



Wiring Diagrams

Units Produced After October 1, 1997

(Includes Variable Air Volume ModuPanel™ Control)

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LEGEND (For Fig. 1-8)

<p>AFR — Airflow Relay</p> <p>AFS — Airflow Switch</p> <p>ATS — Air Temperature Switch</p> <p>C — Contactor, Compressor</p> <p>CB — Circuit Breaker</p> <p>CH — Crankcase Heater</p> <p>CM — Control Module</p> <p>CMR — Control Module Relay</p> <p>COMP — Compressor</p> <p>COTP — Compressor Overtemperature Protection</p> <p>CR — Control Relay</p> <p>DU — Dummy</p> <p>EQUIP — Equipment</p> <p>FC — Fan Contactor</p> <p>FIOP — Factory-Installed Option</p> <p>FM — Fan Motor</p> <p>FU — Fuse</p> <p>GND — Ground</p> <p>HPS — High-Pressure Switch</p> <p>IFC — Indoor (Evaporator) Fan Contactor</p> <p>LLSV — Liquid Line Solenoid Valve</p> <p>LPS — Low-Pressure Switch</p> <p>MPR — ModuPanel Relay</p> <p>NEC — National Electrical Code (U.S.A. Standard)</p> <p>OPS — Oil Pressure Switch</p>	<p>PL — Primary</p> <p>PRI — Primary</p> <p>RLA — Rated Load Amps</p> <p>SEC — Secondary</p> <p>TB — Terminal Block</p> <p>TDR — Time-Delay Relay</p> <p>TRAN — Transformer</p> <p>U — Unloader</p> <p>VAV — Variable Air Volume</p> <p>→ Plug</p> <p>⤵ Receptacle</p> <p>□ Terminal Block Connection</p> <p>○ Unmarked Terminal</p> <p>◊ Marked Splice</p> <p>● Unmarked Splice</p> <p>— Factory Wiring</p> <p>- - - - Field Control Wiring</p> <p>⋯⋯⋯ Field Power Wiring</p> <p>— Indicates common potential. (Does not represent wiring.)</p>
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Manufacturer reserves the right to discontinue, or change at any time, specifications or designs without notice and without incurring obligations.

NOTES (For Fig. 1-8)

1. For TRAN2: for 208/230 v connect to H3; for 460 v, connect to H4.
2. TRAN 1: for 208/230 v, connect to orange lead; for 460 v, connect to black lead.
3. Compressor and fan motors are thermally protected. Three-phase motors are protected against primary single-phasing conditions.
4. Replacement of original wires must be with type 90 C wire or its equivalent.
5. Factory wiring is in accordance with NEC. Field modifications or additions must be in compliance with all applicable codes.
6. Wiring for field power supply must be rated 75 C. Use copper, copper-clad aluminum, or aluminum conductors.
7. FU1 is used on 208/230-3-60 units only.
8. Thermostat wire between RC and TB2-1 is not connected when AFS is used.
9. V.A available TB2 is (40 A).
10. Use TEMP system controller thermostats and sensors as follows (Refer to Fig. 9):

	Model No.
Temp monitor thermostat with timeclock	33CSTMT-01
Temp monitor thermostat without timeclock	33CSTM--01
Relay pack (required with temp monitor thermostat)	33CSUCE-06
Outdoor-air sensor (option with thermostat and relay pack)	OAS
Supply-air sensor/direct expansion coil sensor (option with thermostat and relay pack)	RDS

Figures 1-8 show the following thermostats and subbases:
thermostats are HH01AD042, HH07AT172, and 174.

Subbases are: HH93AZ042, 176, and 180. For these thermostats, set heat anticipator at 0.6 amp.

11. Control circuit power (va) available at TB2 is as follows:

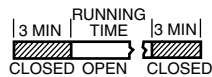
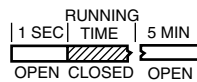
VA	ITEM
40	Standard unit, no winter start
34	Standard unit with winter start on circuits no. 1 and 2
16	VAV VIOP, no winter start
9	VAV FIOP with winter start on circuits no. 1 and 2

12. Reset OPS before resetting thermostat.
13. The AFR is used only when 38AH is connected to a single air handler. Use airflow relay Carrier part no. HN61KK040, HN61KK060, or equivalent.
14. The following table lists information for replacement of CB3, CB4, and CB5.

CB3			CB4 AND 5		
Max Voltage Rating	Mfg Part No. Potter & Brumfield	Must-Trip Amps	Max Voltage Rating	Mfg Part No. Potter & Brumfield	Must-Trip Amps
250 v	W28X-1029-5	5.0	250 v	W2BX-1024-3.2	3.2

15. Timing sequences for Time Guard® device circuits No. 1 and 2.

TIME GUARD DEVICE (Factory Installed)



NOTES (cont)

16. The motor-compressor is a thermally protected system. Circuit breaker must-trip amps are less than or equal to 156% RLA. The following table lists compressor and fan circuit breaker data.

