	1208	0.51	947	0.43
1.2							1299	0.60	985	0.46	738	0.40
1.3					1409	0.65	1094	0.54	740	0.41		
1.4			1480	0.76	1252	0.61	870	0.49				
1.5			1331	0.71	1095	0.57						
1.6	1418	0.80	1126	0.65	925	0.53						
1.7	1266	0.75	920	0.60								
1.8	1168	0.73										

DSC/DSH048 HIGH STATIC HORIZONTAL

TURNS OPEN												
ESP	0		1		2		3		4		5	
(In. W.C.)	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6											1776	0.57
0.7											1652	0.54
0.8									1713	0.61	1498	0.51
0.9							1787	0.67	1573	0.57	1345	0.47
1.0							1668	0.63	1407	0.53	1163	0.44
1.1					1745	0.71	1513	0.59	1243	0.49	960	0.40
1.2					1612	0.68	1339	0.54	1059	0.46		
1.3			1724	0.78	1447	0.63	1161	0.50				
1.4	1802	0.90	1551	0.72	1279	0.58						
1.5	1667	0.85	1409	0.67	1108	0.54						
1.6	1508	0.80	1221	0.62								
1.7	1343	0.74	1005	0.56								
1.8	1191	0.70										

DSC060 HIGH STATIC HORIZONTAL

ESP	0 Turns		1 turn		2 turns		3 Turns		4 turns		5 turns	
(In. W.C.)	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6									2294	0.94	2104	0.81
0.7							2366	1.05	2170	0.90	1969	0.77
0.8							2230	1.01	2060	0.87	1839	0.74
0.9					2332	1.16	2115	0.97	1928	0.84	1699	0.71
1.0					2211	1.12	2014	0.95	1788	0.80	1495	0.66
1.1			2336	1.26	2115	1.09	1880	0.91	1636	0.75		
1.2			2227	1.22	1988	1.05	1721	0.86	1433	0.70		
1.3	2306	1.36	2075	1.17	1844	1.00	1571	0.81				
1.4	2196	1.32	1946	1.12	1682	0.94	1386	0.76				
1.5	2062	1.27	1786	1.06	1486	0.88						
1.6	1951	1.22	1610	1.00								
1.7	1785	1.16	1434	0.94								
1.8	1633	1.09										

**APPENDIX A BLOWER PERFORMANCE TABLES
BELT DRIVE
HIGH STATIC DOWN SHOT**

DSH060 HIGH STATIC DOWNSHOT

URNS OPEN												
ESP	0		1		2		3		4		5	
(In. W.C.)	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6									2021	0.87	1854	0.72
0.7							2138	0.91	1928	0.83	1760	0.69
0.8							2017	0.87	1813	0.80	1623	0.66
0.9					2110	0.97	1897	0.83	1690	0.78	1486	0.62
1.0			2145	1.07	1994	0.93	1786	0.79	1569	0.72	1361	0.59
1.1			2047	1.03	1886	0.90	1684	0.76	1446	0.67	1233	0.55
1.2	2156	1.16	1949	1.00	1778	0.86	1552	0.71	1305	0.63		
1.3	2050	1.12	1851	0.97	1661	0.81	1441	0.68				
1.4	1944	1.09	1748	0.93	1534	0.77	1298	0.64				
1.5	1845	1.06	1627	0.88	1413	0.72						
1.6	1742	1.01	1527	0.83	1299	0.68						
1.7	1649	0.97	1400	0.79								
1.8	1526	0.93	1274	0.75								

**APPENDIX A BLOWER PERFORMANCE TABLES
BELT DRIVE
HIGH STATIC HORIZONTAL**

DSH060 HIGH STATIC HORIZONTAL

URNS OPEN												
ESP	0		1		2		3		4		5	
(In. W.C.)	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP	CFM	BHP
0.6									2246	0.97	2060	0.80
0.7									2142	0.93	1956	0.77
0.8							2241	0.97	2014	0.89	1803	0.74
0.9							2108	0.92	1878	0.86	1651	0.69
1.0							1984	0.88	1743	0.80	1512	0.65
1.1					2096	1.00	1871	0.84	1607	0.74	1370	0.62
1.2			2166	1.11	1976	0.96	1724	0.79	1450	0.69	1201	0.57
1.3			2057	1.07	1845	0.90	1601	0.75	1301	0.65		
1.4	2160	1.21	1942	1.03	1705	0.85	1443	0.71				
1.5	2050	1.18	1808	0.98	1570	0.80	1285	0.66				
1.6	1935	1.13	1697	0.92	1443	0.76						
1.7	1832	1.08	1556	0.88	1273	0.70						
1.8	1696	1.03	1415	0.83								

ECONOMIZER-AIRSIDE PRESSURE DROP

Airflow Pressure Drop of Downflow Economizer for 3 to 6 Ton Rooftop Units (100% Return Air)											
SCFM	800	1000	1200	1400	1600	1800	2000	2200	2400	2600	2800
in. WG	0.02	0.04	0.05	0.07	0.09	0.12	0.14	0.17	0.21	0.24	0.28

APPENDIX B ELECTRICAL DATA BELT DRIVE MODELS

MODELS	VOLTAGE (NAMEPLATE)	VOLTAGE LIMITATION		COMPRESSOR			OUTDOOR FAN MOTOR			INDOOR MOTOR APPLICATION	INDOOR FAN MOTOR	
		MIN.	MAX.	QTY	RLA	LRA	QTY	HP	FLA		HP	FLA
3 Ton, DSC	208-230/3/60	187	253	1	10.4	73	1	1/4	1.40	BD STD STATIC	1.0	3.4
	460/3/60	414	506		5.8	38			0.80			1.7
	575/3/60	518	633		3.80	36.5			0.60			2.3
3 Ton, DSH	208-230/3/60	187	253	1	10.4	73	1	1/4	1.4	BD STD STATIC	1.0	3.4
	460/3/60	414	506		5.8	38			0.7			1.7
	575/3/60	518	633		3.80	36.5			0.55			2.3
4 Ton, DSC & DSH	208-230/3/60	187	253	1	13.1	83.1	1	1/4	1.40	BD STD STATIC	1.0	3.4
	460/3/60	414	506		6.1	41			0.80			1.7
	575/3/60	518	633		4.4	33			0.60			2.3
5 Ton, DSC	208-230/3/60	187	253	1	16	110	1	1/4	1.4	BD STD STATIC	1.0	3.2 - 3.0
	460/3/60	414	506		7.8	52			0.7			1.5
	575/3/60	518	633		5.7	38.9			0.55			1.2
5 Ton, DSH	208-230/3/60	187	253	1	16	110	1	1/3	2.3	BD STD STATIC	1.0	3.2 - 3.0
	460/3/60	414	506		7.8	52			1.1			1.5
	575/3/60	518	633		5.7	38.9			0.9			1.2

DIRECT DRIVE MODELS

MODELS	VOLTAGE (NAMEPLATE)	VOLTAGE LIMITATION		COMPRESSOR			OUTDOOR FAN MOTOR			INDOOR MOTOR APPLICATION	INDOOR FAN MOTOR	
		MIN.	MAX.	QTY	RLA	LRA	QTY	HP	FLA		HP	FLA
3 Ton, DSC & DSH	208-230/1/60	187	253	1	16.7	79.0	1	1/4	1.4	DD STD. STATIC	1/3	2.46
	208-230/3/60				10.4	73.0						
4 Ton, DSC & DSH	208-230/1/60	187	253	1	19.9	109.0	1	1/4	1.4	DD STD. STATIC	3/4	2.80
	208-230/3/60				13.1	83.1						
5 Ton, DSC	208-230/1/60	187	253	1	26.4	134.0	1	1/4	1.4	DD STD. STATIC	1	6.90
	208-230/3/60				16	110.0						
5 Ton, DSH	208-230/1/60	187	253	1	26.4	134.0	1	1/3	2.3	DD STD. STATIC	1	6.90
	208-230/3/60				16	110.0						

MINIMUM AIR FLOW FOR ELECTRIC HEAT

UNIT	HEATER KIT MODEL NUMBER	MINIMUM CFM
3 TON	EHK*-10	1250
	EHK*-15	1250
4 TON	EHK*-10	1300
	EHK*-15	1400
	EHK*-18	1400
5 TON	EHK*-10	1700
	EHK*-15	1700
	EHK*-20	1800

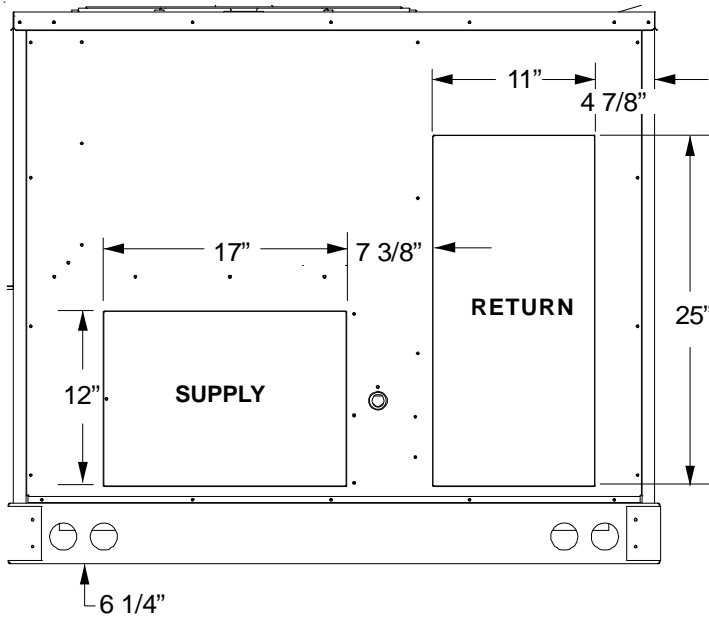
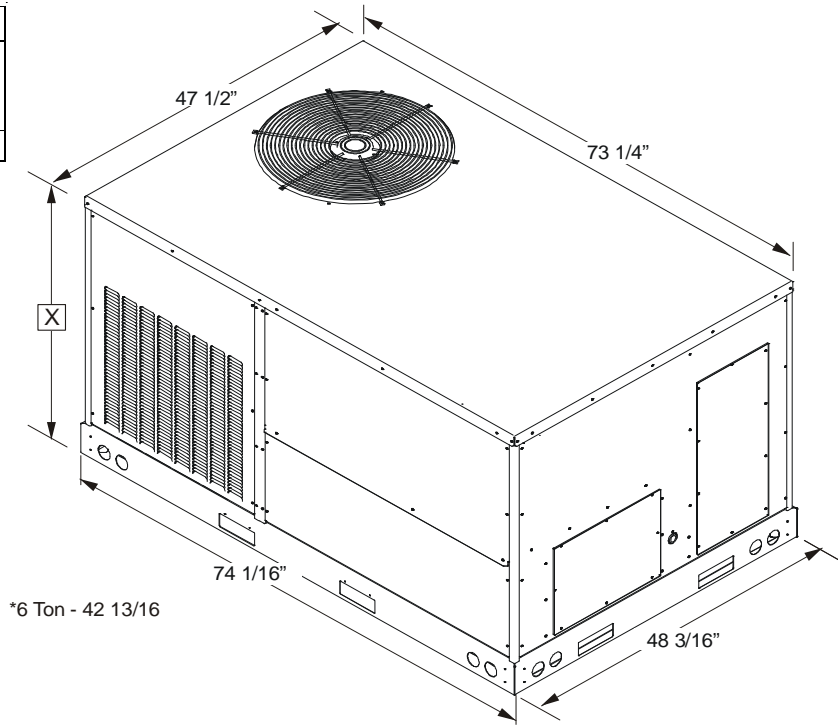


ATTENTION INSTALLING PERSONNEL

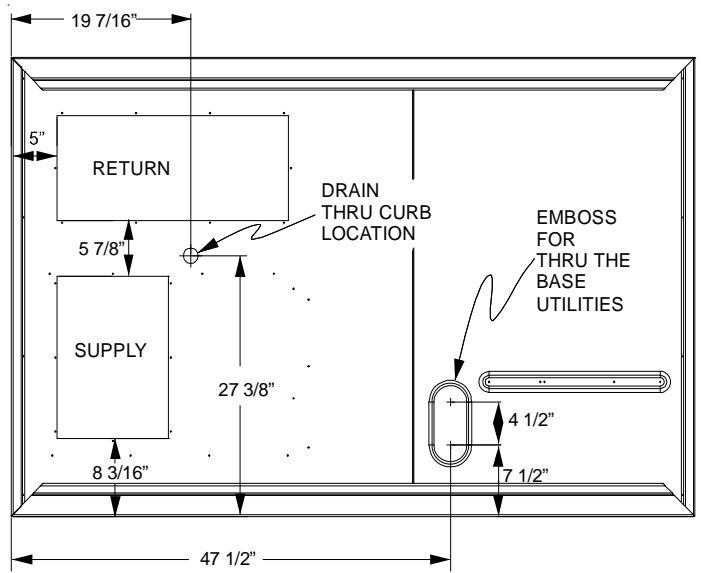
Use only the heater kit specified for each model as dictated by the table above.

APPENDIX C UNIT DIMENSIONS

Model	X (in.)
DSC036 DSH036	38 13/16
DSC048 DSH048	
DSC060	42 13/16
DSH060	



HORIZONTAL DISCHARGE



BOTTOM VIEW OF UNIT
VERTICAL DISCHARGE

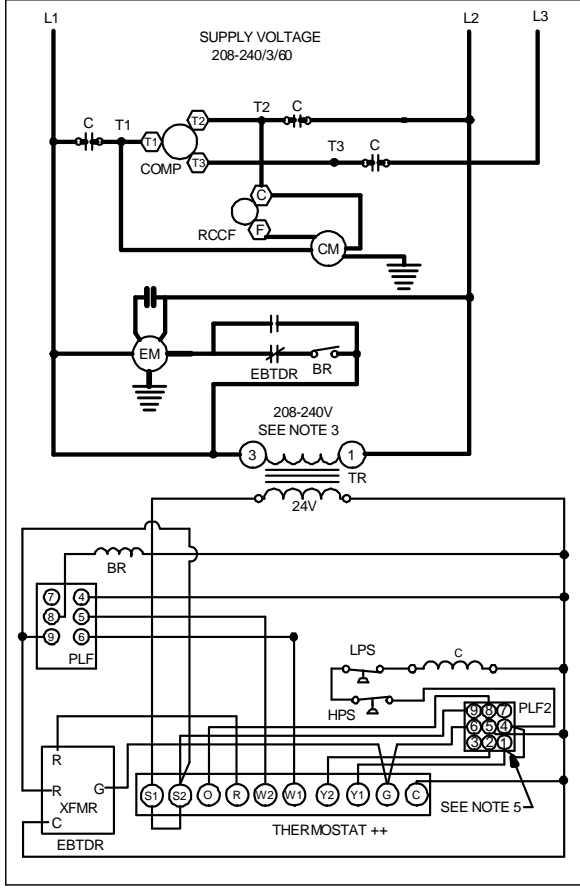
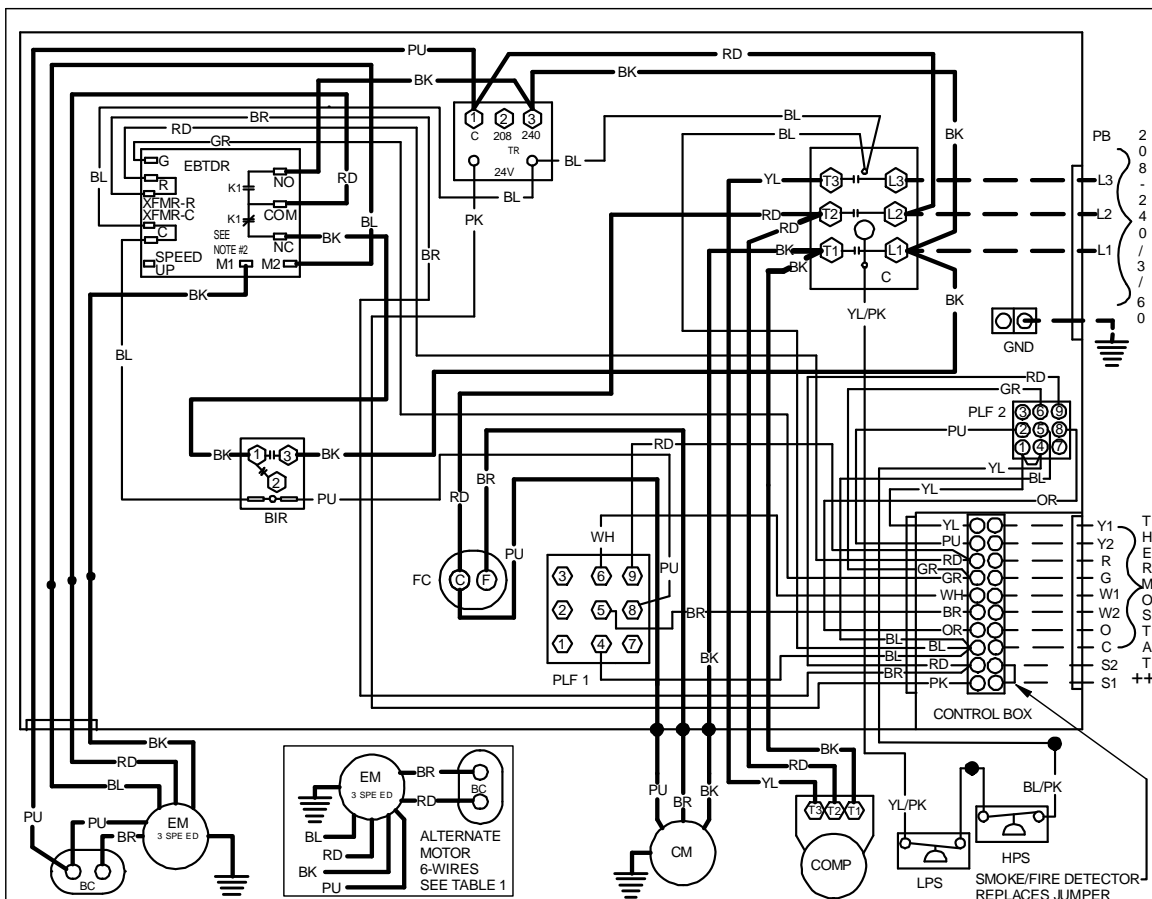
NOTE: Refer to IOD-7006 included in the literature pack for installing horizontal duct covers.

APPENDIX D WIRING DIAGRAMS

WIRING DIAGRAMS

DSC036*/DSC048* THREE PHASE 208-230V/3/60HZ DIRECT DRIVE

WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

- BC BLOWER CAPACITOR
- BIR BLOWER INTERLOCK RELAY
- C CONTACTOR
- CM COMPRESSOR MOTOR
- COMP COMPRESSOR
- EM EVAPORATOR MOTOR
- GND EQUIPMENT GROUND
- HPS HIGH PRESSURE SWITCH
- LPS LOW PRESSURE SWITCH
- PLF FEMALE PLUG / O CONNECTOR
- FC FAN CAPACITOR
- TB1 TERMINAL BLOCK (24V SIGNAL)
- TR TRANSFORMER

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- TO CHANGE EVAPORATOR MOTOR SPEED MOVE M1 OR M2 WIRE TO COM TERMINAL ON EBTDR AND PLACE WIRE REMOVED FROM COM ON EMPTY M1 OR M2 TERMINAL.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRES FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- USE COPPER CONDUCTORS ONLY
- ++ USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO ECONOMIZER ACCESSORY.
- DIAGRAM SHOWS FACTORY SPEED TAP SETTINGS.