60 Hz UNITS

UNIT SIZE 38AH	MAIN VOLTAGE	CONTROL VOLTAGE	COMP CB1 AND 2		MUST-TRIP AMPS
			Heinemann	Airpax	
024500	208/230	115 24	47-100-85	209-3-2599-372	55
028500	208/230	115 24	47-100-76	209-3-2599-410	61
034500	208/230	115 24	CB1 47-100-76	209-3-2599-410	61
			CB2 47-100-82	209-3-2599-311	89
024600	460	115 24	CF3-Z33-34	219-3-2600-438	27
028600	460	115 24	CF3-Z33-62	219-3-2600-452	31
034600	460	115 24	CF3-Z33-62	219-3-2600-452	31
			CF3-Z33-59	219-3-2600-464	42
024100	575	115 24	CB1 CF3-Z33-61	219-3-2600-451	25
			CB2 CF3-Z33-61	219-3-2600-451	25
028100	575	115 24	CB1 CF3-Z33-61	219-3-2600-451	25
			CB2 CF3-Z33-61	219-3-2600-451	25
034100	575	115 24	CB1 CF3-Z33-61	219-3-2600-451	25
			CB2 CF3-Z229-16	219-3-2600-561	32
024200	380	230 24	CF3-Z33-89	219-3-2600-459	33.6
028200	380	230 24	CF3-Z228-38	219-3-2600-539	37
034200	380	230 24	CF3-Z228-38	219-3-2600-539	37
			CF3-Z228-39	219-3-2600-540	48

50 Hz UNITS

UNIT SIZE 38AH	MAIN VOLTAGE	CONTROL VOLTAGE	COMP CB1 AND 2		MUST-TRIP AMPS
			Heinemann	Airpax	
024800	230	230 24	47-100-85	209-3-2599-372	55
028800	230	230 24	47-100-76	209-3-2599-410	61
034800	230	230 24	CB1 47-100-76	209-3-2599-410	61
			CB2 47-100-82	209-3-2599-311	89
024900	400	230 24	CF3-Z33-34	219-3-2600-438	27
028900	400	230 24	CF3-Z33-62	219-3-2600-452	31
034900	400	230 24	CB1 CF3-Z33-62	219-3-2600-452	31
			CB2 CF3-Z33-59	219-3-2600-464	42
024300	346	230 24	CF3-Z33-89	219-3-2600-459	33.6
028300	346	230 24	CF3-Z33-38	219-3-2600-563	37
034300	346	230 24	CB1 CF3-Z228-38	219-3-2600-539	37
			CB2 CF3-Z228-39	219-3-2600-540	20

SEQUENCE OF OPERATION

Single Air Handler, 2-Stage Cool Thermostat — At start-up, the thermostat calls for first-stage cooling (TC1 closes) and with all safety devices satisfied, circuit no. 1 control relay (CR1) closes, deenergizing the crankcase heater at compressor no. 1. The indoor-fan motor starts immediately, and the liquid line solenoid valve (LLSV) for solenoid drop refrigeration control on circuit no. 1 opens. Outdoor-fan motor no. 1 and compressor no. 1 start after one second. Fan no. 2 starts if the outdoor ambient is above 60 F (15.6 C).

On standard units, compressor no. 1 operates either fully loaded or at one step of unloading depending on the suction pressure, which in turn is dependent on the evaporator load conditions. As cooling demand increases, TC2 of the 2-stage thermostat energizes control relay no. 2. CR2 deenergizes the crankcase heater at compressor no. 2 and brings on compressor no. 2 after one second. The LLSV for solenoid drop refrigerant control (circuit no. 2) opens as soon as CR2 is energized. On standard units, compressor no. 2 operates fully loaded.

As cooling demand is satisfied, thermostat contacts TC2 break and deenergize CR2 which then deenergizes compressor no. 2 and energizes its crankcase heater. The LLSV on circuit no. 2 closes, preventing refrigerant migration back to compressor no. 2 during the off cycle. If the space temperature continues to decrease, stage 1 thermostat contacts TC1 break and deenergize CR1. Immediately after CR1 is deenergized, compressor no. 1 shuts off and its crankcase heater is energized. The LLSV on circuit no. 1 closes, preventing refrigerant migration back to compressor no. 1 during the off cycle. Outdoor-fan motors no. 1 and 2 deenergize as soon as CR1 is deenergized.

NOTE: If thermostat fan switch is in the auto position, the indoor fan will cycle on and off as the thermostat calls for cooling (or heating). If the fan switch is in the continuous position, the fan will run as long as the outdoor unit is powered up.

Two Air Handlers — Two 2-Stage Cool Thermostats (One Per Air Handler) — At start-up of circuit no. 1, the thermostat controlling circuit no. 1 calls for first stage of cooling when thermostat contact TC1 closes. If all safety devices are satisfied, circuit no. 1 control relay CR1 is energized which deenergizes the crankcase heater at compressor no. 1. The indoor-fan motor on the circuit no. 1 air handler starts immediately, and the main liquid line solenoid valve (LLSV) for solenoid drop refrigerant control circuit no. 1 opens. Outdoor-fan motor no. 1 and compressor no. 1 start after one second. Fan no. 2 starts if the outdoor ambient is above 60 F (15.6 C).

On standard units, compressor no. 1 operates either fully loaded or at one step of unloading depending on the suction pressure, which in turn, is dependent on the evaporator load conditions. As cooling demand increases, TC2 of the 2-stage thermostat energizes the capacity control LLSV resulting in full utilization of the evaporator surface. The fully utilized evaporator surface will raise the suction pressure until the pressure-operated capacity control valve setting is exceeded, so that the compressor becomes fully loaded.

The thermostat controlling circuit no. 2 calls for first stage of cooling when thermostat contact TC2 closes. Assuming all safety devices are satisfied, circuit no. 2 control relay CR2 energizes, which deenergizes the crankcase heater at compressor no. 2. The indoor-fan motor on circuit no. 2 air handler starts immediately, and the main LLSV for solenoid drop refrigerant

control on circuit no. 2 opens. Compressor no. 2 starts after one second. The outdoor fans are already running if circuit no. 1 is running. If circuit no. 1 is not running when thermostat no. 2 calls for cooling, the outdoor fans are off. In this situation, outdoor-fan motor no. 1 starts when compressor no. 2 starts. Outdoor-fan motor no. 2 comes on if the outdoor ambient is above 60 F (15.6 C).

As cooling demand is satisfied at thermostat no. 1 or 2 (whichever comes first), contacts TC2 break, and the capacity control LLSV on that circuit is deenergized. This prevents refrigerant flow through the upper (circuit no. 1 or 2) evaporator section causing the suction pressure to drop and the compressor on that circuit to unload.

IMPORTANT: Do not install CCS2 (capacity control solenoid) unless field-installed accessory unloader is installed on circuit no. 2 compressor. The CCS2 is controlled from TC2 contacts on thermostat that regulates circuit no. 2 air handler.

NOTE: Circuit no. 2 compressor does not have a factory-installed unloader. One must be field installed.

As the space temperature drops further, the space thermostat contacts TC1 open which will deenergize control relay CR1 or CR2. Immediately after CR1 or CR2 is deenergized, the compressor CR1 or CR2 controls are shut off and the crankcase heater is energized. The LLSV on that circuit closes, preventing refrigerant migration back to the compressor during the off cycle. Outdoor-fan motors no. 1 and 2 are deenergized only if the space thermostats for both circuits no. 1 and 2 are not calling for cooling.

NOTE: If thermostat fan switch is in the auto position, the indoor fan will cycle on and off as the thermostat calls for cooling (or heating). If the fan switch is in the continuous position, the fan will run as long as the outdoor unit is powered up.

Restart — Manual reset of the 24-v control circuit is necessary if unit shutdown is caused by automatic reset devices (including COTP [compressor overcurrent protection] and HPS [high-pressure switch]) or if shutdown is caused by manual reset devices (including OPS [oil pressure switch] and compressor circuit breaker protection). To restart the unit when COTP or HPS has tripped (*after COTP and HPS have reset automatically*), open and then close the thermostat contacts. Opening and then closing thermostat contacts interrupt and reapply 24-v power which resets the control module.

It is necessary to manually reset the compressor circuit breaker and OPS at the unit if either of these safeties should shut down the unit.

If the LPS (low-pressure switch) is not closed, the call for cooling is interrupted and the Time Guard® device is activated. This deenergizes control relay(s) (CR1 or CR2) and deenergizes the compressor for a 5-minute time period. At the end of this 5-minute period, if the LPS is closed, the compressor restarts. If the system is low on charge, LPS cannot reset and the unit will stay off on this safety.

Causes of Complete Unit Shutdown:

- interruption of supplied power
- open compressor overtemperature protection (COTP)
- compressor electrical overload protection (CB1 or CB2)
- open high-pressure or low-pressure safety switches
- open oil pressure switch

Accessory VAV (Variable Air Volume) ModuPanel™ Control — Before the ModuPanel control can be used to control the 38AH units, VAV must be ordered as a factory-installed option (FIOP). (See 38AH price pages.) The FIOP consists of 2 electric unloaders on the lead (circuit no. 1) compressor. Also a low voltage terminal block is added to the control box at the factory, so that unloaders can be wired into the ModuPanel control. When unloader solenoids are deenergized, compressors are loaded. (See Fig. 10 for Unit Loading Sequence table.)

Field-supplied suction line accumulators (one per circuit) are required for VAV applications in outdoor units.

▲ WARNING

Failure to install accumulator in outdoor unit VAV applications may VOID warranty.

SINGLE 38AH UNIT WITH SINGLE AIR HANDLER (See Fig. 10 for Unit Unloading Sequence Table) — The ModuPanel control is used to control 6 stages of cooling to maintain a leaving-air temperature for VAV applications.

Once the timeclock connected to the panel closes, the indoor fan contactor is energized through a field-supplied relay. The field-supplied relay must be a pilot duty, SPST relay with a 115-v coil and with a maximum 30 va coil draw. After the ModuPanel control time delays have elapsed, if the leaving-air temperature is above the set point, the mechanical stages of cooling are sequenced as follows:

Stage 1 — The ModuPanel control starts compressor no. 1 with two banks of cylinders unloaded ($1/3$ loaded). Both unloader solenoids are energized.

Stage 2 — The ModuPanel control loads one bank of cylinders from compressor no. 1 ($2/3$ loaded) by deenergizing unloader solenoid no. 1.

Stage 3 — The ModuPanel control loads the other bank of cylinders (compressor no. 1) by deenergizing unloader solenoid no. 1.

Stage 4 — The ModuPanel control starts compressor no. 2 fully loaded and unloads two banks of cylinders on compressor no. 1. Both unloader solenoids are energized.

Stage 5 — The ModuPanel control loads one bank of cylinders from compressor no. 1 ($2/3$ loaded) by deenergizing unloader solenoid no. 1. Compressor no. 2 remains fully loaded.