COLOR	TERMINATION
RD	COM (EBTDR)
BK	M1 (EBTDR)
BL	M2 (EBTDR)
PU	PIN 1 (24V XFMR)

RD	LOW
BL	MED
BK	HIGH

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

LEGEND:

- JUNCTION
- TERMINAL
- INTERNAL TO INTEGRATED CONTROL
- PLUG CONNECTION
- SWITCH (PRESS.)
- OVERCURRENT PROT. DEVICE
- EQUIPMENT GROUND
- FIELD GROUND
- FIELD SPLICE
- SWITCH (TEMP.)
- IGNITER

FACTORY WIRING

- LINE VOLTAGE
- LOW VOLTAGE
- OPTIONAL
- HIGH VOLTAGE
- OPTIONAL HIGH VOLTAGE
- FIELD WIRING
- HIGH VOLTAGE
- LOW VOLTAGE

WIRE CODE

- BK BLACK
- BL BLUE
- BR BROWN
- GR GREEN
- OR ORANGE
- PK PINK
- PU PURPLE
- RD RED
- WH WHITE
- YL YELLOW
- BL/PK BLUE WITH PINK STRIP
- YL/PK YELLOW WITH PINK STRIP

**THERMOSTAT ++
FIELD WIRING**

NO ECONOMIZER

- WH - - W
- GR - - G
- RD - - R
- YL - - Y
- BL - - C
- OR - - O

TB1 STAT

WITH ECONOMIZER OPTION

- WH - - W
- GR - - G
- RD - - R
- YL - - Y
- BL - - C
- OR - - O

TB1 STAT

2 STAGE COOLING

- WH - - W
- GR - - G
- RD - - R
- YL - - Y1
- PK - - Y2
- BL - - C
- OR - - O

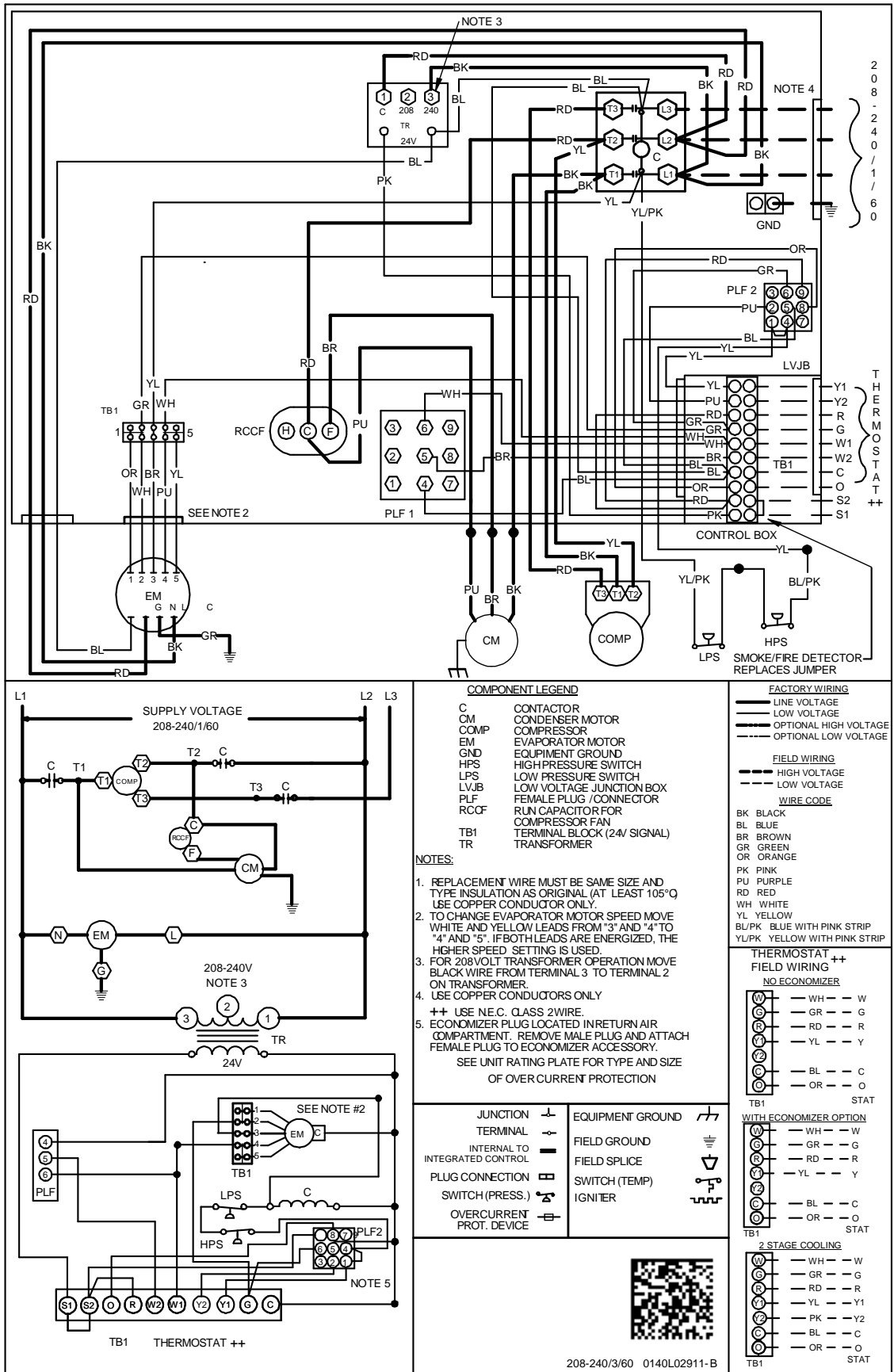
TB1 STAT

208-240/3/60 0140L05403-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

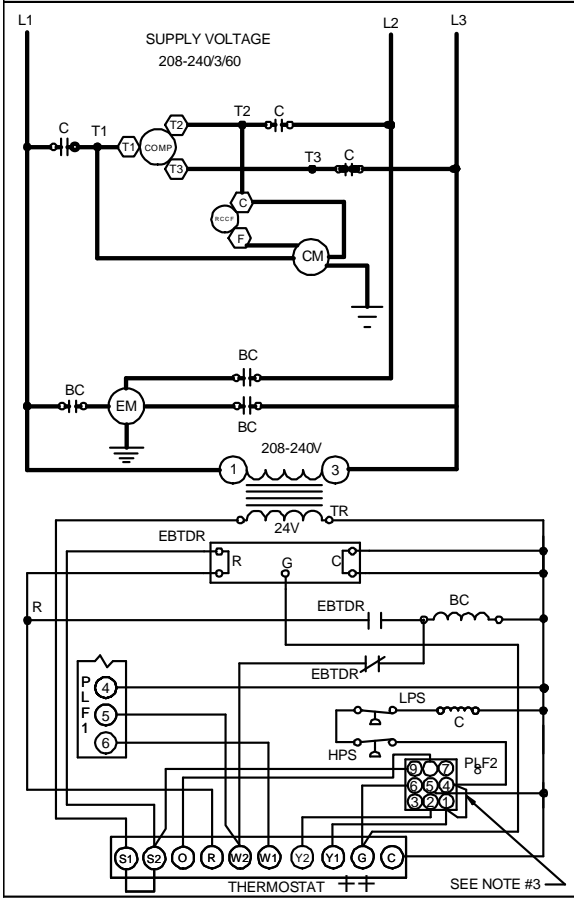
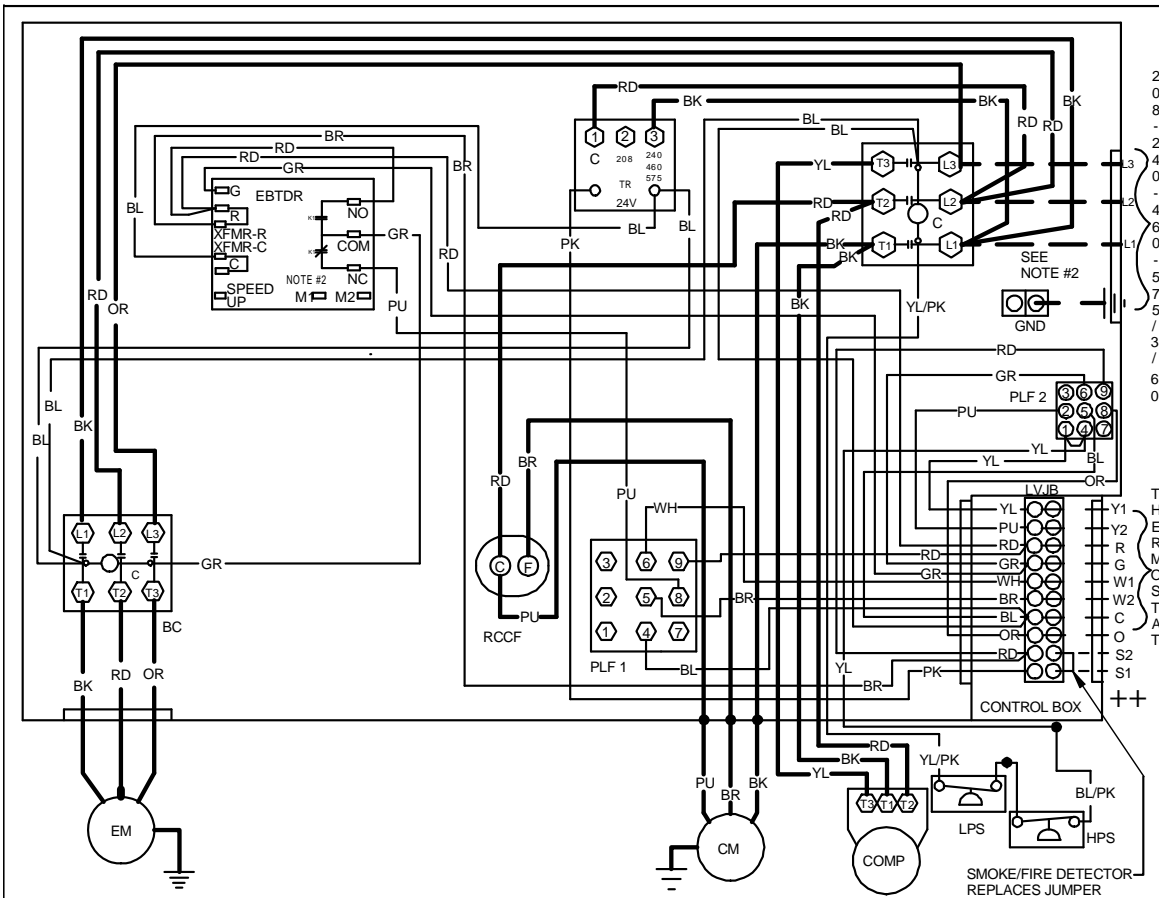
HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

WARNING



Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

BC	BLOWER CONTACTOR
C	CONTACTOR
CM	CONDENSER MOTOR
CMR	CONDENSER MOTOR RELAY
COMP	COMPRESSOR
DC	DEFROST CONTROL
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER
EBTD	ELECTRONIC BLOWER TIME DELAY
EMR	EVAPORATOR MOTOR RELAY
R	RELAY
EM	EVAPORATOR MOTOR
FC	FAN CAPACITOR
GND	EQUIPMENT GROUND
HPS	HIGH PRESSURE SWITCH
HVDR	HIGH VOLTAGE DEFROST RELAY
LPS	LOW PRESSURE SWITCH
LVDR	LOW VOLTAGE DEFROST RELAY
LVJB	LOW VOLTAGE JUNCTION BOX
PB	POWER DISTRIBUTION BLOCK
PLF	FEMALE PLUG / CONNECTOR
RVC	REVERSING VALVE COIL
RCCF	RUN CAPACITOR FOR COMPRESSOR AND FAN
TB1	TERMINAL BLOCK (24V SIGNAL)
TR	TRANSFORMER

- NOTES:**
- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
 - USE COPPER CONDUCTORS ONLY ++ USE N.E.C. CLASS 2 WIRE
 - ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT, REMOVE MALE PLUG, ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
 - FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRES FROM TERMINAL (3) TO TERMINAL (2) ON TRANSFORMER.

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION



208-240-460-575/3/60 0140L05400-A

FACTORY WIRING

— LINE VOLTAGE
 - - - LOW VOLTAGE
 - - - - - OPTIONAL HIGH VOLTAGE

FIELD WIRING

— HIGH VOLTAGE
 - - - LOW VOLTAGE

WIRE CODE

BK BLACK
 BL BLUE
 BR BROWN
 GR GREEN
 OR ORANGE
 PK PINK
 PU PURPLE
 RD RED
 WH WHITE
 YL YELLOW
 BL/PK BLUE WITH PINK STRIP
 YL/PK YELLOW WITH PINK STRIP

THERMOSTAT FIELD WIRING ++

NO ECONOMIZER

W1	— WH — W
W2	— GR — G
R	— RD — R
Y1	— YL — Y
G	— BL — C
C	— OR — O

TB1 STAT

WITH ECONOMIZER OPTION

W1	— WH — W
W2	— GR — G
R	— RD — R
Y1	— YL — Y
Y2	— BL — C
Y3	— PK — Y2
G	— BL — C
C	— OR — O

TB1 STAT

2 STAGE COOLING

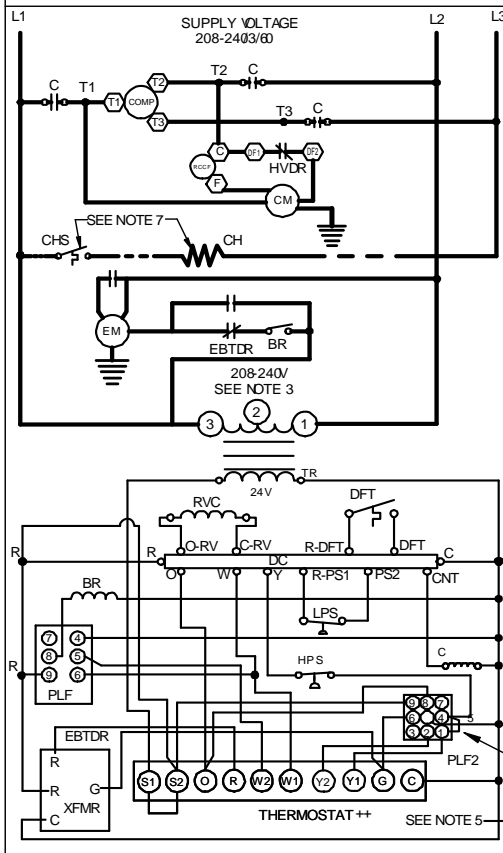
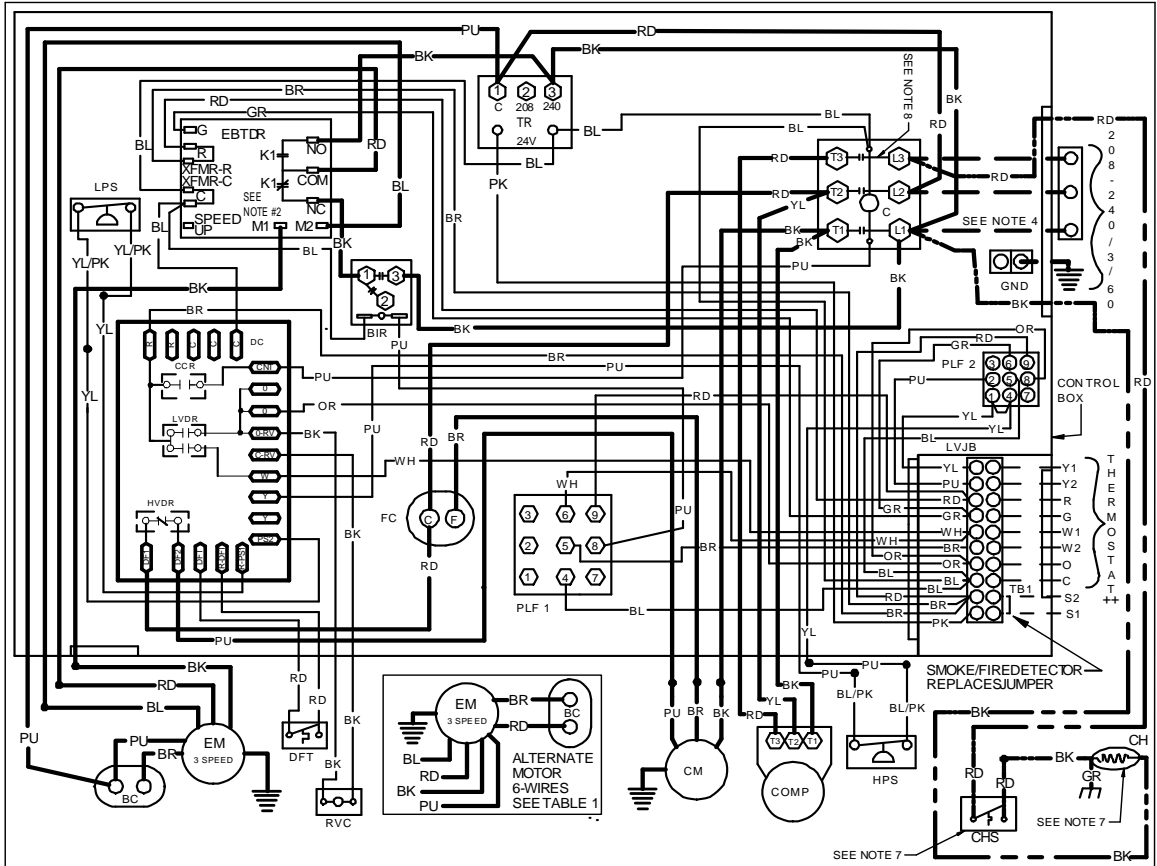
W1	— WH — W
W2	— GR — G
R	— RD — R
Y1	— YL — Y1
Y2	— PK — Y2
G	— BL — C
C	— OR — O

TB1 STAT

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

WARNING



COMPONENT LEGEND

- BIR BLOWER INTERLOCK RELAY
- C CONTACTOR
- CCR COMPRESSOR CONTACTOR RELAY
- CH CRANKCASE HEATER
- CHS CRANKCASE HEATER SWITCH
- CM CONDENSER MOTOR
- COMP COMPRESSOR
- DC DEFROST CONTROL
- DFT DEFROST THERMOSTAT
- ECON ECONOMIZER
- EM EVAPORATOR MOTOR
- FC FAN CAPACITOR
- GND EQUIPMENT GROUND
- HPS HIGH PRESSURE SWITCH
- HVDR HIGH VOLTAGE DEFROST RELAY
- LPS LOW PRESSURE SWITCH
- LVDR LOW VOLTAGE DEFROST RELAY
- LJVJB LOW VOLTAGE JUNCTION BOX
- PLF FEMALE PLUG / CONNECTOR
- RVC REVERSING VALVE COIL
- TB1 TERMINAL BLOCK (24V SIGNAL)
- TR TRANSFORMER
- BC BLOWER CAPACITOR

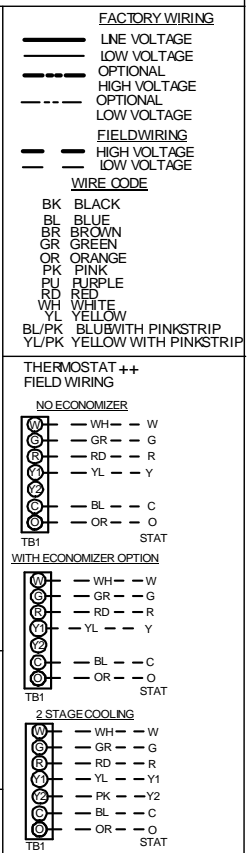
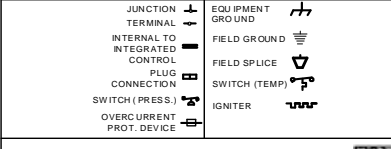
- NOTES:**
1. REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
 2. TO CHANGE EVAPORATOR MOTOR SPEED MOVE M1 OR M2 WIRE TO COM TERMINAL ON EBTDR AND PLACE WIRE REMOVED FROM COM ON EMPTY M1 OR M2 TERMINAL.
 3. FOR 208V TRANSFORMER OPERATION MOVE BK WIRES FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
 4. USE COPPER CONDUCTORS ONLY.