Stage 6 — The ModuPanel control loads the other bank of cylinders from compressor no. 1 (fully loaded) by deenergizing unloader solenoid no. 2. Compressor no. 2 remains fully loaded.

TWO 38AH UNITS WITH SINGLE AIR HANDLER (See Fig. 11 for Unit Unloading Sequence Table) — The ModuPanel control is used to control 10 stages of cooling to maintain a leaving-air temperature for VAV applications.

Once the timeclock connected to the panel closes, the indoor fan contactor is energized through a field-supplied relay. The field-supplied relay must be a pilot duty, SPST relay with a 115-v coil and with a maximum 30 va coil draw. After the ModuPanel control time delays have elapsed, if the leaving-air temperature is above the set point, the mechanical stages of cooling are sequenced as follows:

Stage 1 — The ModuPanel control starts unit no. 1, compressor no. 1 with two banks of cylinders unloaded ($1/3$ loaded). Both unloader solenoid are energized.

Stage 2 — The ModuPanel control loads one bank of cylinders from unit no. 1, compressor no. 1 ($2/3$ loaded) by deenergizing unloader solenoid no. 1.

Stage 3 — The ModuPanel control turns off unit no. 1, compressor no. 1 and starts unit no. 1, compressor no. 2 fully loaded.

Stage 4 — The ModuPanel control starts unit no. 1, compressor no. 1 with two banks of cylinders unloaded ($1/3$ loaded). Both unloader solenoids are energized. Unit no. 1, compressor no. 2 remains fully loaded.

Stage 5 — The ModuPanel control loads one bank of cylinders from unit no. 1, compressor no. 1 ($2/3$ loaded) by deenergizing unloader solenoid no. 1. Unit no. 1, compressor no. 2 remains fully loaded.

Stage 6 — The ModuPanel control loads the other bank of cylinders from unit no. 1, compressor no. 1 (fully loaded) by deenergizing unloader solenoid no. 2. Unit no. 1, compressor no. 2 remains fully loaded.

Stage 7 — The ModuPanel control starts unit no. 2, compressor no. 1 with two banks of cylinders unloaded ($1/3$ loaded). Both unloader solenoids are energized.

Stage 8 — The ModuPanel control turns off unit no. 2, compressor no. 1 and starts unit no. 2, compressor no. 2 fully loaded.

Stage 9 — The ModuPanel control starts unit no. 2, compressor no. 1 with two banks of cylinders unloaded ($1/3$ loaded). Both unloader solenoids are energized.

Stage 10 — The ModuPanel control loads both banks of cylinders from unit no. 2, compressor no. 1 (fully loaded) by deenergizing unloader solenoids no. 1 and 2. Unit no. 2, compressor no. 2 remains fully loaded.

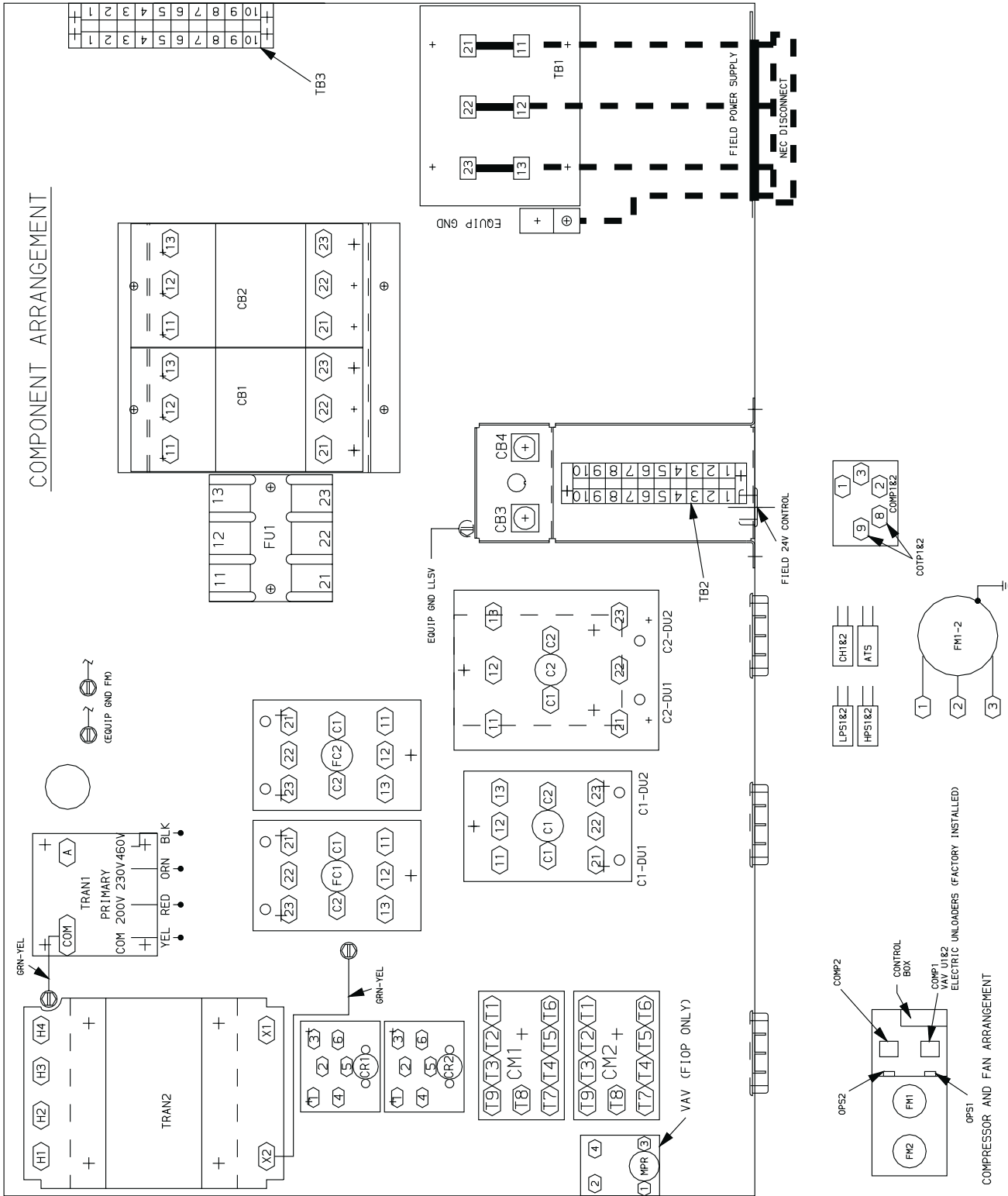


Fig. 1 — Component Arrangement, 38AH024-034, 208/230-3-60 and 460-3-60 Units

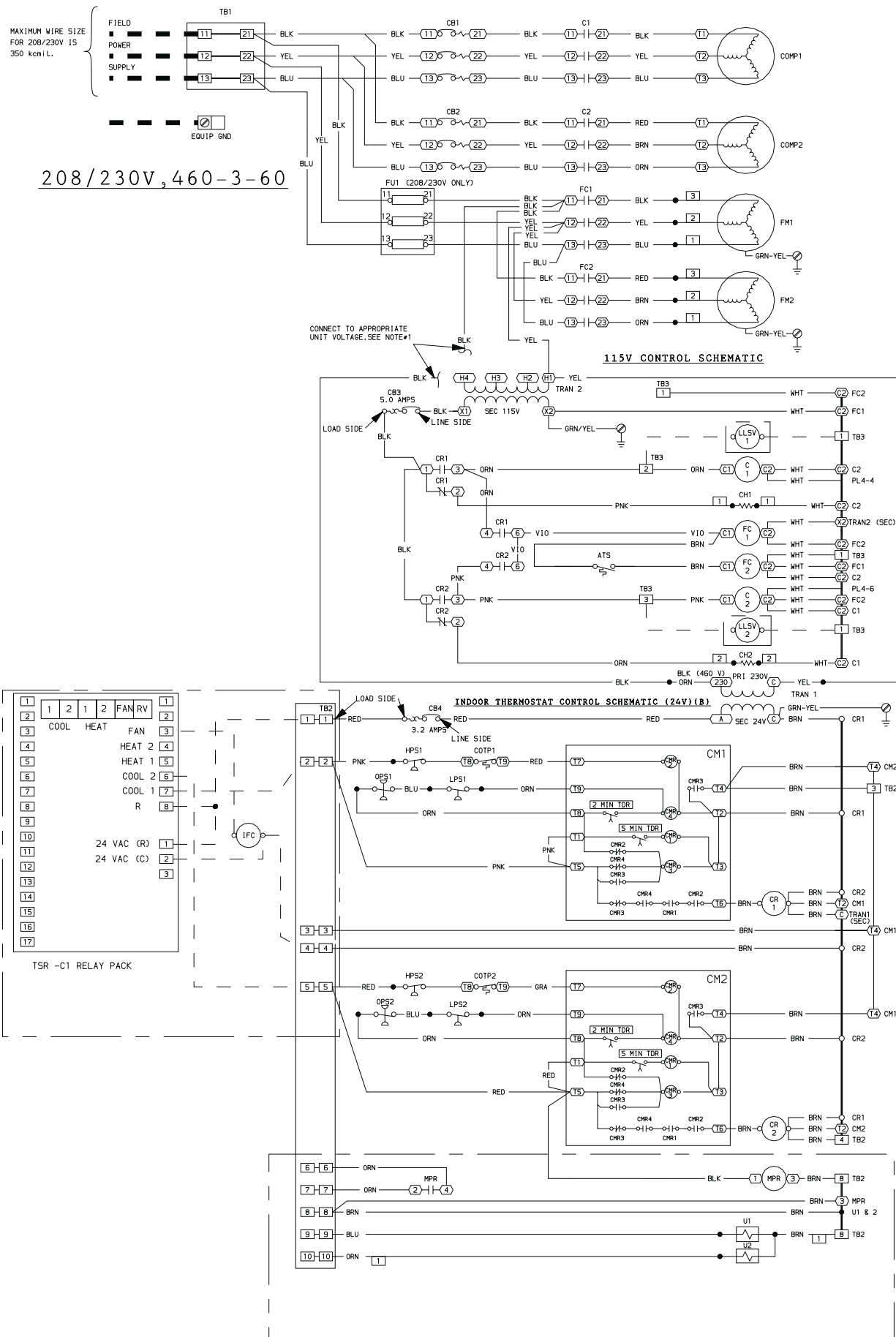