TABLE 1
ALTERNATE MOTOR WIRING

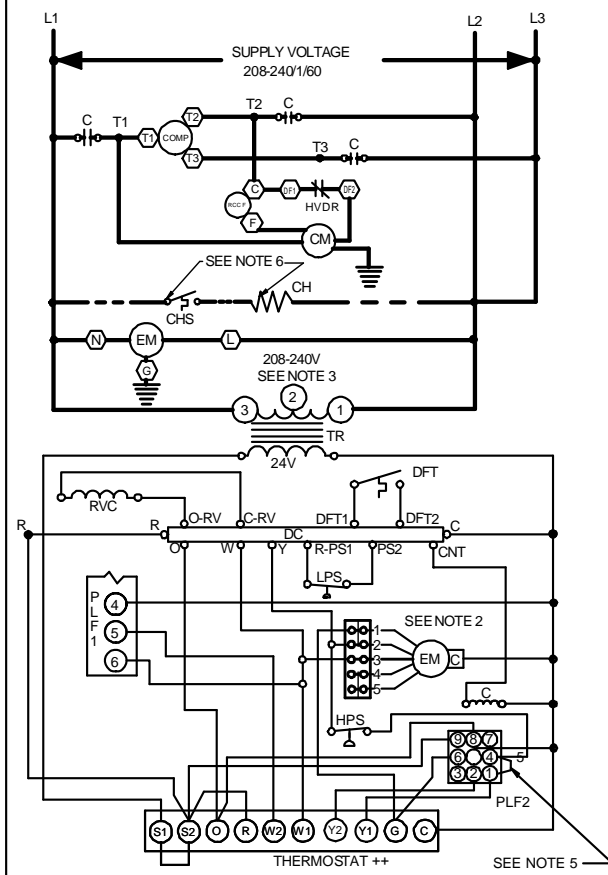
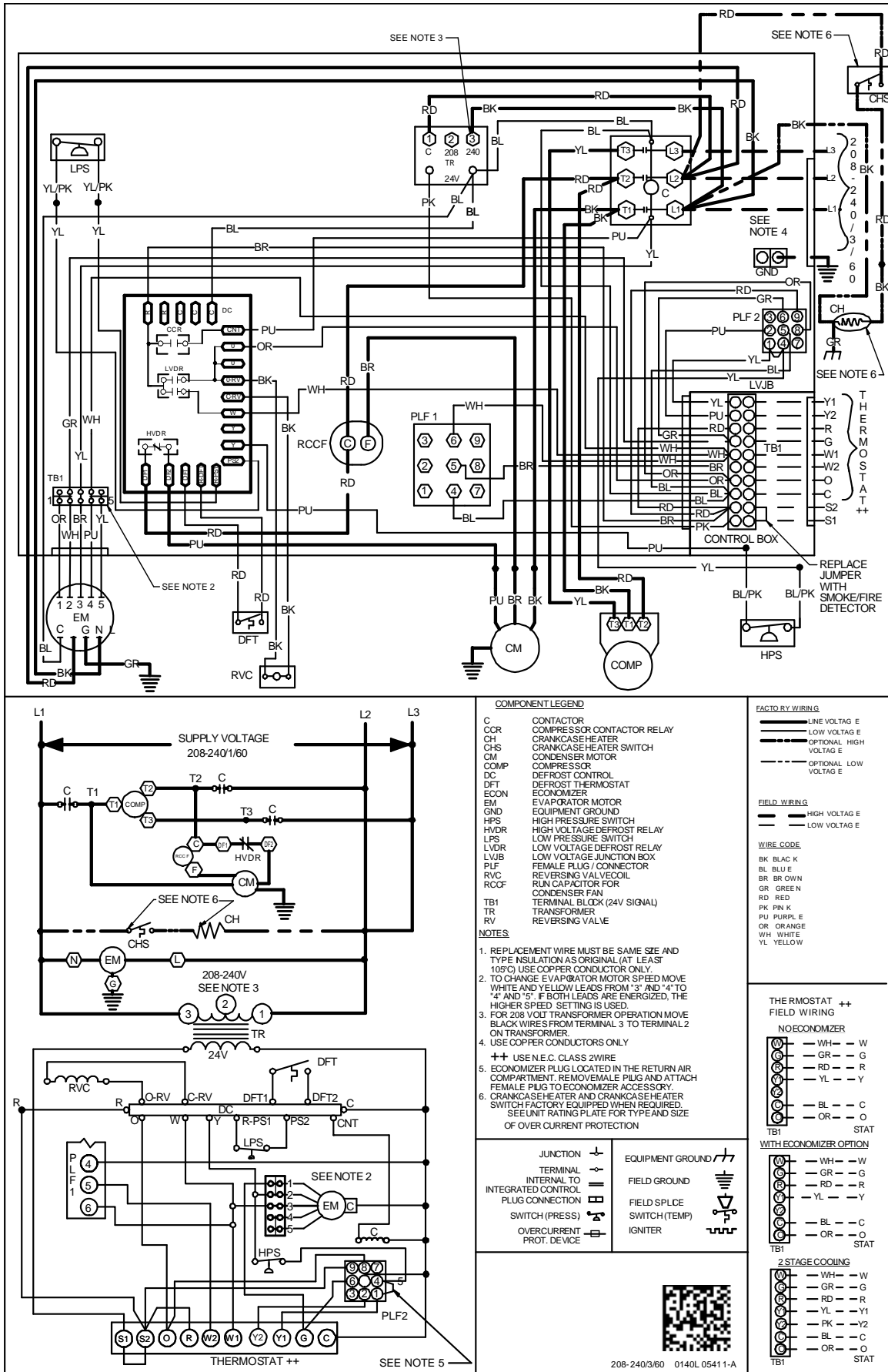
COLOR	TERMINATION
RD	COM (EBTDR)
BK	M1 (EBTDR)
BL	M2 (EBTDR)
PU	PIN 1 (24V XFMR)

TABLE 2
SPEED TAPS

RD	LOW
BL	MED
BK	HIGH



WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER SOURCES BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

C	CONTACTOR
CCR	COMPRESSOR CONTACTOR RELAY
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR
COMP	COMPRESSOR
DC	DEFROST CONTROL
ECON	ECONOMIZER
EM	EVAPORATOR MOTOR
GND	EQUIPMENT GROUND
HPS	HIGH PRESSURE SWITCH
HVDR	HIGH VOLTAGE DEFROST RELAY
LPS	LOW PRESSURE SWITCH
LVDR	LOW VOLTAGE DEFROST RELAY
LVJB	LOW VOLTAGE JUNCTION BOX
PLF	FEMALE PLUG / CONNECTOR
RVC	REVERSING VALVE COIL
RCCF	RUN CAPACITOR FOR CONDENSER FAN
TB1	TERMINAL BLOCK (24V SIGNAL)
TR	TRANSFORMER
RV	REVERSING VALVE

NOTES

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- TO CHANGE EVAPORATOR MOTOR SPEED MOVE WHITE AND YELLOW LEADS FROM "3" AND "4" TO "4" AND "5" IF BOTH LEADS ARE ENERGIZED, THE HIGHER SPEED SETTING IS USED.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRES FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- USE COPPER CONDUCTORS ONLY
- USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO ECONOMIZER ACCESSORY SWITCH FACTORY EQUIPPED WHEN REQUIRED. SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

FACTORY WIRING

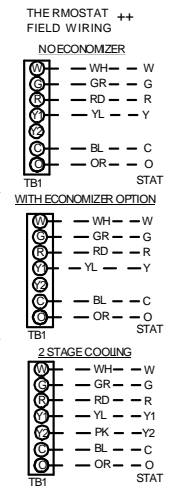
— LINE VOLTAGE
 - - - LOW VOLTAGE
 - - - - - OPTIONAL HIGH VOLTAGE
 - - - - - OPTIONAL LOW VOLTAGE

FIELD WIRING

— HIGH VOLTAGE
 - - - LOW VOLTAGE

WIRE CODE

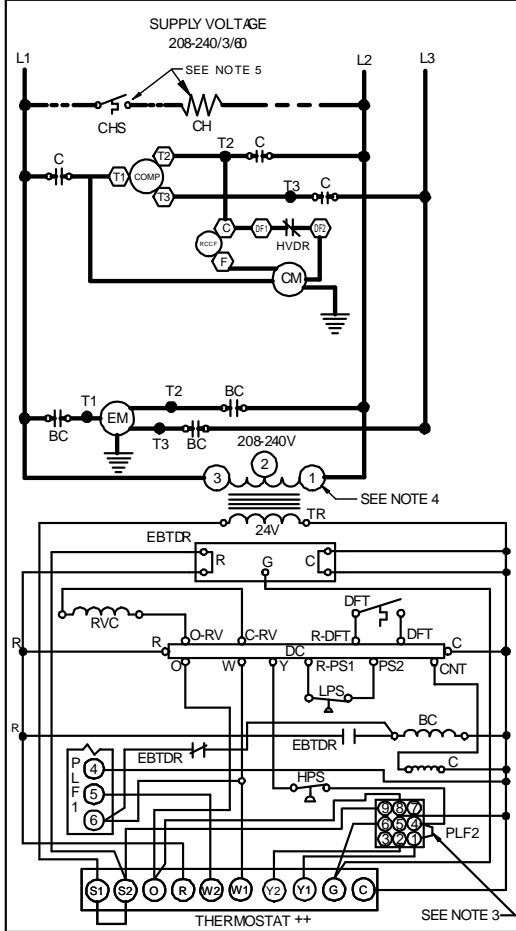
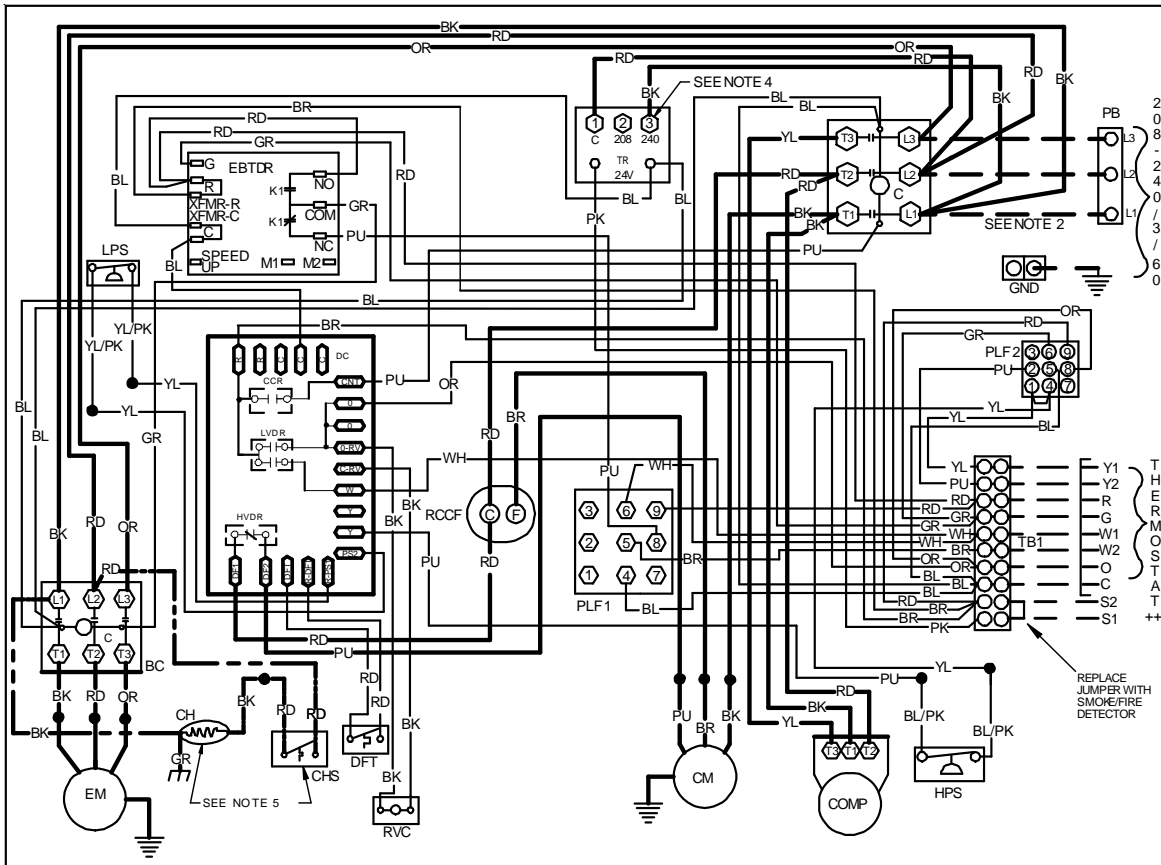
BK BLAC K
 BL BLU E
 BR BR OWN
 GR GR EEN
 RD RED
 PK PIN K
 PU PURPL E
 OR OR ANGE
 WH WH ITE
 YL YEL OW



208-240/3/60 0140L 0541-1-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

BC	BLOWER CONTACTOR
C	COMPRESSOR CONTACTOR RELAY
CCR	CONTACTOR
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR
COMP	COMPRESSOR
DC	DEFROST CONTROL
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER
EBTDR	ELECTRONIC BLOWER TIME DELAY
MR	EVAPORATOR MOTOR RELAY
EM	EVAPORATOR MOTOR
GND	EQUIPMENT GROUND
HPS	HIGH PRESSURE SWITCH
HVDR	HIGH VOLTAGE DEFROST RELAY
LPS	LOW PRESSURE SWITCH
LVDR	LOW VOLTAGE DEFROST RELAY
PF	FEMALE PLUG / CONNECTOR
RVC	REVERSING VALVE COIL
RCCF	RUN CAPACITOR FOR CONDENSER FAN
TB1	TERMINAL BLOCK (24V SIGNAL) TRANSFORMER
TR	TRANSFORMER

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- USE COPPER CONDUCTORS ONLY
- USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

JUNCTION		EQUIPMENT GROUND	
TERMINAL		FIELD GROUND	
INTERNAL TO INTEGRATED CONTROL		FIELD SPLICE	
PLUG CONNECTION		SWITCH (TEMP)	
SWITCH (PRESS.)		IGNITER	
OVERCURRENT PROT. DEVICE			

FACTORY WIRING

— LINE VOLTAGE
 — LOW VOLTAGE
 - - - OPTIONAL
 - - - HIGH VOLTAGE
 - - - OPTIONAL LOW VOLTAGE

FIELD WIRING

— HIGH VOLTAGE
 - - - LOW VOLTAGE

WIRE CODE

BK BLACK
 BL BLUE
 BR BROWN
 GR GREEN
 OR ORANGE
 PK PINK
 PU PURPLE
 RD RED
 WH WHITE
 YL YELLOW
 BL/PK BLUE WITH PINK STRIP
 YL/PK YELLOW WITH PINK STRIP

THERMOSTAT ++ FIELDWIRING

NO ECONOMIZER

①	— WH —	W
②	— GR —	G
③	— RD —	R
④	— YL —	Y
⑤	— BL —	C
⑥	— OR —	O
⑦	— OR —	O
⑧	— OR —	O
⑨	— OR —	O
⑩	— OR —	O
⑪	— OR —	O
⑫	— OR —	O
⑬	— OR —	O
⑭	— OR —	O
⑮	— OR —	O
⑯	— OR —	O
⑰	— OR —	O
⑱	— OR —	O
⑲	— OR —	O
⑳	— OR —	O
㉑	— OR —	O
㉒	— OR —	O
㉓	— OR —	O
㉔	— OR —	O
㉕	— OR —	O
㉖	— OR —	O
㉗	— OR —	O
㉘	— OR —	O
㉙	— OR —	O
㉚	— OR —	O
㉛	— OR —	O
㉜	— OR —	O
㉝	— OR —	O
㉞	— OR —	O
㉟	— OR —	O
㊱	— OR —	O
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㊳	— OR —	O
㊴	— OR —	O
㊵	— OR —	O
㊶	— OR —	O
㊷	— OR —	O
㊸	— OR —	O
㊹	— OR —	O
㊺	— OR —	O
㊻	— OR —	O
㊼	— OR —	O
㊽	— OR —	O
㊾	— OR —	O
㊿	— OR —	O

WITH ECONOMIZER OPTION

①	— WH —	W
②	— GR —	G
③	— RD —	R
④	— YL —	Y
⑤	— BL —	C
⑥	— OR —	O
⑦	— OR —	O
⑧	— OR —	O
⑨	— OR —	O
⑩	— OR —	O
⑪	— OR —	O
⑫	— OR —	O
⑬	— OR —	O
⑭	— OR —	O
⑮	— OR —	O
⑯	— OR —	O
⑰	— OR —	O
⑱	— OR —	O
⑲	— OR —	O
㉑	— OR —	O
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㉓	— OR —	O
㉔	— OR —	O
㉕	— OR —	O
㉖	— OR —	O
㉗	— OR —	O
㉘	— OR —	O
㉙	— OR —	O
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㉝	— OR —	O
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㉟	— OR —	O
㊱	— OR —	O
㊲	— OR —	O
㊳	— OR —	O
㊴	— OR —	O
㊵	— OR —	O
㊶	— OR —	O
㊷	— OR —	O
㊸	— OR —	O
㊹	— OR —	O
㊺	— OR —	O
㊻	— OR —	O
㊼	— OR —	O
㊽	— OR —	O
㊾	— OR —	O
㊿	— OR —	O

2 STAGE COOLING

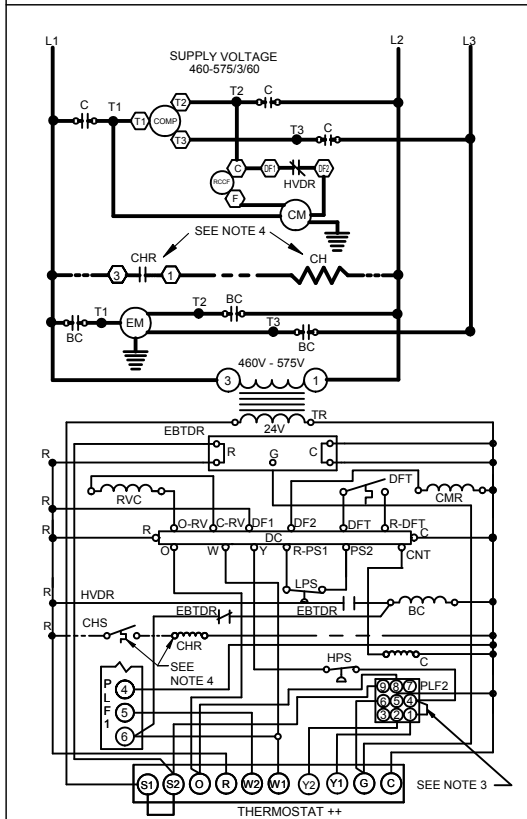
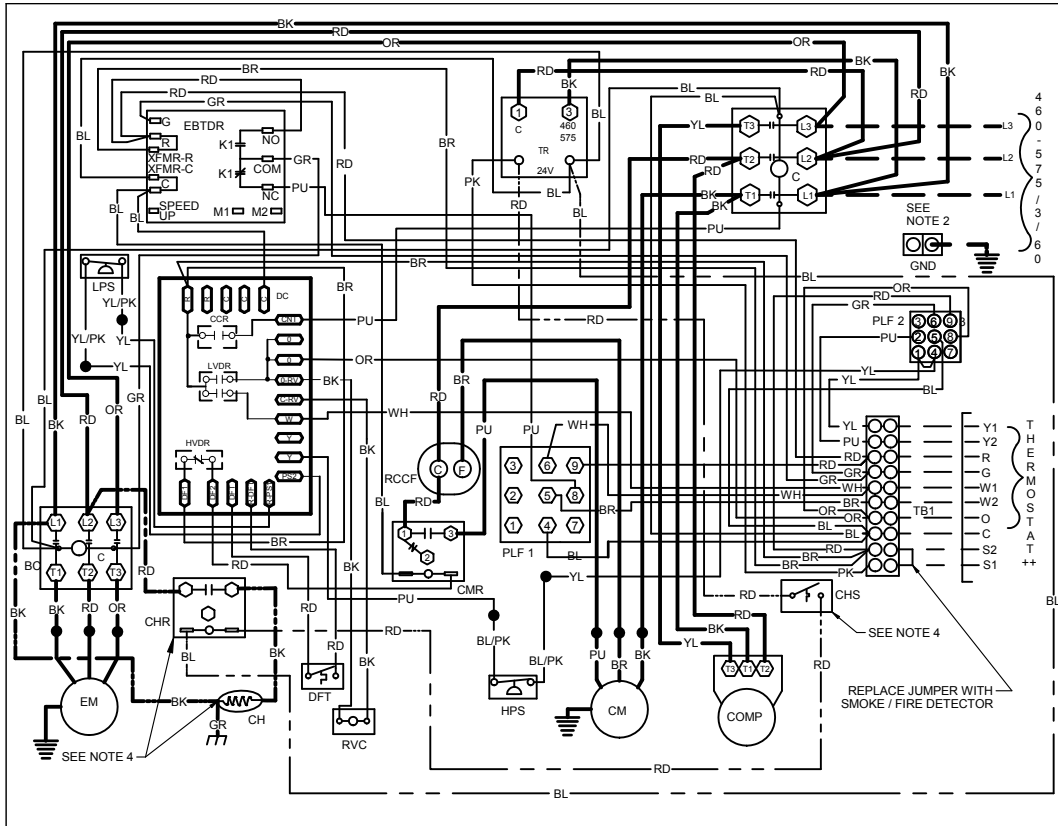
①	— WH —	W
②	— GR —	G
③	— RD —	R
④	— YL —	Y1
⑤	— YL —	Y2
⑥	— BL —	C
⑦	— OR —	O
⑧	— OR —	O
⑨	— OR —	O
⑩	— OR —	O
⑪	— OR —	O
⑫	— OR —	O
⑬	— OR —	O
⑭	— OR —	O
⑮	— OR —	O
⑯	— OR —	O
⑰	— OR —	O
⑱	— OR —	O
⑲	— OR —	O
㉑	— OR —	O
㉒	— OR —	O
㉓	— OR —	O
㉔	— OR —	O
㉕	— OR —	O
㉖	— OR —	O
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㊶	— OR —	O
㊷	— OR —	O
㊸	— OR —	O
㊹	— OR —	O
㊺	— OR —	O
㊻	— OR —	O
㊼	— OR —	O
㊽	— OR —	O
㊾	— OR —	O
㊿	— OR —	O

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WIRING DIAGRAMS

DSH036* (4B/7B)/DSH048* (4B/7B)/DSH060* (4B/7B)
THREE PHASE 460/575V/3/60HZ BELT DRIVE

WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

BC	BLOWER CONTACTOR
C	CONTACTOR
CCR	COMPRESSOR CONTACTOR RELAY
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CHR	CRANKCASE HEATER RELAY
CM	CONDENSER MOTOR
CMR	CONDENSER MOTOR RELAY
COMP	COMPRESSOR
DC	DEFROST CONTROL
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER
EBTD	ELECTRONIC BLOWER TIME DELAY
EMR	EVAPORATOR MOTOR RELAY
EM	EVAPORATOR MOTOR
GND	EQUIPMENT GROUND
HPS	HIGH PRESSURE SWITCH
HVDR	HIGH VOLTAGE DEFROST RELAY
LPS	LOW PRESSURE SWITCH
LVDR	LOW VOLTAGE DEFROST RELAY
PLF	FEMALE PLUG / CONNECTOR
RVC	REVERSING VALVE COIL
RCCF	RUN CAPACITOR FOR CONDENSER FAN
TB1	TERMINAL BLOCK (24V SIGNAL)
TR	TRANSFORMER

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- USE COPPER CONDUCTORS ONLY
++ USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- CRANKCASE HEATER, CRANKCASE HEATER RELAY, AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

JUNCTION TERMINAL	EQUIPMENT GROUND
INTERNAL TO INTEGRATED CONTROL	FIELD GROUND
PLUG CONNECTION	FIELD SPlice
SWITCH (PRESS.)	SWITCH (TEMP)
OVERCURRENT PROT. DEVICE	IGNITER

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
---	OPTIONAL HIGH VOLTAGE
---	OPTIONAL LOW VOLTAGE

FIELD WIRING

—	HIGH VOLTAGE
---	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BLUE
BR	BROWN
GR	GREEN
OR	ORANGE
PK	PINK
PU	PURPLE
RD	RED
WH	WHITE
YL	YELLOW
BL/PK	BLUE WITH PINK STRIP
YL/PK	YELLOW WITH PINK STRIP

THERMOSTAT ++

NO ECONOMIZER

①	— WH — W
②	— GR — G
③	— RD — R
④	— YL — Y
⑤	— BL — C
⑥	— OR — O

WITH ECONOMIZER OPTION

①	— WH — W
②	— GR — G
③	— RD — R
④	— YL — Y
⑤	— BL — C
⑥	— OR — O

2 STAGE COOLING

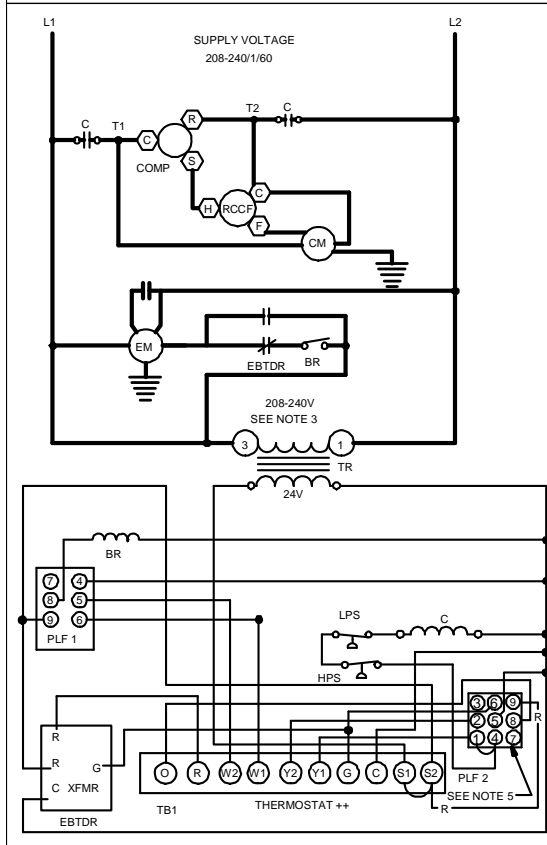
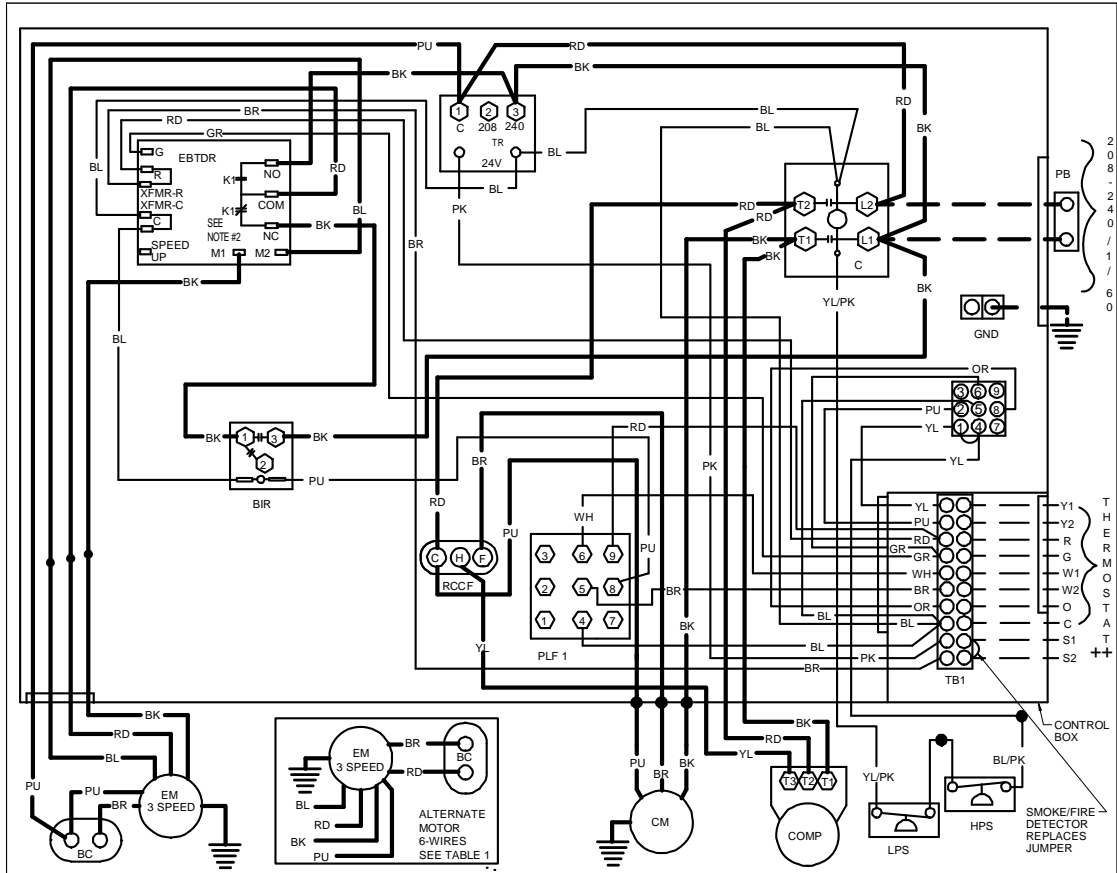
①	— WH — W
②	— GR — G
③	— RD — R
④	— YL — Y1
⑤	— PK — Y2
⑥	— BL — C
⑦	— OR — O

TB1 STAT

460-575/3/60 0140L05409-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

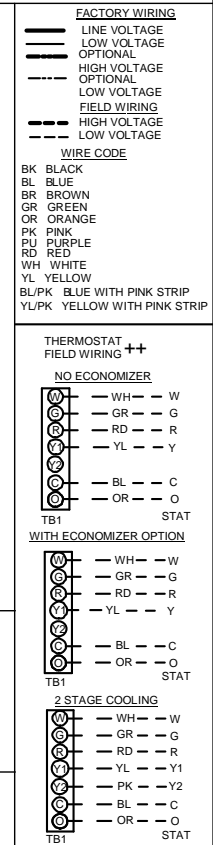
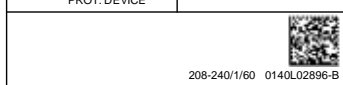
HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



- COMPONENT LEGEND**
- BC BLOWER CAPACITOR
 - BIR BLOWER INTERLOCK RELAY
 - C CONTACTOR
 - CM COMPRESSOR
 - COMP CONDENSER MOTOR
 - EM EVAPORATOR MOTOR
 - GND EQUIPMENT GROUND
 - HPS HIGH PRESSURE SWITCH
 - LPS LOW PRESSURE SWITCH
 - PLF FEMALE PLUG / CONNECTOR
 - RCCF RUN CAPACITOR FOR CONDENSER FAN
 - TB1 TERMINAL BLOCK (24V SIGNAL)
 - TR TRANSFORMER
- NOTES:**
1. REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
 2. TO CHANGE EVAPORATOR MOTOR SPEED MOVE M1 OR M2 WIRE TO COM TERMINAL ON EBTDR AND PLACE WIRE REMOVED FROM COM ON EMPTY M1 OR M2 TERMINAL.
 3. FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRES FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
 4. USE COPPER CONDUCTORS ONLY
 5. ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO ECONOMIZER ACCESSORY.
 6. DIAGRAM SHOWS FACTORY SPEED TAP SETTINGS.

COLOR	TERMINATION
RD	COM (EBTDR)
BK	M1 (EBTDR)
BL	M2 (EBTDR)
PU	PIN 1 (24V XFMR)

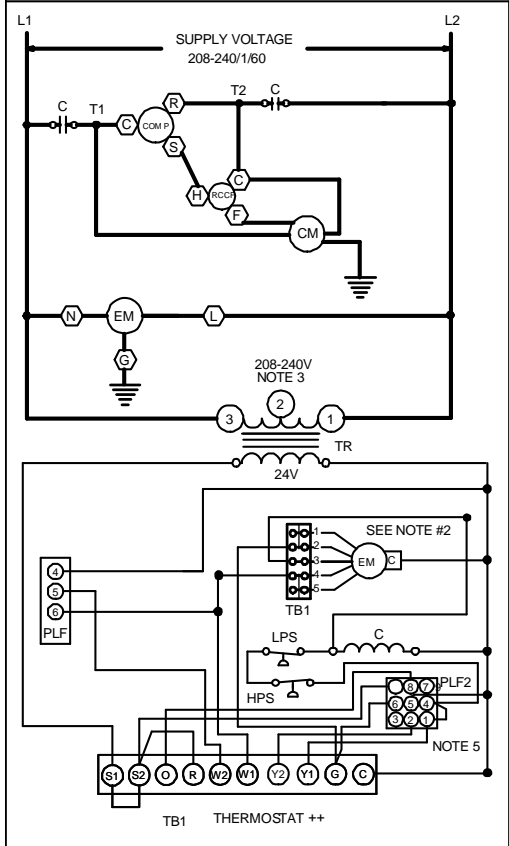
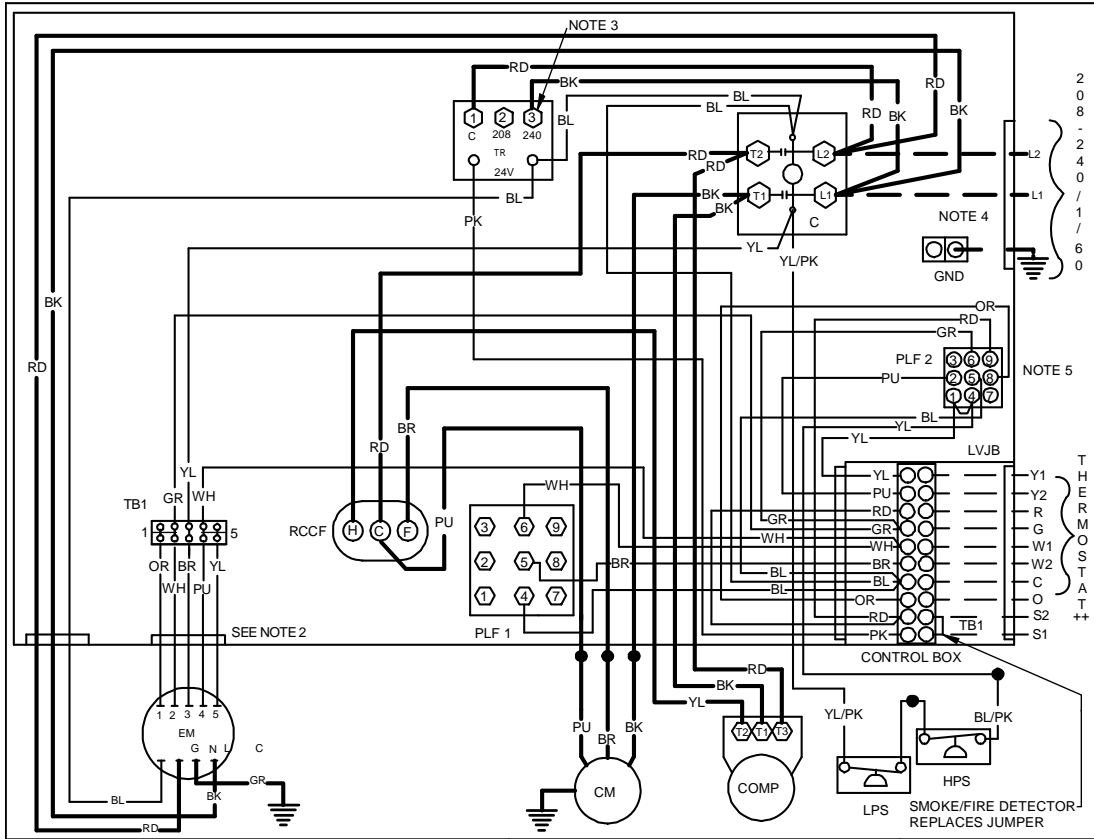
COLOR	SPEED
RD	LOW
BL	MED
BK	HIGH



Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

WARNING



COMPONENT LEGEND

C	CONTACTOR
CM	CONDENSER MOTOR
COMP	COMPRESSOR
EM	EVAPORATOR MOTOR
GND	EQUIPMENT GROUND
LVJB	LOW VOLTAGE JUNCTION BOX
PLF	FEMALE PLUG / CONNECTOR
RCCF	RUN CAPACITOR FOR COMPRESSOR AND FAN
TB1	TERMINAL BLOCK (24V SIGNAL)
TR	TRANSFORMER

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- TO CHANGE EVAPORATOR MOTOR SPEED MOVE WHITE AND YELLOW LEADS FROM "3" AND "4" TO "4" AND "5". IF BOTH LEADS ARE ENERGIZED, THE HIGHER SPEED SETTING IS USED.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- USE COPPER CONDUCTORS ONLY
- ECONOMIZER PLUG LOCATED IN RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO ECONOMIZER ACCESSORY. SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

FACTORY WIRING

— LINE VOLTAGE
 - - - LOW VOLTAGE
 - - - - OPTIONAL HIGH VOLTAGE
 - - - - - OPTIONAL LOW VOLTAGE

FIELD WIRING

— HIGH VOLTAGE
 - - - LOW VOLTAGE

WIRE CODE

BK BLACK
 BL BLUE
 BR BROWN
 GR GREEN
 OR ORANGE
 PK PINK
 PU PURPLE
 RD RED
 WH WHITE
 YL YELLOW
 BL/PK BLUE WITH PINK STRIP
 YL/PK YELLOW WITH PINK STRIP

**THERMOSTAT ++
 FIELD WIRING**

NO ECONOMIZER

W	— WH —	W
G	— GR —	G
R	— RD —	R
Y	— YL —	Y
C	— BL —	C
O	— OR —	O

TB1 STAT

WITH ECONOMIZER OPTION

W	— WH —	W
G	— GR —	G
R	— RD —	R
Y	— YL —	Y
C	— BL —	C
O	— OR —	O

TB1 STAT

2 STAGE COOLING

W	— WH —	W
G	— GR —	G
R	— RD —	R
Y	— YL —	Y1
C	— PK —	Y2
O	— BL —	C
S	— OR —	O

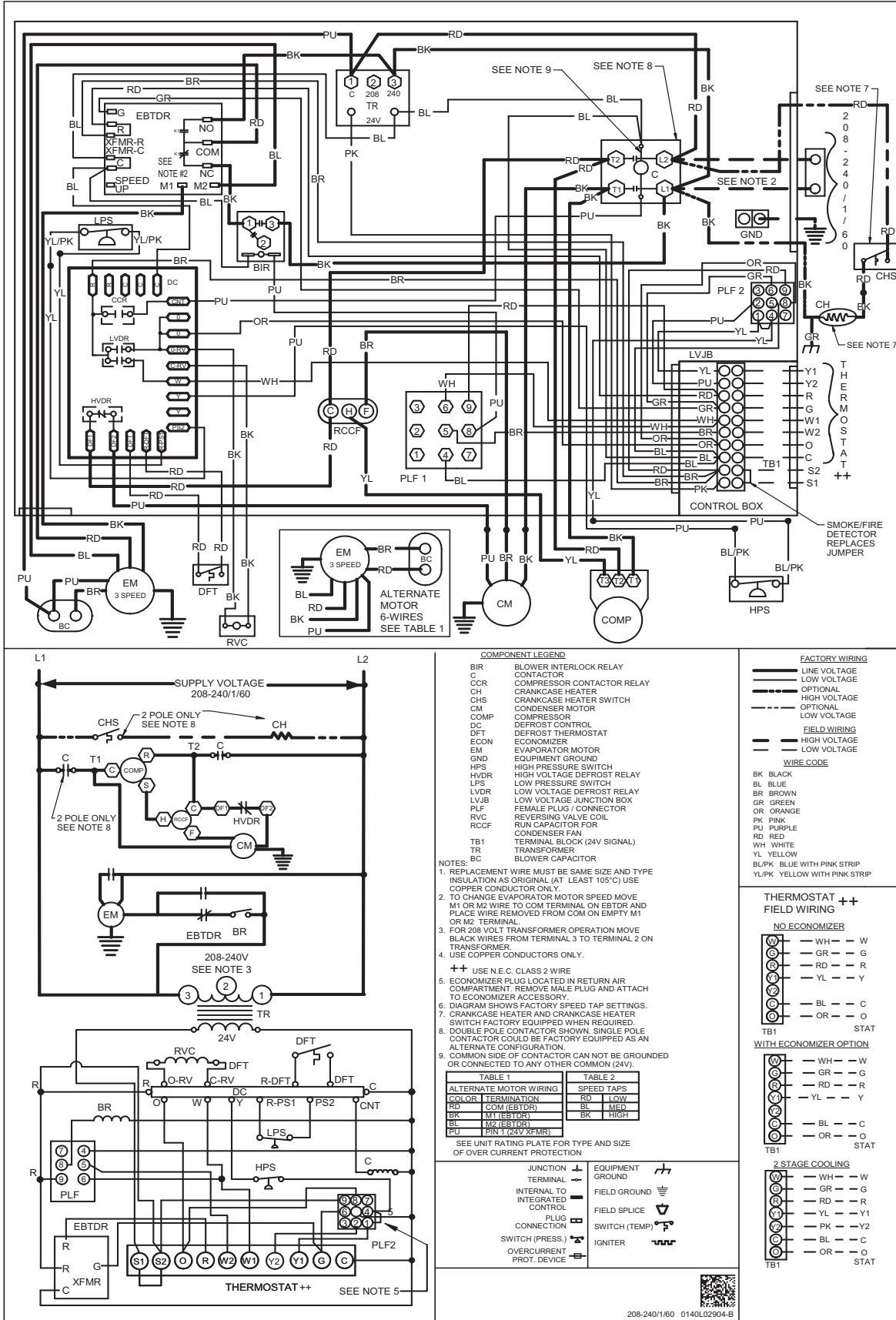
TB1 STAT

208-240/1/60 0140L05413-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

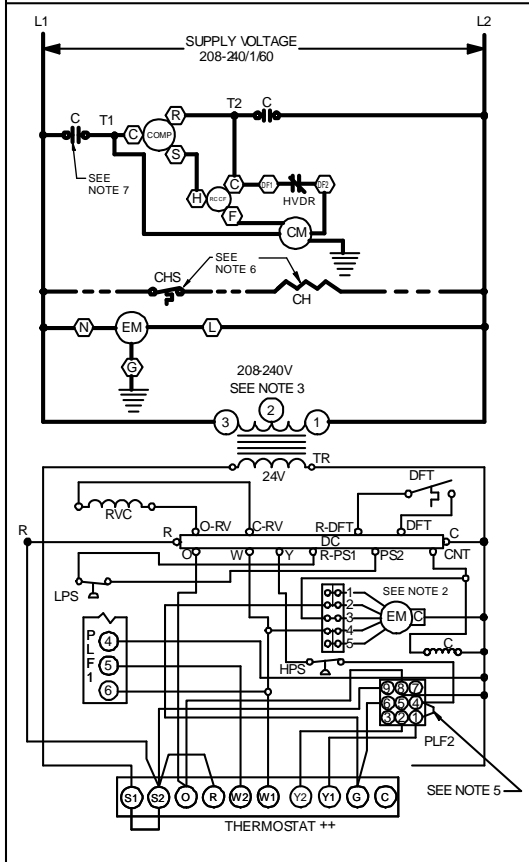
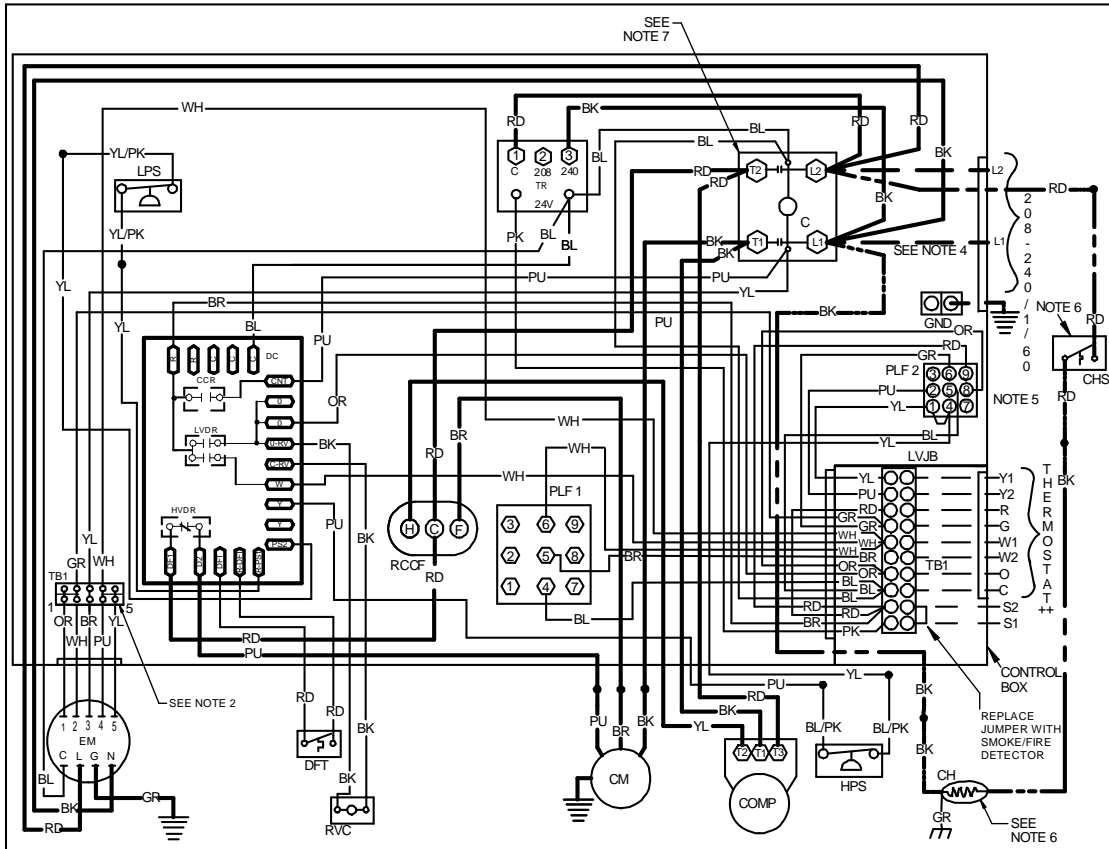
HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

WARNING



Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING
HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

C	CONTACTOR	CCR	COMPRESSOR CONTACTOR RELAY
CH	CRANKCASE HEATER	CHS	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR	COMP	COMPRESSOR
DC	DEFROST CONTROL	DFT	DEFROST THERMOSTAT
EC ON	EC ONOMIZER	EM	EVAPORATOR MOTOR
LVDR	LOW VOLTAGE DEFROST RELAY	LVJB	LOW VOLTAGE JUNCTION BOX
PLF	FEMALE PLUG / CONNECTOR	RVC	REVERSING VALVE COIL
RCCF	RUN CAPACITOR FOR COMPRESSOR AND FAN	TR	TRANSFORMER

NOTES:

- REPLACEMENT WIRE MUST BE SA ME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- TO CHANGE EVAPORATOR MOTOR SPEED MOVE WHITE AND YELLOW LEADS FROM "3" AND "4" TO "4" AND "5". IF BOTH LEADS ARE ENERGIZED, THE HIGHER SPEED SETTING IS USED.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- USE COPPER CONDUCTORS ONLY.
- USE N.E.C. CLASS 2 WIRE.
- EC ONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO ECONOMIZER ACCESSORY.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- DOUBLE POLE CONTACTOR SHOWN. SINGLE POLE CONTACTOR COULD BE FACTORY EQUIPPED AS AN ALTERNATE CONFIGURATION.