Fig. 2 — Power Schematic, 38AH024-034, 208/230-3-60 and 460-3-60 Units

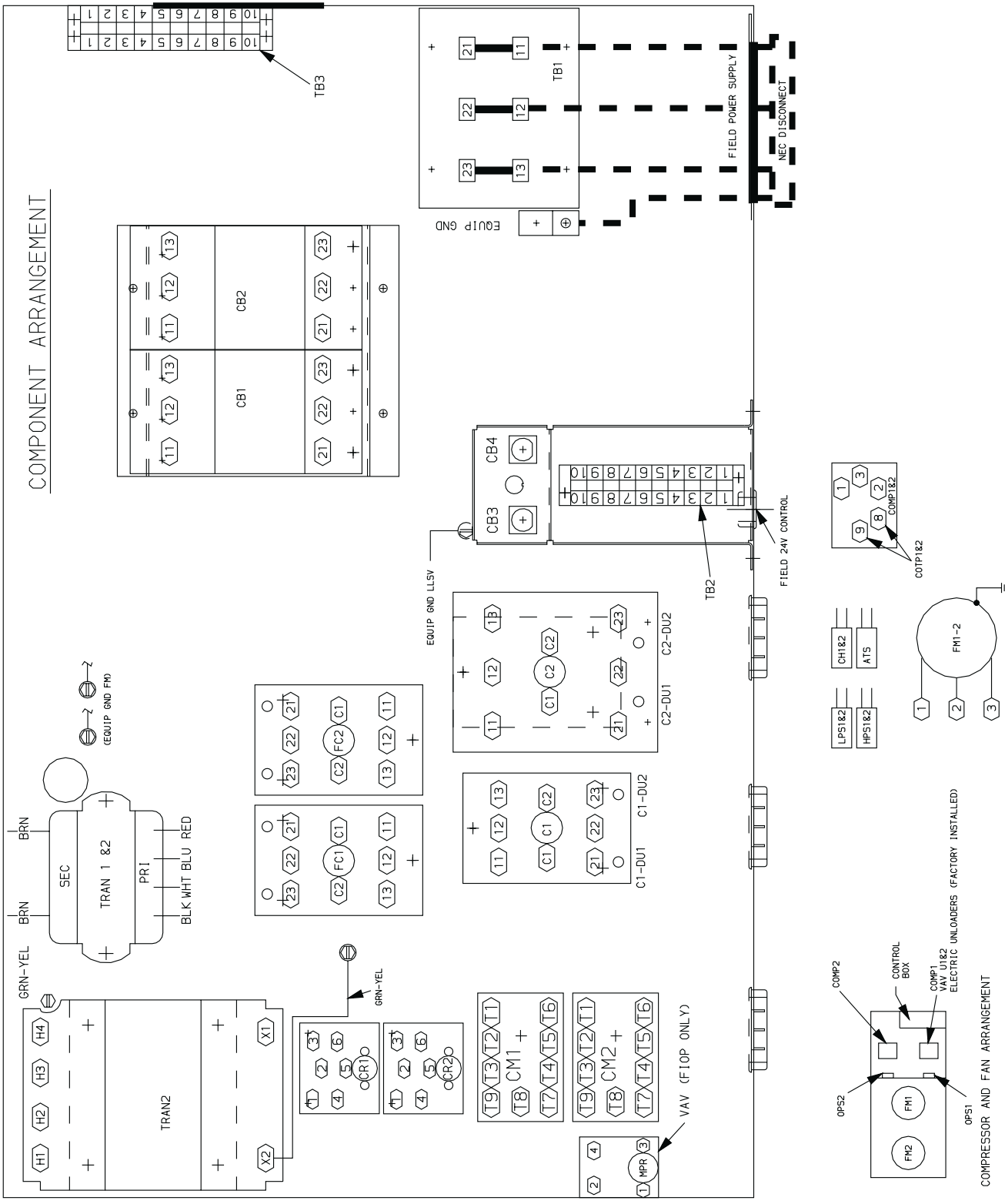


Fig. 3 — Component Arrangement, 38AH024-034, 575-3-60 Units