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

JUNCTION	EQUIPMENT GROUND
TERMINAL	FIELD GROUND
INTERNAL TO INTEGRATED CONTROL	FIELD SP LICE
PLUG CONNECTION	SWITCH (TEMP)
SWITCH (PRESS.)	IGNITER
OVERCURRENT PROT. DEVICE	

FACTORY WIRING

- SOLID LINE: LINE VOLTAGE
- DASHED LINE: LOW VOLTAGE
- DOTTED LINE: OPTIONAL
- DASHED LINE WITH DOTS: HIGH VOLTAGE
- DOTTED LINE WITH DOTS: OPTIONAL LOW VOLTAGE

FIELD WIRING

- SOLID LINE: HIGH VOLTAGE
- DASHED LINE: LOW VOLTAGE

WIRE CODE

- BK: BLACK
- BL: BLUE
- BR: BROWN
- GR: GREEN
- OR: ORANGE
- PK: PINK
- RD: RED
- PU: PURPLE
- YL: YELLOW
- WH: WHITE
- BL/PK: BLUE WITH PINK STRIP
- YL/PK: YELLOW WITH PINK STRIP

THERMOSTAT++ FIELD WIRING

NO ECONOMIZER

1	WH	W
2	GR	G
3	RD	R
4	YL	Y
5	BL	C
6	OR	O
7	STAT	

WITH ECONOMIZER OPTION

1	WH	W
2	GR	G
3	RD	R
4	YL	Y
5	BL	C
6	OR	O
7	STAT	

2 STAGE COOLING

1	WH	W
2	GR	G
3	RD	R
4	YL	Y1
5	PK	Y2
6	BL	C
7	OR	O
8	STAT	

208-240/1/60 0140L05410-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

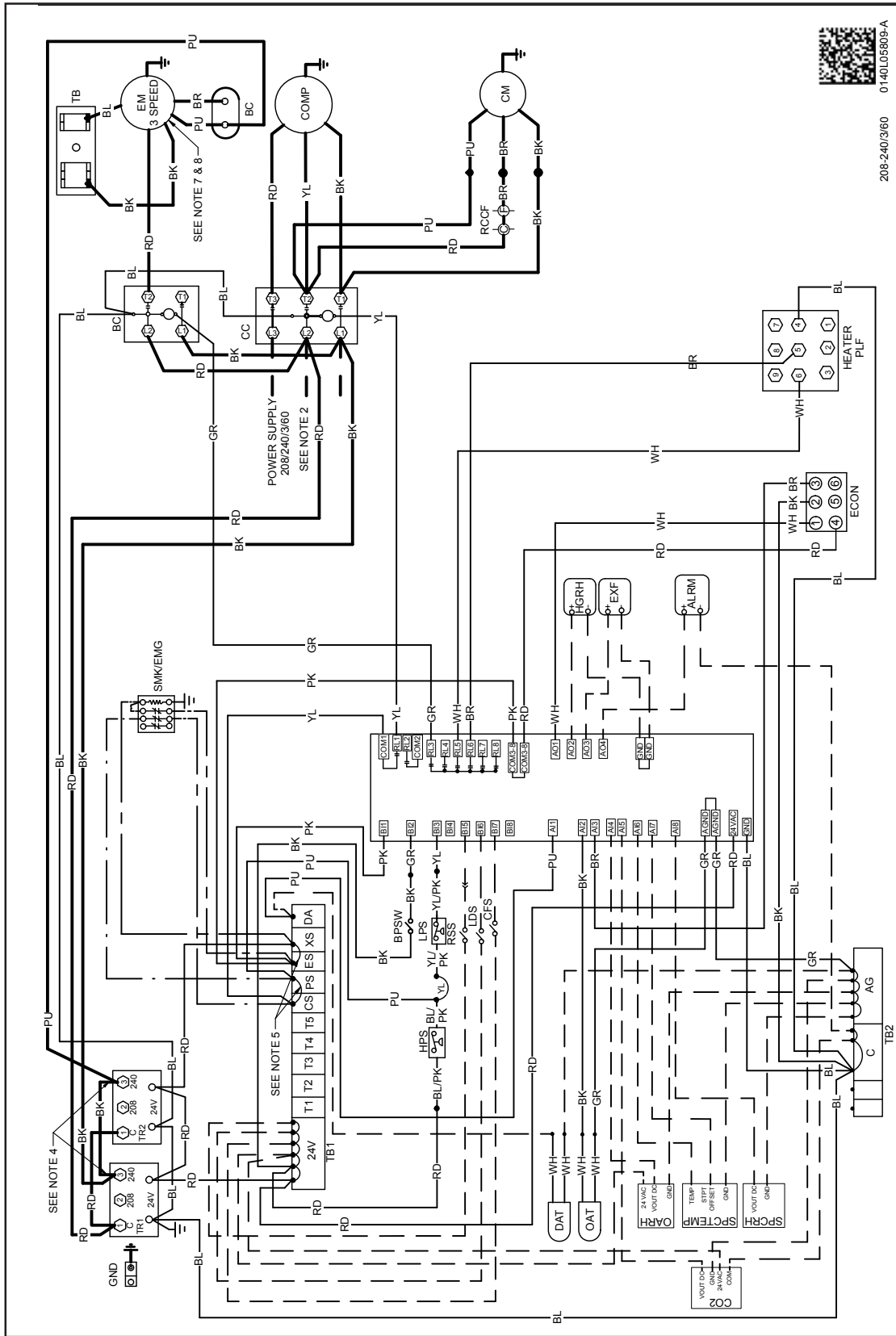
WIRING DIAGRAMS FOR MODELS WITH DDC CONTROLS

For complete information and installation instructions for models with DDC controls, see manual DK-DDC-TGD-XXX.



WARNING

HIGH VOLTAGE!
DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

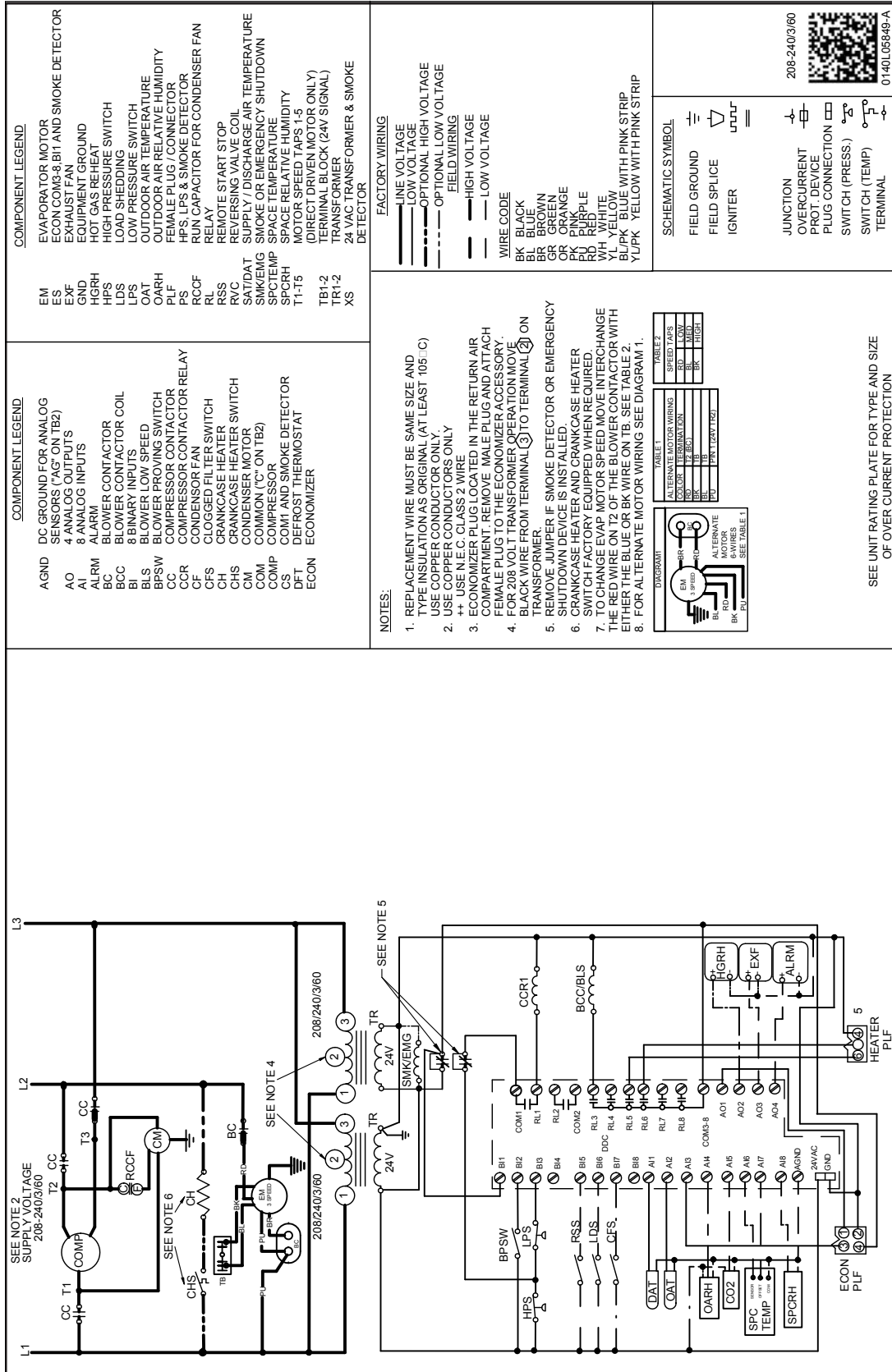


Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

EM	EVAPORATOR MOTOR
ES	ECON COM3-8 BIT AND SMOKE DETECTOR
EXF	EXHAUST FAN
GND	EQUIPMENT GROUND
HGRH	HOT GAS REHEAT
HPS	HIGH PRESSURE SWITCH
LDS	LOAD SHEDDING
LPS	LOW PRESSURE SWITCH
OAT	OUTDOOR AIR TEMPERATURE
ORH	OUTDOOR AIR RELATIVE HUMIDITY
PLF	FEMALE PLUG / CONNECTOR
RCCF	RHS, LPS & SMOKE DETECTOR FAN RUN CAPACITOR FOR CONDENSER FAN
RHS	RELATIVE HUMIDITY
RSS	RELOCATE START STOP
RVC	REVERSING VALVE COIL
SAT/DAT	SUPPLY / DISCHARGE AIR TEMPERATURE
SMK/ENG	SMOKE OR EMERGENCY SHUTDOWN
SPC/TEMP	SPACE TEMPERATURE
SPQRH	SPACE RELATIVE HUMIDITY
T1-T5	MOTOR SPEED TAPS 1-5
TB1-2	(DIRECT DRIVEN MOTOR ONLY)
TR1-2	TERMINAL BLOCK (24V SIGNAL)
XS	TRANSFORMER
	24 VAC TRANSFORMER & SMOKE DETECTOR

COMPONENT LEGEND

AGND	DC GROUND FOR ANALOG
AO	SENSORS ("AG" ON TB2)
AI	8 ANALOG INPUTS
ALRM	ALARM
BC	BLOWER CONTACTOR
BCC	BLOWER CONTACTOR COIL
BI	8 BINARY INPUTS
BPSW	BLOWER LOW SPEED
CC	BLOWER PROVING SWITCH
CCR	COMPRESSOR CONTACTOR RELAY
CF	CONDENSER FAN
CHS	CLOGGED FILTER SWITCH
CH	CRANKCASE HEATER
CHM	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR
COM	COMMON ("C" ON TB2)
COMP	COMPRESSOR
CS	COM1 AND SMOKE DETECTOR
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
—	OPTIONAL HIGH VOLTAGE
—	OPTIONAL LOW VOLTAGE
—	FIELD WIRING
—	HIGH VOLTAGE
—	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BLUE
BR	BROWN
GR	GREEN
PK	PINK
PU	PURPLE
WH	WHITE
YL	YELLOW
YLPK	YELLOW WITH PINK STRIP

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTORS ONLY.
- USE COPPER CONDUCTORS ONLY.
- ECONOMIZER CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY. FOR 808/812 TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL 3 TO TERMINAL 2 ON TRANSFORMER.
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- TO CHANGE EVAP MOTOR SPEED MOVE INTERCHANGE THE RED WIRE ON T2 OF THE BLOWER CONTACTOR WITH EITHER THE BLUE OR BK WIRE ON TB. SEE TABLE 2.
- FOR ALTERNATE MOTOR WIRING SEE DIAGRAM 1.

SCHEMATIC SYMBOL

—	FIELD GROUND
—	FIELD SPLICE
—	IGNITER
—	JUNCTION
—	OVERCURRENT PROT. DEVICE
—	PLUG CONNECTION
—	SWITCH (PRESS)
—	SWITCH (TEMP)
—	TERMINAL

DIAGRAM 1

ALTERNATE MOTOR WIRING SPEED TAPS

WIRE	FUNCTION
BL	RED
BK	BLACK
BR	BROWN
GR	GREEN
PK	PINK
PU	PURPLE
WH	WHITE
YL	YELLOW

DIAGRAM 2

ALTERNATE MOTOR WIRING SPEED TAPS

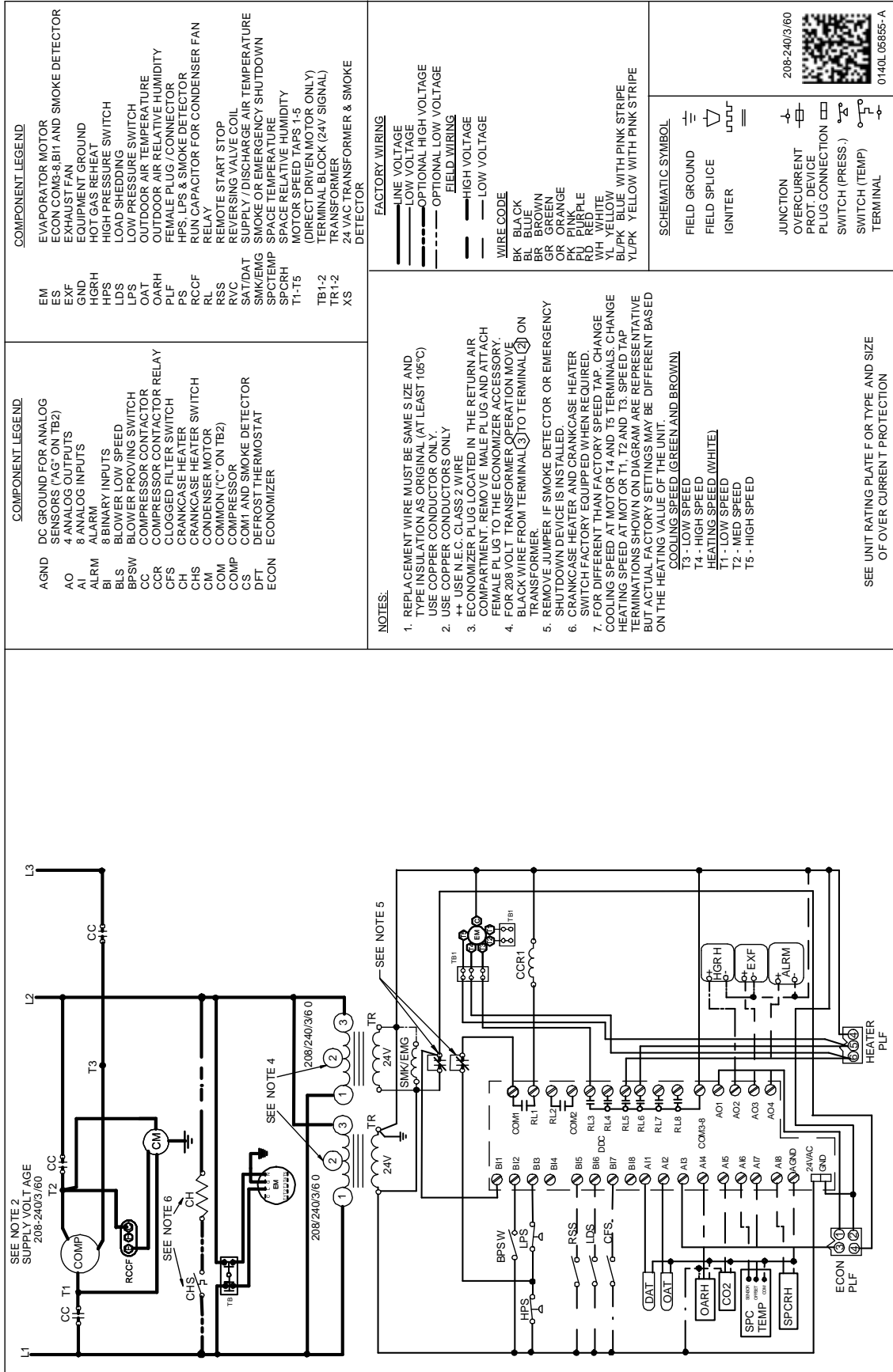
WIRE	FUNCTION
BL	RED
BK	BLACK
BR	BROWN
GR	GREEN
PK	PINK
PU	PURPLE
WH	WHITE
YL	YELLOW

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING
 HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

EM	EVAPORATOR MOTOR
ES	ECON COM3-BIT AND SMOKE DETECTOR
EXF	EXHAUST FAN
GND	EQUIPMENT GROUND
HGRH	HOT GAS REHEAT
HPS	HIGH PRESSURE SWITCH
LDS	LOW PRESSURE SWITCH
LPS	LOW PRESSURE SWITCH
OARH	OUTDOOR AIR TEMPERATURE
OAT	OUTDOOR AIR RELATIVE HUMIDITY
PLF	FEMALE PLUG /CONNECTOR
PS	HPS, LPS & SMOKE DETECTOR
RCCF	RUN CAPACITOR FOR CONDENSER FAN
RL	RELAY
RSS	REMOTE START STOP
RVC	REVERSING VALVE COIL
SAT/DAT	SUPPLY /DISCHARGE AIR TEMPERATURE
SMK/EMG	SMOKE OR EMERGENCY SHUTDOWN
SPCTEMP	SPACE TEMPERATURE
SPCRH	SPACE RELATIVE HUMIDITY
T1-T5	MOTOR SPEED TAPS 1-5
TB1-2	(DIRECT DRIVEN MOTOR ONLY) TERMINAL BLOCK (24V SIGNAL)
TR	TRANSFORMER
XS	24 VAC TRANSFORMER & SMOKE DETECTOR

COMPONENT LEGEND

AGND	DC GROUND FOR ANALOG
AO	SENSORS (*AG- ON TB2)
AI	4 ANALOG OUTPUTS
ALRM	ALARM
BI	8 BINARY INPUTS
BLS	BLOWER LOW SPEED
BPSW	BLOWER PROVING SWITCH
CC	COMPRESSOR CONTACTOR RELAY
CFS	CLOGGED FILTER SWITCH
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR
COM	COMMON (*C- ON TB2)
COMP	COMPRESSOR
CS	COM1 AND SMOKE DETECTOR
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
—	OPTIONAL HIGH VOLTAGE
—	OPTIONAL LOW VOLTAGE
—	FIELD WIRING
—	HIGH VOLTAGE
—	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BLUE
BR	BROWN
GR	GREEN
PK	PINK
PN	PURPLE
RD	RED
WH	WHITE
YL	YELLOW
BL/PK	BLUE WITH PINK STRIPE
YL/PK	YELLOW WITH PINK STRIPE

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C). USE COPPER CONDUCTORS ONLY.
- USE COPPER CONDUCTORS ONLY.
- ECONOMIZER CANNOT BE USED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL 2 TO TERMINAL 3 ON TRANSFORMER.
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- FOR DIFFERENT THAN FACTORY SPEED TAP CHANGE COOLING SPEED AT MOTOR T1 AND T5 TERMINALS. CHANGE HEATING SPEED AT MOTOR T1, T2 AND T3. SPEED TAP TERMINATIONS SHOWN ON DIAGRAM ARE REPRESENTATIVE BUT ACTUAL FACTORY SETTINGS MAY BE DIFFERENT BASED ON THE HEATING VALUE OF THE UNIT.