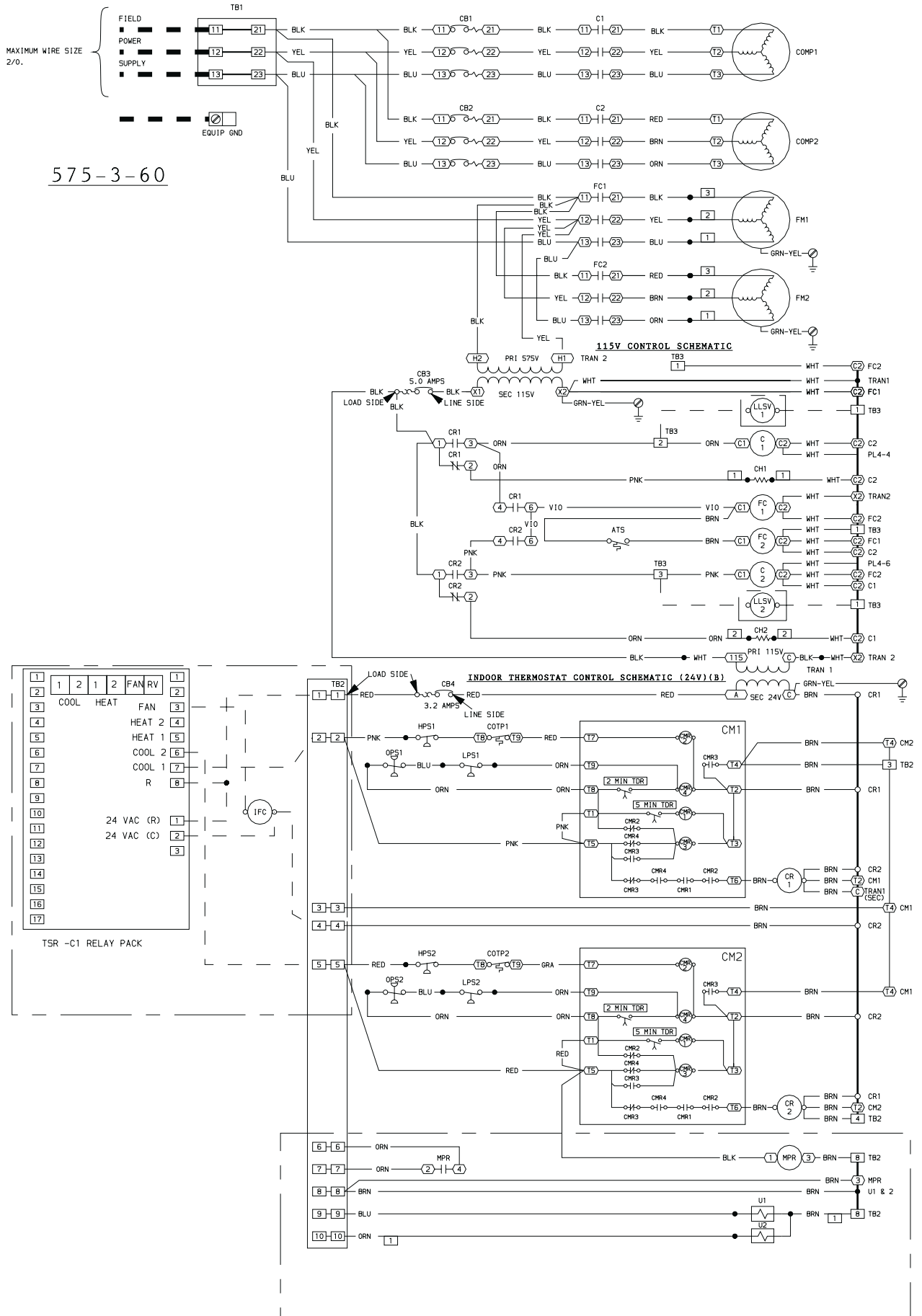


Fig. 4 — Power Schematic, 38AH024-034, 575-3-60 Units

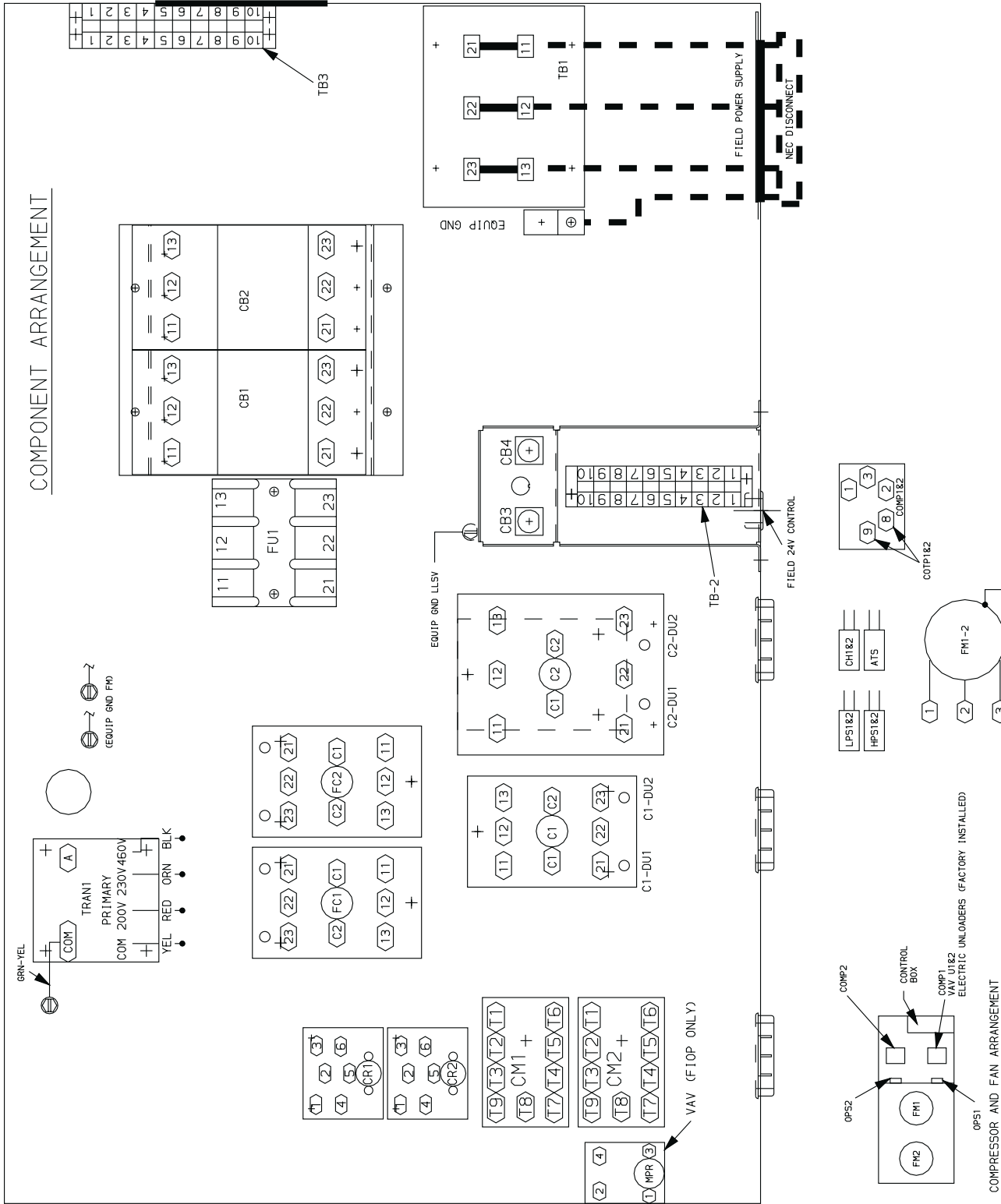