COOLING SPEED (GREEN AND BROWN)
 T2 - LOW SPEED
 T3 - HIGH SPEED
 HEATING SPEED (WHITE)
 T1 - LOW SPEED
 T2 - MED SPEED
 T3 - HIGH SPEED

SCHEMATIC SYMBOL

⊖	FIELD GROUND
⏏	FIELD SPLICE
⏏	IGNITER
⏏	JUNCTION
⏏	OVERCURRENT
⏏	PROT DEVICE
⏏	PLUG CONNECTION
⏏	SWITCH (PRESS.)
⏏	SWITCH (TEMP)
⏏	TERMINAL

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

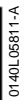
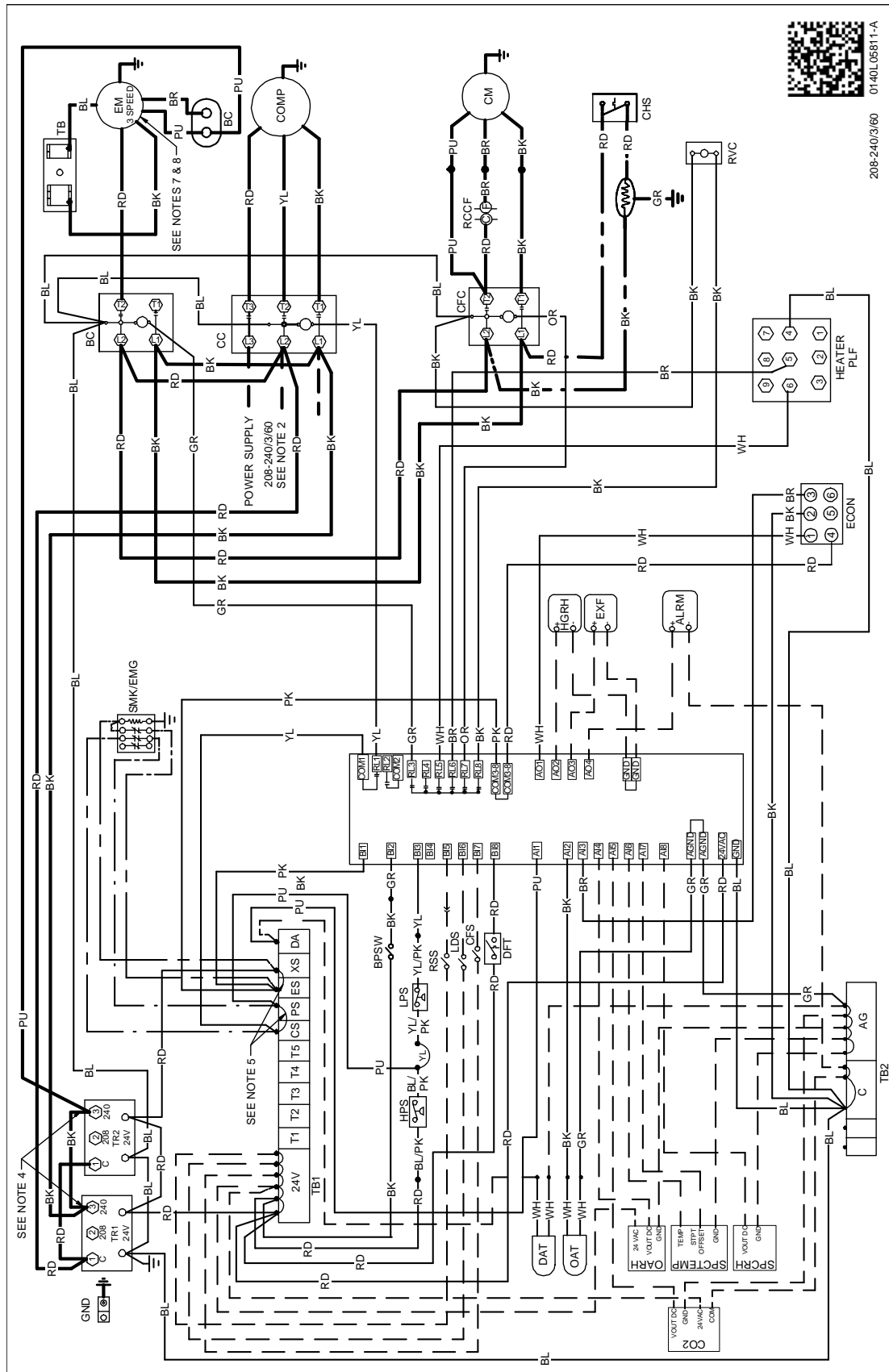


208-240/3/60
 0140L 05855-A

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



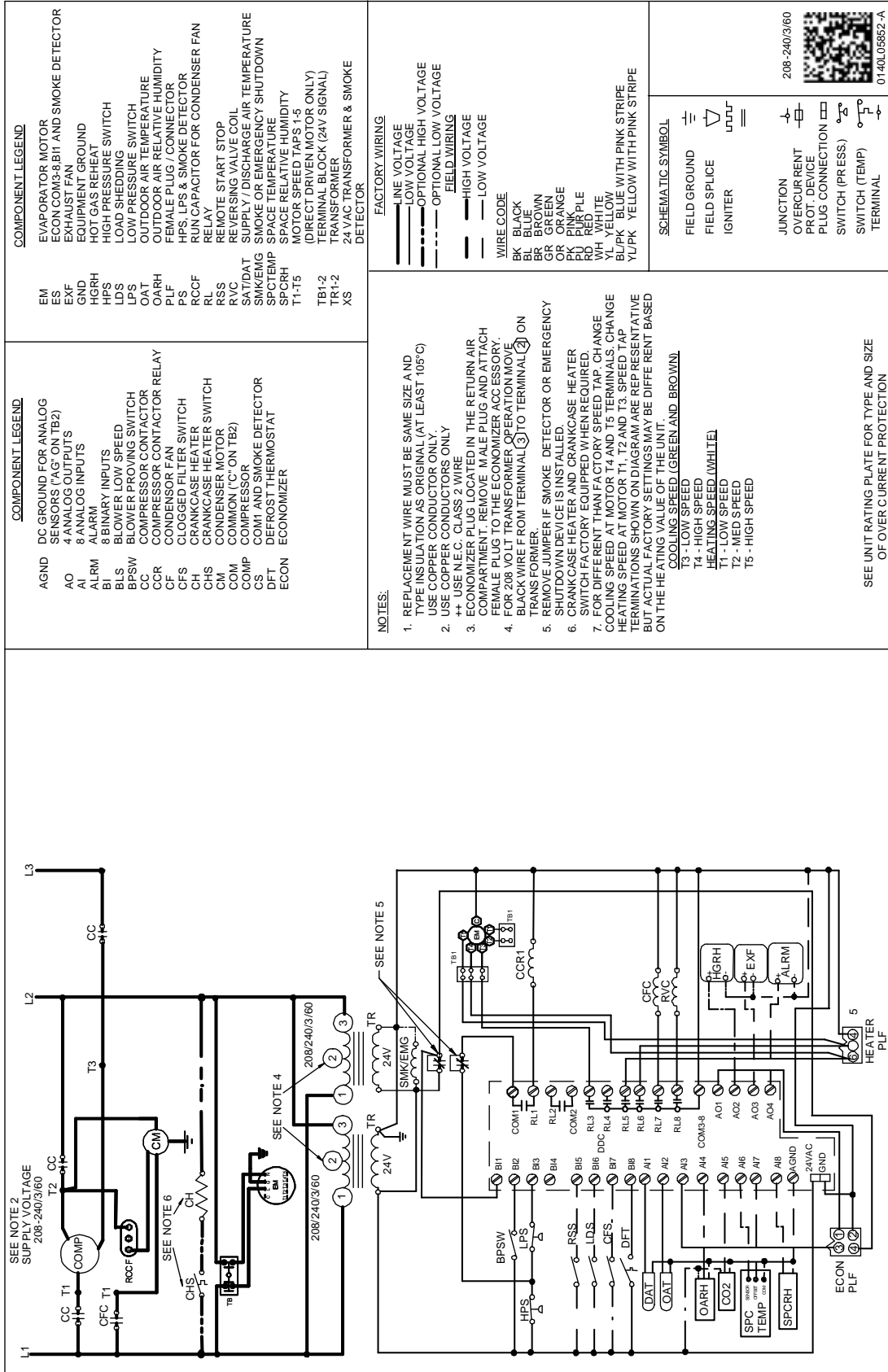
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208-240/3/60

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WARNING

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COMPONENT LEGEND

EM	EVAPORATOR MOTOR
ES	ECON COM3-8 BIT AND SMOKE DETECTOR
EXF	EXHAUST FAN
GND	EQUIPMENT GROUND
HGRH	HOT GAS REHEAT
HPS	HIGH PRESSURE SWITCH
LDS	LOAD SHEDDING
LPS	LOW PRESSURE SWITCH
OAT	OUTDOOR AIR RELATIVE HUMIDITY
OARH	OUTDOOR AIR RELATIVE HUMIDITY
PLF	FEMALE PLUG / CONNECTOR
PLS	HPS, LPS & SMOKE DETECTOR
RCCF	RUN CAPACITOR FOR CONDENSER FAN RELAY
RL	RELAY
RSS	REMOTE START STOP
RVC	REVERSING VALVE COIL
SAT/DAT	SUPPLY / DISCHARGE AIR TEMPERATURE
SMK/EMG	SMOKE OR EMERGENCY SHUTDOWN
SPCTEMP	SPACE TEMPERATURE
SPCRH	SPACE RELATIVE HUMIDITY
T1-T5	MOTOR SPEED TAPS 1-5
TR1-2	(DIRECT DRIVEN MOTOR ONLY) TERMINAL BLOCK (24V SIGNAL)
TR1-2	TRANSFORMER
XS	24 VAC TRANSFORMER & SMOKE DETECTOR

COMPONENT LEGEND

AGND	DC GROUND FOR ANALOG
AO	SENSORS ('AG' ON TB2)
AI	4 ANALOG INPUTS
ALRM	8 ANALOG INPUTS
BI	ALARM
BLS	8 BINARY INPUTS
BPSW	BLOWER LOW SPEED
CCR	BLOWER PROVING SWITCH
CC	COMPRESSOR CONTACTOR
CF	COMPRESSOR CONTACTOR RELAY
CFS	CONDENSOR FAN
CH	CLOGGED FILTER SWITCH
CHS	CRANKCASE HEATER
CM	CRANKCASE HEATER SWITCH
COM	COMMON ('C' ON TB2)
COMP	COMPRESSOR
CS	COM1 AND SMOKE DETECTOR
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTORS ONLY.
- USE COPPER CONDUCTORS ONLY.
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL ① TO TERMINAL ② ON TRANSFORMER.
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- FOR DIFFERENT THAN FACTORY SPEED TAP, CHANGE COOLING SPEED AT MOTOR T4 AND T5 TERMINALS. CHANGE HEATING SPEED AT MOTOR T1, T2 AND T3. SPEED TAP TERMINATIONS SHOWN ON DIAGRAM ARE REPRESENTATIVE BUT ACTUAL FACTORY SETTINGS MAY BE DIFFERENT BASED ON THE HEATING VALUE OF THE UNIT.

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
—	OPTIONAL HIGH VOLTAGE
—	OPTIONAL LOW VOLTAGE

FIELD WIRING

—	HIGH VOLTAGE
—	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BROWN
BR	BROWN
GR	GREEN
OR	ORANGE
PK	PINK
PL	PINK/PLE
RD	RED
WH	WHITE
YL	YELLOW
BL/PK	BLUE WITH PINK STRIPE
YL/PK	YELLOW WITH PINK STRIPE

SCHEMATIC SYMBOL

⊖	FIELD GROUND
⊕	FIELD SPLICE
⊖	IGNITER
⊕	JUNCTION
⊖	OVERCURRENT PROT. DEVICE
⊕	PLUG CONNECTION
⊖	SWITCH (PRESS.)
⊕	SWITCH (TEMP)
⊖	TERMINAL

208-240/3/60

0140L05852-A

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

HEATING SPEED (WHITE)

T1	- LOW SPEED
T2	- MED SPEED
T3	- HIGH SPEED

COOLING SPEED (GREEN AND BROWN)

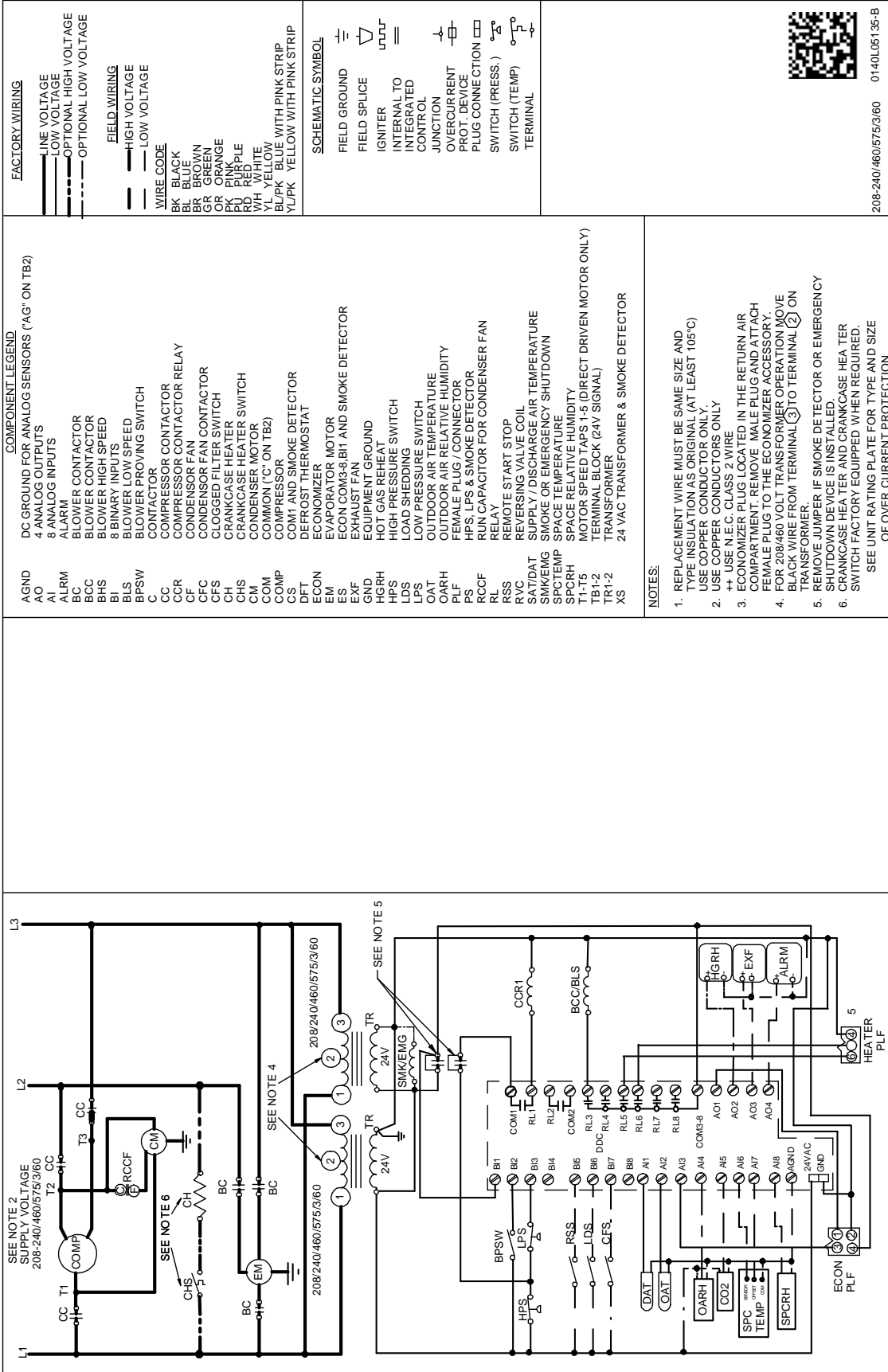
T4	- LOW SPEED
T5	- HIGH SPEED

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

HIGH VOLTAGE!
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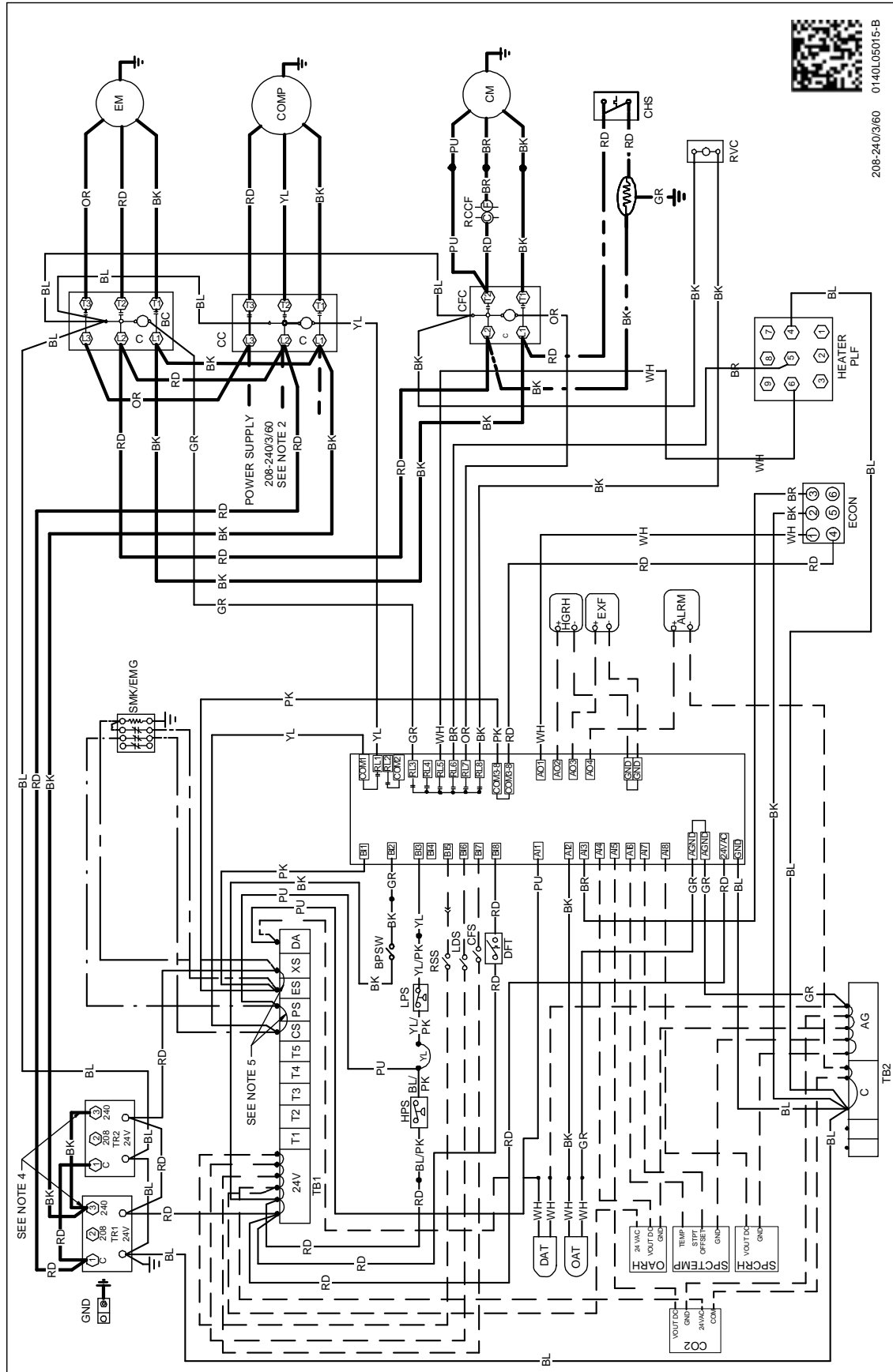


Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

HIGH VOLTAGE!
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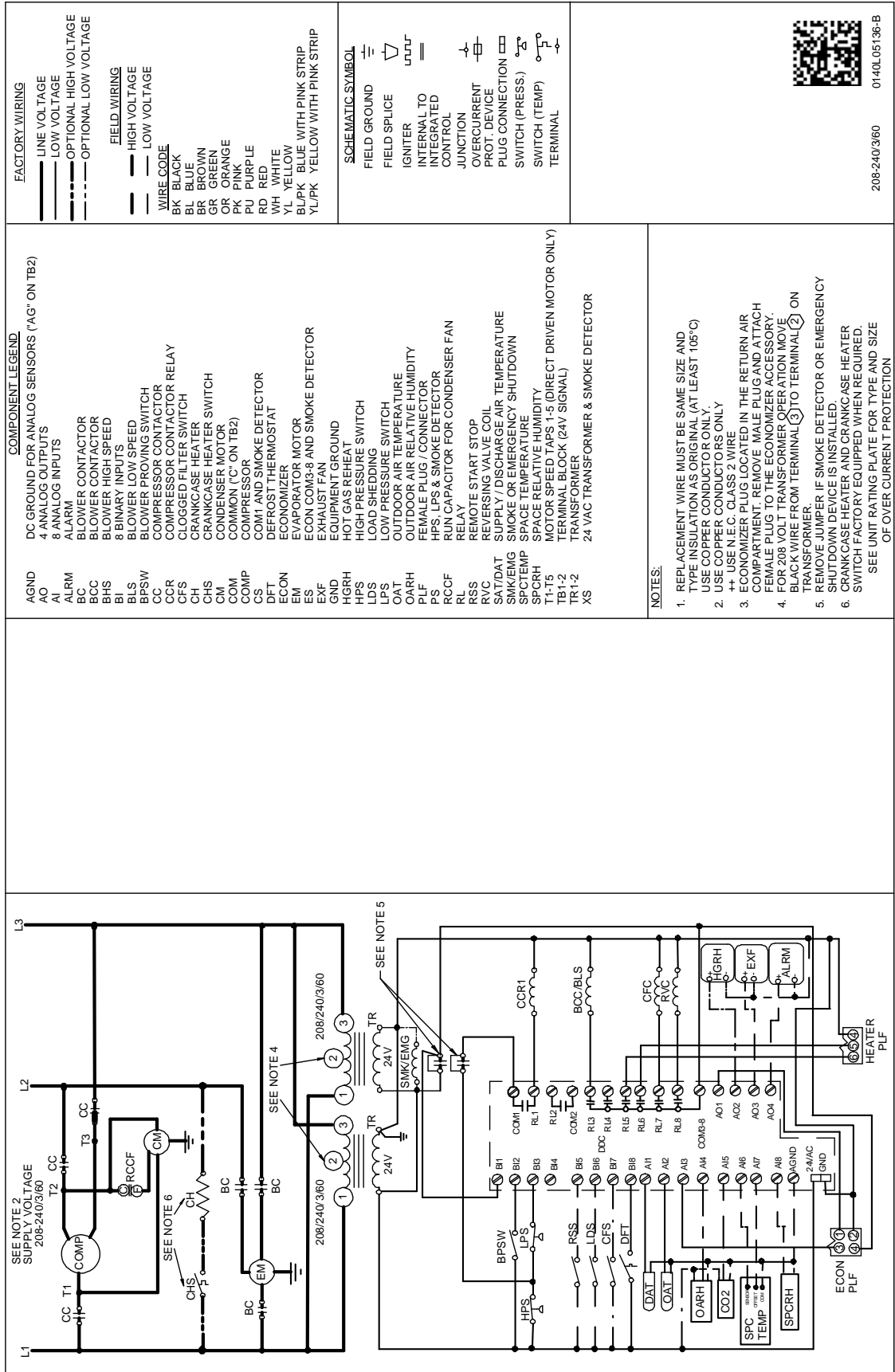
208-240/3/60 0140L05015-B

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

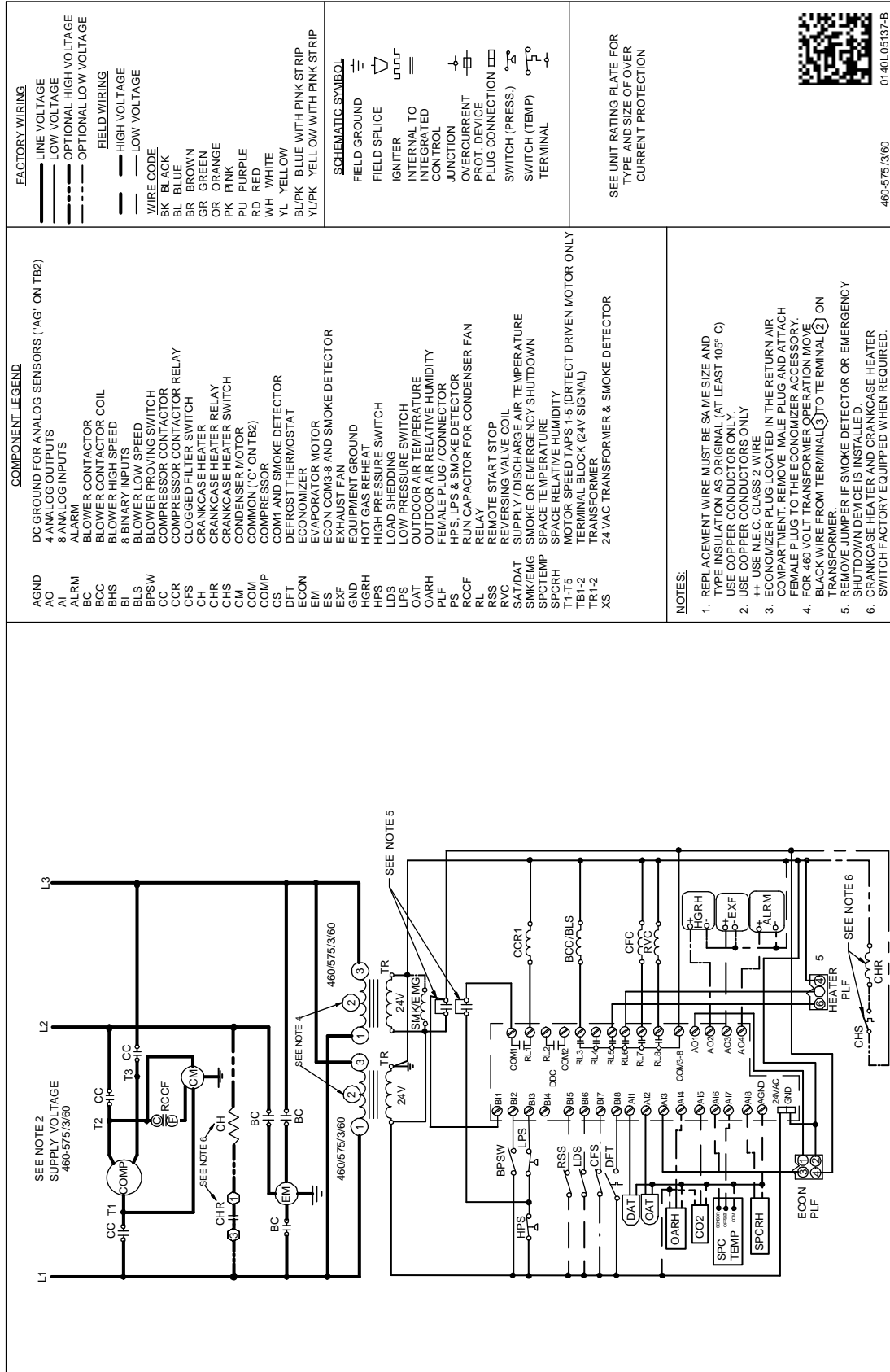
HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

WARNING

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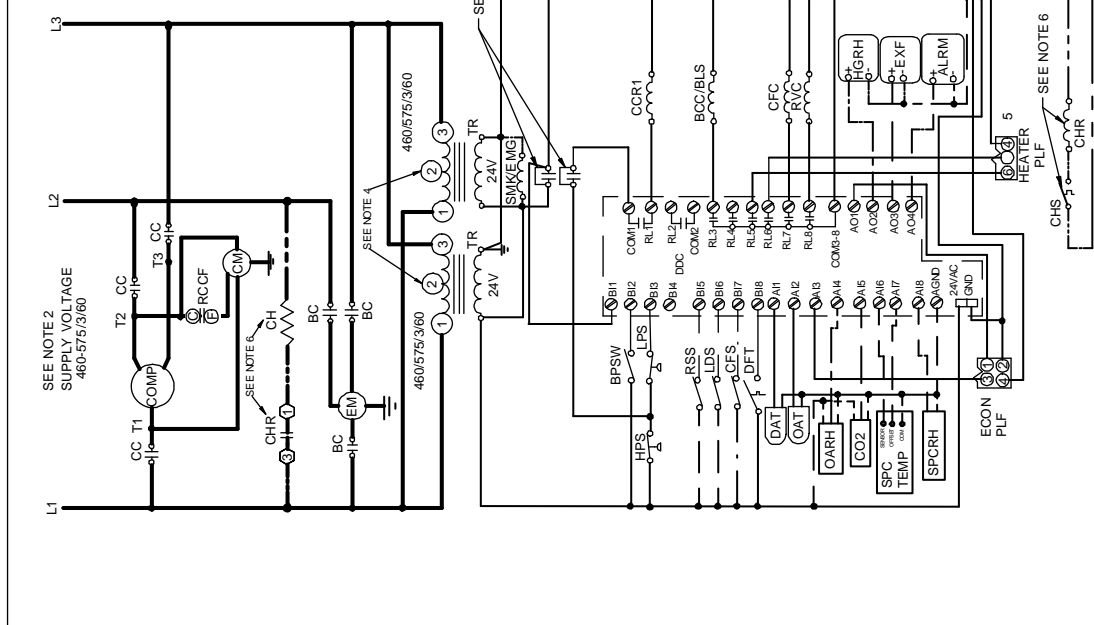
COMPONENT LEGEND	FACTORY WIRING	SCHEMATIC SYMBOL
AGND	LINE VOLTAGE	FIELD GROUND
AO	LOW VOLTAGE	FIELD SPICE
AI	OPTIONAL HIGH VOLTAGE	IGNITER
ALRM	OPTIONAL LOW VOLTAGE	INTERNAL TO INTEGRATED CONTROL
ALRM	FIELD WIRING	JUNCTION
BC	HIGH VOLTAGE	OVERCURRENT PROT. DEVICE
BCC	LOW VOLTAGE	PLUG CONNECTION
BHS	FIELD WIRING	SWITCH (PRESS)
BI	HIGH VOLTAGE	SWITCH (TEMP)
BLS	LOW VOLTAGE	TERMINAL
BPSW	WIRE CODE	
CC	BK BLACK	
CCR	BL BLUE	
CFS	BR BROWN	
CHR	GR GREEN	
CHS	OR ORANGE	
CHS	PK PINK	
CHS	PU PURPLE	
COM	RD RED	
COMP	WH WHITE	
CON	YL YELLOW	
CON	BL/PK BLUE WITH PINK STRIP	
CON	YL/PK YELLOW WITH PINK STRIP	
DFT		
DFT		
ECON		
EM		
ES		
EXP		
GND		
HGRH		
HPS		
LDS		
LPS		
OAT		
OARH		
PLF		
PS		
RCCF		
RL		
RSS		
RVC		
SAT/DAT		
SMK/EMG		
SPCTEMP		
SPCRH		
T1-T5		
TB1-2		
TR1-2		
XS		

COMPONENT LEGEND

DC GROUND FOR ANALOG SENSORS (*AG* ON TB2)
 4 ANALOG OUTPUTS
 8 ANALOG INPUTS
 ALARM
 BLOWER CONTACTOR
 BLOWER CONTACTOR COIL
 BLOWER HIGH SPEED
 8 BINARY INPUTS
 BLOWER LOW SPEED
 BLS
 BLOWER PROVING SWITCH
 COMPRESSOR CONTACTOR
 COMPRESSOR CONTACTOR RELAY
 CLOGGED FILTER SWITCH
 CH
 CRANKCASE HEATER
 CRANKCASE HEATER RELAY
 CRANKCASE HEATER SWITCH
 CRANKCASE MOTOR
 COMMON (ON TB2)
 COMPRESSOR
 COM1 AND SMOKE DETECTOR
 DEFROST THERMOSTAT
 DFT
 EVAPORATOR MOTOR
 ECON
 ECON COM3-8 AND SMOKE DETECTOR
 EM
 ES
 EXHAUST FAN
 EQUIPMENT GROUND
 HGRH
 HOT GAS REHEAT
 HPS
 HIGH PRESSURE SWITCH
 LDS
 LOAD SHEDDING
 LPS
 LOW PRESSURE SWITCH
 OAT
 OUTDOOR AIR TEMPERATURE
 OARH
 OUTDOOR AIR RELATIVE HUMIDITY
 PLF
 FEMALE PLUG / CONNECTOR
 PS
 HPS, LPS & SMOKE DETECTOR
 RUN CAPACITOR FOR CONDENSER FAN
 RELAY
 RL
 REMOTE START STOP
 RVC
 REVERSING VALVE COIL
 SAT/DAT
 SUPPLY / DISCHARGE AIR TEMPERATURE
 SMK/EMG
 SMOKE OR EMERGENCY SHUTDOWN
 SPCTEMP
 SPACE TEMPERATURE
 SPCRH
 SPACE RELATIVE HUMIDITY
 T1-T5
 MOTOR SPEED TAPS 1-5 (DRTECT DRIVEN MOTOR ONLY)
 TB1-2
 TERMINAL BLOCK (24V SIGNAL)
 TRANSFORMER
 24 VAC TRANSFORMER & SMOKE DETECTOR

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105° C) USE COPPER CONDUCTOR ONLY.
- USE COPPER CONDUCTORS ONLY
- ++ USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 460 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL ③ TO TERMINAL ② ON TRANSFORMER.
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.

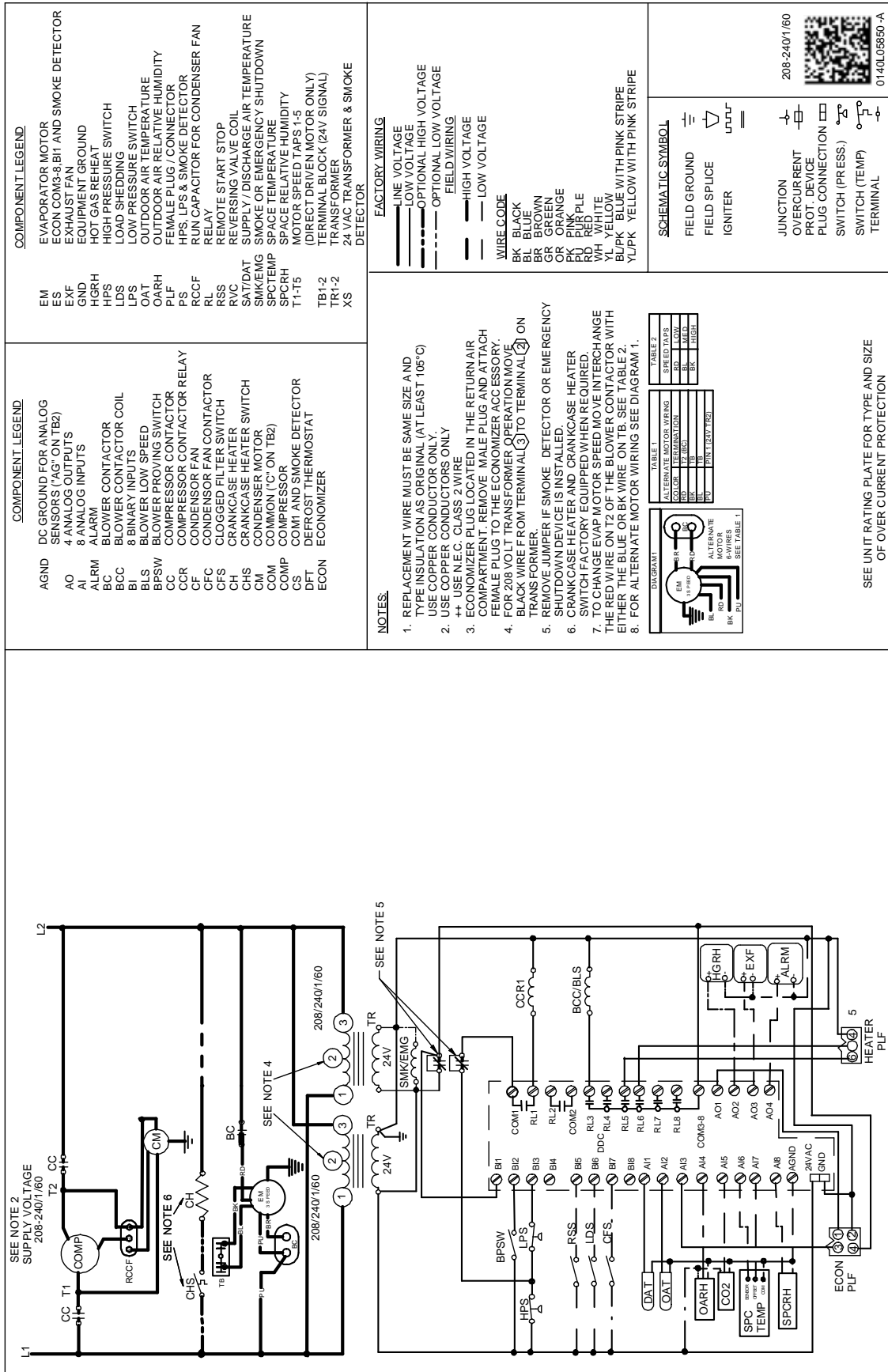


Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

HIGH VOLTAGE!
 DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

EM	EVAPORATOR MOTOR	ES	ECON COM2, B11 AND SMOKE DETECTOR
EXF	EXHAUST FAN	GND	EQUIPMENT GROUND
HGRH	HIGH PRESSURE SWITCH	HPS	HOT GAS REHEAT
LDS	LOAD SHEDDING	LPS	LOW PRESSURE SWITCH
PLF	PLUG CONNECTION	PLF	PLUG CONNECTION
SPCRH	SPACE RELATIVE HUMIDITY	SPC	SPACE RELATIVE HUMIDITY
TI-15	TEMPERATURE	TR1-2	TRANSFORMER
XS	24 VAC TRANSFORMER & SMOKE DETECTOR		

COMPONENT LEGEND

AGND	DC GROUND FOR ANALOG
AO	SENSORS ("AG" ON TB2)
AI	4 ANALOG INPUTS
ALRM	ALARM
BC	BLOWER CONTACTOR
BCC	BLOWER CONTACTOR COIL
BLS	8 BINARY INPUTS
BLSW	BLOWER LOW SPEED
CC	COMPRESSOR CONTACTOR
CCR	COMPRESSOR CONTACTOR RELAY
CF	CONDENSOR FAN CONTACTOR
CFC	CLOGGED FILTER SWITCH
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CM	CONDENSER MOTOR
COM	COMMON ("C" ON TB2)
COMP	COMPRESSOR
COM1	COM1 AND SMOKE DETECTOR
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
—	OPTIONAL HIGH VOLTAGE
—	OPTIONAL LOW VOLTAGE
—	FIELD WIRING
—	HIGH VOLTAGE
—	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BLUE
BRN	BROWN
GR	GREEN
OR	ORANGE
PK	PINK
PL	PURPLE
RD	RED
WH	WHITE
YL	YELLOW
YL/PK	YELLOW WITH PINK STRIPE
YL/PK	YELLOW WITH PINK STRIPE

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.
- USE COPPER CONDUCTORS ONLY
- USE N.E.C. CLASS 2 WIRE
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL ③ TO TERMINAL ② ON TRANSFORMER.
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- TO CHANGE EVAP MOTOR SPEED MOVE INTERCHANGE THE RED WIRE ON T2 OF THE BLOWER CONTACTOR WITH EITHER THE BLUE OR BK WIRE ON TB. SEE TABLE 2.
- FOR ALTERNATE MOTOR WIRING SEE DIAGRAM 1.

SCHEMATIC SYMBOL

—	FIELD GROUND
—	FIELD SPLICE
—	IGNITER
—	JUNCTION
—	OVERCURRENT PROT. DEVICE
—	PLUG CONNECTION
—	SWITCH (PRESS)
—	SWITCH (TEMP)
—	TERMINAL

DIAGRAM 1

ALTERNATE MOTOR WIRING

TABLE 1

WIRE	TERMINAL
BK	1
BL	2
BRN	3
GR	4
OR	5
PK	6
PL	7
RD	8
WH	9
YL	10

TABLE 2

SPEED TAPS	WIRE
1	BK
2	BL
3	BRN
4	GR
5	OR
6	PK
7	PL
8	RD
9	WH
10	YL

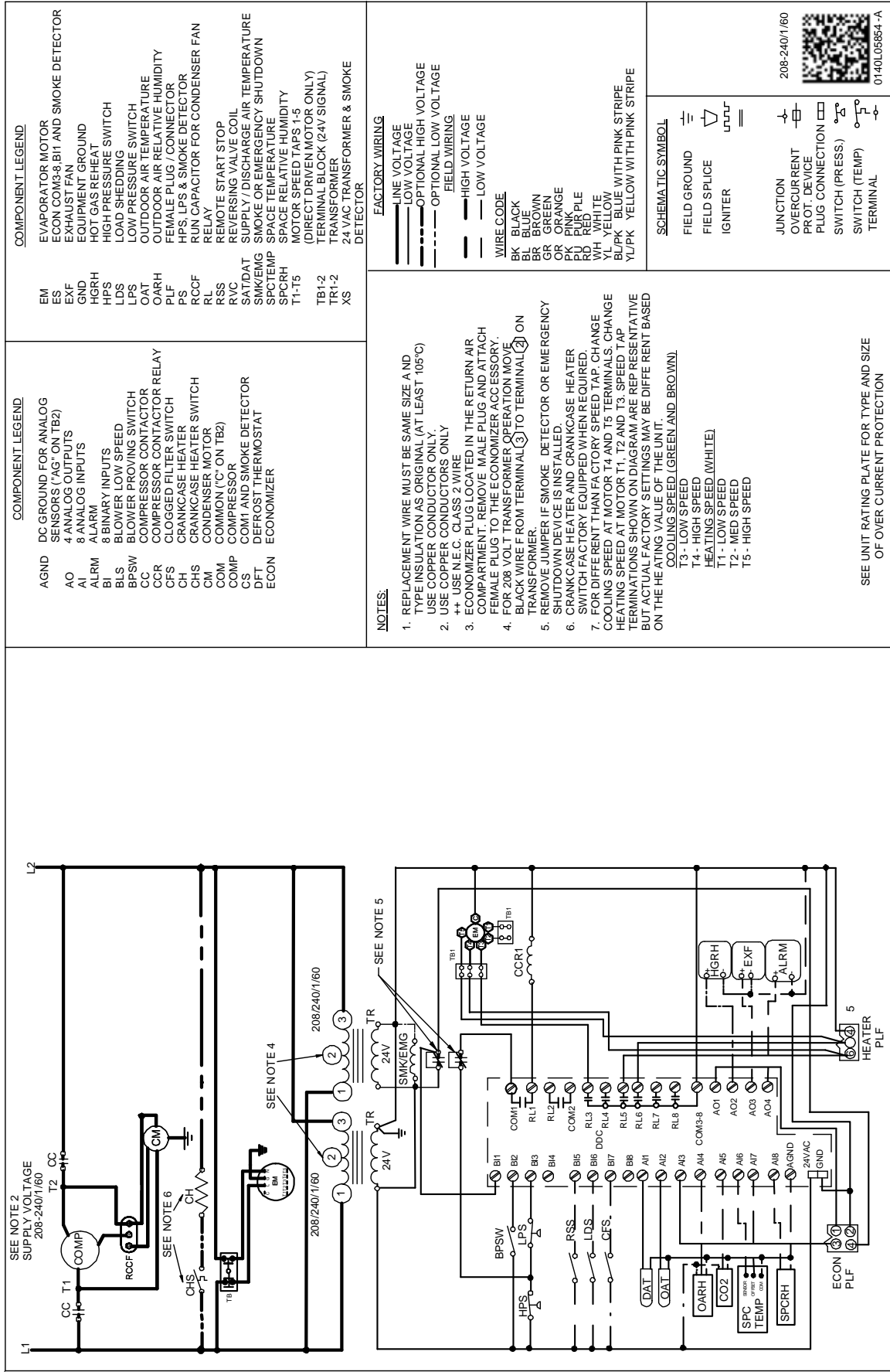
SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.



WARNING

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Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

COMPONENT LEGEND	COMPONENT LEGEND	COMPONENT LEGEND
EM ES EXE GND HGRH HPS LPS OARH PLF PS RCCF RL RSS RVC SAT/DAT SMK/EMG SPC/TEMP T1-T5 TB1-2 XS	AGND AO AL ALRM BI BLS BPSW CC CCR CFS CH CHS CM COMP CS DFT ECON	EVAPORATOR MOTOR ECON COMB-8 BIT AND SMOKE DETECTOR EXHAUST FAN EQUIPMENT GROUND HOT GAS REHEAT HIGH PRESSURE SWITCH LOAD SHEDDING LOW PRESSURE SWITCH OUTDOOR AIR TEMPERATURE OUTDOOR AIR RELATIVE HUMIDITY FEMALE PLUG/CONNECTOR HPS, LPS & SMOKE DETECTOR RUN CAPACITOR FOR CONDENSER FAN RELAY REMOTE START STOP REVERSING VALVE COIL SUPPLY/DISCHARGE AIR TEMPERATURE SMOKE OR EMERGENCY SHUTDOWN SPACE TEMPERATURE SPACE RELATIVE HUMIDITY MOTOR SPEED TAPS 1-5 (DIRECT DRIVEN MOTOR ONLY) TERMINAL BLOCK (24V SIGNAL) TRANSFORMER 24 VAC TRANSFORMER & SMOKE DETECTOR

NOTES	FACTORY WIRING	SCHEMATIC SYMBOL
<p>1. REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTOR ONLY.</p> <p>2. USE COPPER CONDUCTORS ONLY</p> <p>3. ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.</p> <p>4. FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL (3) TO TERMINAL (2) ON TRANSFORMER.</p> <p>5. REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.</p> <p>6. CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.</p> <p>7. FOR DIFFERENT THAN FACTORY SPEED TAP, CHANGE COOLING SPEED AT MOTOR T4 AND T5 TERMINALS. CHANGE HEATING SPEED AT MOTOR T1, T2 AND T3. SPEED TAP TERMINATIONS SHOWN ON DIAGRAM ARE REPRESENTATIVE BUT ACTUAL FACTORY SETTINGS MAY BE DIFFERENT BASED ON THE HEATING VALUE OF THE UNIT.</p> <p>COOLING SPEED (GREEN AND BROWN) T3 - LOW SPEED T4 - HIGH SPEED HEATING SPEED (WHITE) T1 - LOW SPEED T2 - MED SPEED T5 - HIGH SPEED</p>	<p>LINE VOLTAGE ——— LOW VOLTAGE ——— OPTIONAL HIGH VOLTAGE FIELD WIRING ——— HIGH VOLTAGE ——— LOW VOLTAGE</p> <p>WIRE CODE BK - BLACK BL - BLUE BR - BROWN GR - GREEN OR - ORANGE PK - PINK RD - RED RL - RED/BLACK WH - WHITE YL - YELLOW BL/PK - BLUE WITH PINK STRIPE YL/PK - YELLOW WITH PINK STRIPE</p>	<p>FIELD GROUND </p> <p>FIELD SPLICE </p> <p>IGNITER </p> <p>JUNCTION </p> <p>OVERCURRENT PROT. DEVICE </p> <p>PLUG CONNECTION </p> <p>SWITCH (PRESS.) </p> <p>SWITCH (TEMP) </p> <p>TERMINAL </p>

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

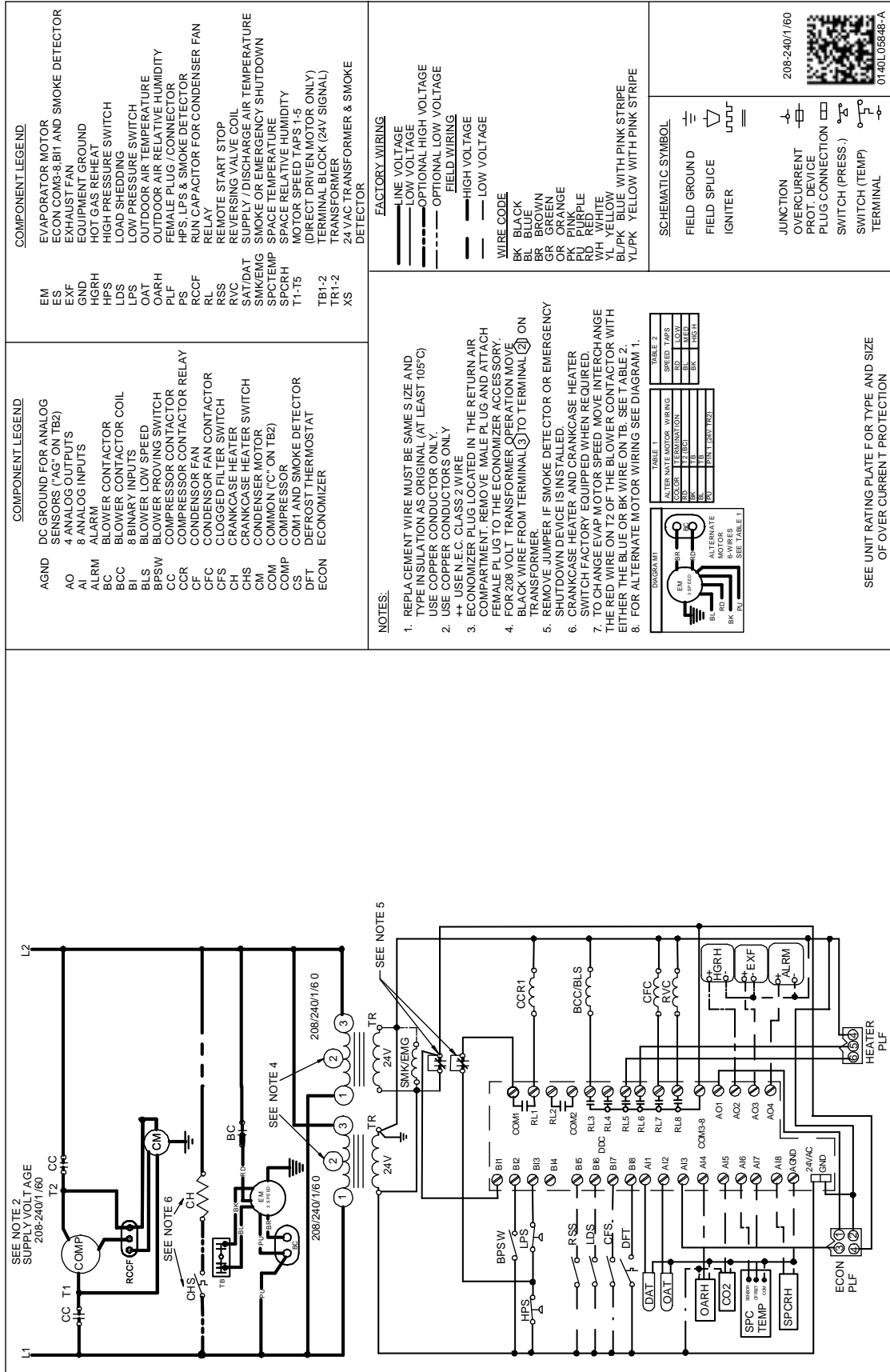


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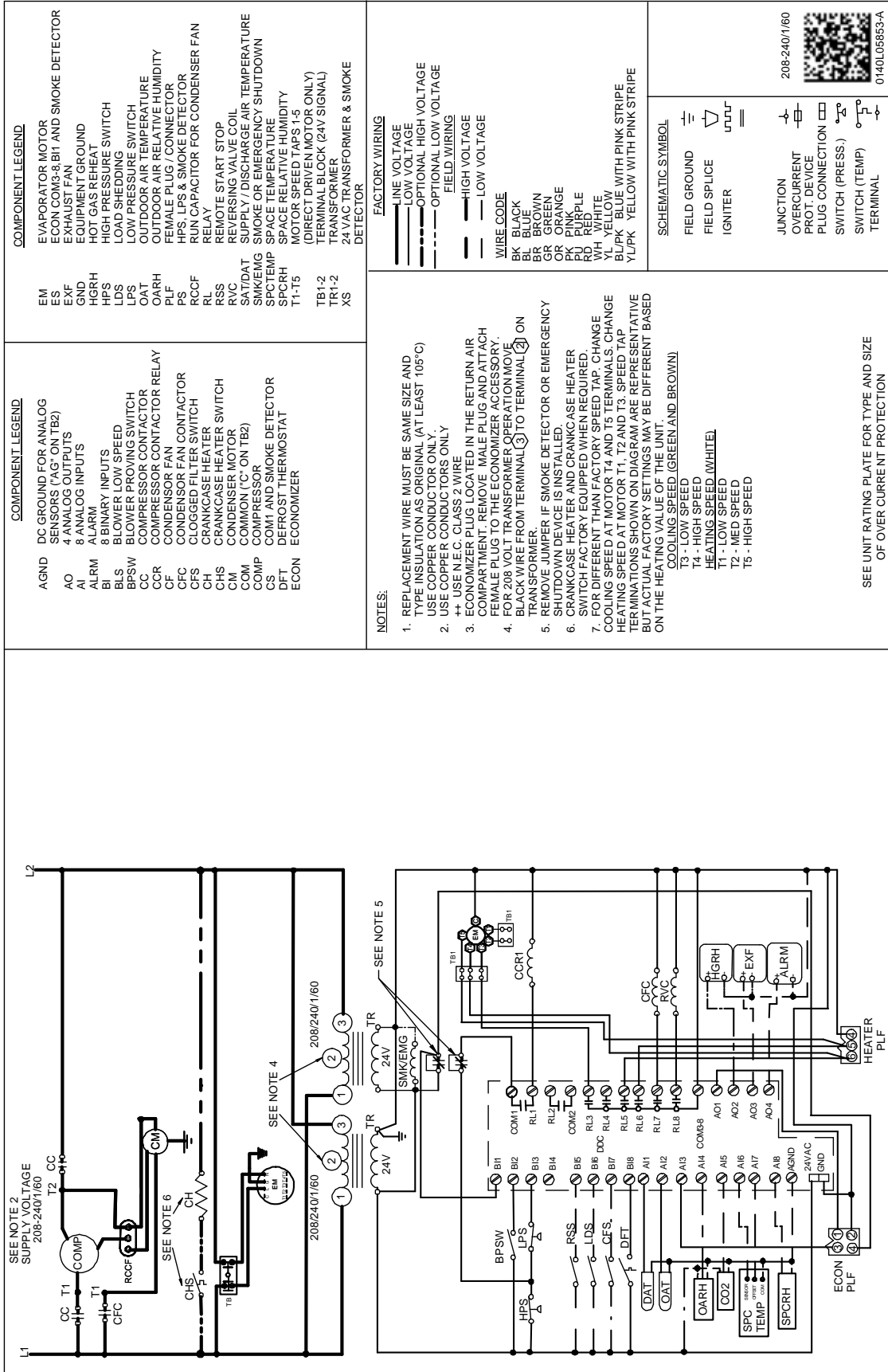


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WARNING

HIGH VOLTAGE!

DISCONNECT ALL POWER BEFORE SERVICING OR INSTALLING THIS UNIT. MULTIPLE POWER SOURCES MAY BE PRESENT. FAILURE TO DO SO MAY CAUSE PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



COMPONENT LEGEND

EM	EVAPORATOR MOTOR
ES	ECON COM3-8.B11 AND SMOKE DETECTOR
EXF	EXHAUST FAN
GND	EQUIPMENT GROUND
HGRH	HOT GAS REHEAT
HPS	HIGH PRESSURE SWITCH
LDS	LOAD SHEDDING
LPS	LOW PRESSURE SWITCH
OAT	OUTDOOR AIR TEMPERATURE
OARH	OUTDOOR AIR RELATIVE HUMIDITY
PLF	FEMALE PLUG / CONNECTOR
PS	HPS, LPS & SMOKE DETECTOR
RCCF	RUN CAPACITOR FOR CONDENSER FAN RELAY
RSC	REMOTE START STOP
RVC	REVERSING VALVE COIL
SAT/DAT	SUPPLY / DISCHARGE AIR TEMPERATURE
SMK/EMG	SMOKE OR EMERGENCY SHUTDOWN
SPC/TEMP	SPACE TEMPERATURE
SPCRH	SPACE RELATIVE HUMIDITY
T1-15	MOTOR SPEED TAPS 1-5
TB1-2	(DIRECT DRIVEN MOTOR ONLY)
TR1-2	TERMINAL BLOCK (24V SIGNAL)
XS	TRANSFORMER
	24 VAC TRANSFORMER & SMOKE DETECTOR

COMPONENT LEGEND

AGND	DC GROUND FOR ANALOG
AO	SENSORS ('AG' ON TB2)
AI	4 ANALOG OUTPUTS
BI	8 ANALOG INPUTS
ALRM	ALARM
BLS	8 BINARY INPUTS
BPSW	BLOWER LOW SPEED
CC	COMPRESSOR CONTACTOR
CCR	COMPRESSOR CONTACTOR RELAY
CF	CONDENSOR FAN
CFC	CONDENSOR FAN CONTACTOR
CFS	CLOGGED FILTER SWITCH
CH	CRANKCASE HEATER
CHS	CRANKCASE HEATER SWITCH
CM	COMMON ('C' ON TB2)
COMP	COMPRESSOR
CS	COM1 AND SMOKE DETECTOR
DFT	DEFROST THERMOSTAT
ECON	ECONOMIZER

FACTORY WIRING

—	LINE VOLTAGE
—	LOW VOLTAGE
—	OPTIONAL HIGH VOLTAGE
—	OPTIONAL LOW VOLTAGE
—	FIELD WIRING
—	HIGH VOLTAGE
—	LOW VOLTAGE

WIRE CODE

BK	BLACK
BL	BLUE
BR	BROWN
OR	ORANGE
PK	PINK
PU	PURPLE
WH	WHITE
YL	YELLOW
BL/PK	BLUE WITH PINK STRIPE
YL/PK	YELLOW WITH PINK STRIPE

NOTES:

- REPLACEMENT WIRE MUST BE SAME SIZE AND TYPE INSULATION AS ORIGINAL (AT LEAST 105°C) USE COPPER CONDUCTORS ONLY
- USE COPPER CONDUCTORS ONLY
- ECONOMIZER PLUG LOCATED IN THE RETURN AIR COMPARTMENT. REMOVE MALE PLUG AND ATTACH FEMALE PLUG TO THE ECONOMIZER ACCESSORY.
- FOR 208 VOLT TRANSFORMER OPERATION MOVE BLACK WIRE FROM TERMINAL (3) TO TERMINAL (2) ON TRANSFORMER
- REMOVE JUMPER IF SMOKE DETECTOR OR EMERGENCY SHUTDOWN DEVICE IS INSTALLED.
- CRANKCASE HEATER AND CRANKCASE HEATER SWITCH FACTORY EQUIPPED WHEN REQUIRED.
- FOR DIFFERENT THAN FACTORY SPEED TAP, CHANGE COOLING SPEED AT MOTOR T4 AND T5 TERMINALS. CHANGE HEATING SPEED AT MOTOR T1, T2 AND T3. SPEED TAP TERMINATIONS SHOWN ON DIAGRAM ARE REPRESENTATIVE BUT ACTUAL FACTORY SETTINGS MAY BE DIFFERENT BASED ON THE HEATING VALUE OF THE UNIT.

COOLING SPEED (GREEN AND BROWN)

T3	- LOW SPEED
T4	- HIGH SPEED
T5	- HIGH SPEED

HEATING SPEED (WHITE)

T1	- LOW SPEED
T2	- MED SPEED
T5	- HIGH SPEED

SCHEMATIC SYMBOL

⊖	FIELD GROUND
⊖	FIELD SPLICE
⊖	IGNITER
⊖	JUNCTION
⊖	OVERCURRENT
⊖	PROT. DEVICE
⊖	PLUG CONNECTION
⊖	SWITCH (PRESS.)
⊖	SWITCH (TEMP)
⊖	TERMINAL

208-240/1/60

0140L05853-A

SEE UNIT RATING PLATE FOR TYPE AND SIZE OF OVER CURRENT PROTECTION

Wiring is subject to change. Always refer to the wiring diagram on the unit for the most up-to-date wiring.

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Start-up Checklist

**Store in job file*

Date: _____ Location: _____
Model Number: _____
Serial Number: _____
Technician: _____ Unit #: _____

Pre Start-Up

(Check each item as completed)

- Verify all packaging material has been removed.
- Remove all shipping brackets per installation instructions.
- Verify the job site voltage agrees with the unit serial plate.
- Verify condensate connection is installed per installation instructions.
- Verify proper clearance around the unit for safety, service, maintenance and proper unit operation.
- Verify proper weatherproofing of all ductwork, roof curbs and electrical connections.
- Check that the flue screen is in place.
- Check gas piping for leaks.
- Verify gas pressure to the unit is within the range specified on the serial plate.
- Check to ensure that all fans, pulleys and wheels are secure.
- Check for proper belt tension and alignment per installation instructions.
- Check refrigerant piping for rubbing and leaks. *Repair if necessary.*
- Check unit wiring to ensure it is not in contact with refrigerant piping or sharp metal edges.
- Check all electrical connections and terminals. *Tighten as needed.*
- Verify that the crankcase heaters have been energized for 24 hours.
- Verify the scroll compressor(s) are rotating in the right direction.
- Verify all accessories are installed and operating correctly.
- Check filters and replace if necessary.
- Verify the installation of the thermostat.



Start-up Checklist

Start-Up
(Insert the values as each item is completed.)

ELECTRICAL

Supply Voltage	L1 - L2	_____	L2 - L3	_____	L3 - L1	_____
Circuit 1 Compressor Amps	L1	_____	L2	_____	L3	_____
Circuit 2 Compressor Amps	L1	_____	L2	_____	L3	_____
Blower Amps	L1	_____	L2	_____	L3	_____
Condenser Fan Amps	Fan 1	_____	Fan 2	_____	Fan 3	_____

BLOWER EXTERNAL STATIC PRESSURE

Return Air Static Pressure	_____	IN. W.C.
Supply Air Static Pressure	_____	IN. W.C.
Total External Static Pressure	_____	IN. W.C.
Blower Wheel RPM	_____	RPM

TEMPERATURES

Outdoor Air Temperature	_____	DB	_____	WB
Return Air Temperature	_____	DB	_____	WB
Cooling Supply Air Temperature	_____	DB	_____	WB
Heating Supply Air Temperature	_____	DB	_____	

PRESSURES

Gas Inlet Pressure	_____	IN. W.C.		
Gas Manifold Pressure	_____	IN. W.C. (Low Fire)	_____	IN. W.C. (High Fire)
Suction Circuit 1	_____	PSIG	_____	°F
Superheat (Orifice System)	_____		_____	°F
Suction Circuit 2	_____	PSIG	_____	°F
Superheat (Orifice System)	_____		_____	°F
Discharge Circuit 1	_____	PSIG	_____	°F
Subcooling (TXV System)	_____		_____	°F
Discharge Circuit 2	_____	PSIG	_____	°F
Subcooling (TXV System)	_____		_____	°F

(HEAT PUMP ONLY)

Suction Circuit 1	_____	PSIG	_____	°F
Suction Circuit 2	_____	PSIG	_____	°F
Discharge Circuit 1	_____	PSIG	_____	°F
Discharge Circuit 2	_____	PSIG	_____	°F

Our continuing commitment to quality products may mean a change in specifications without notice.

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