Fig. 5 — Component Arrangement, 38AH024-034, 380-3-60 Units

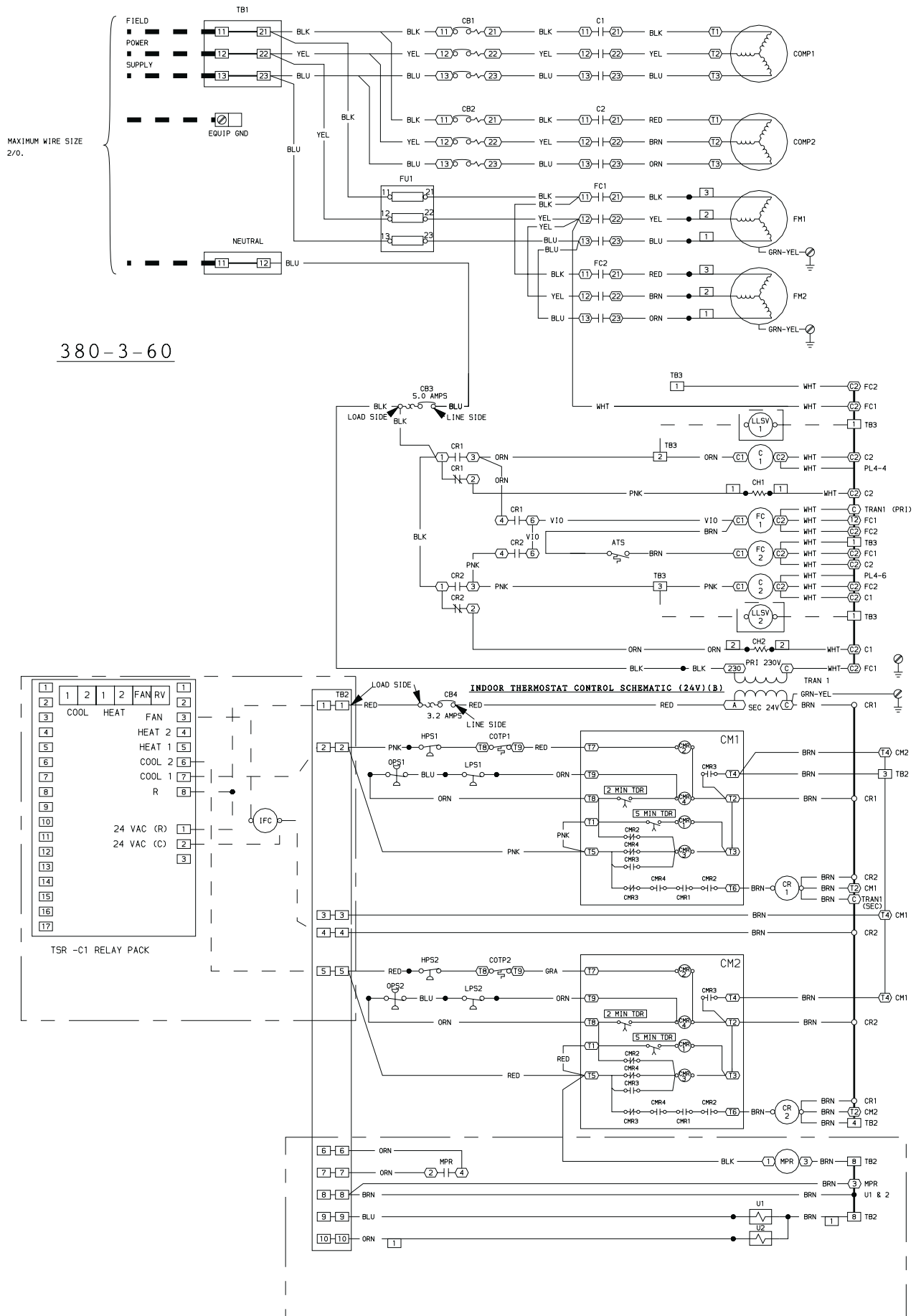


Fig. 6 — Power Schematic, 38AH024-034, 380-3-60 Units

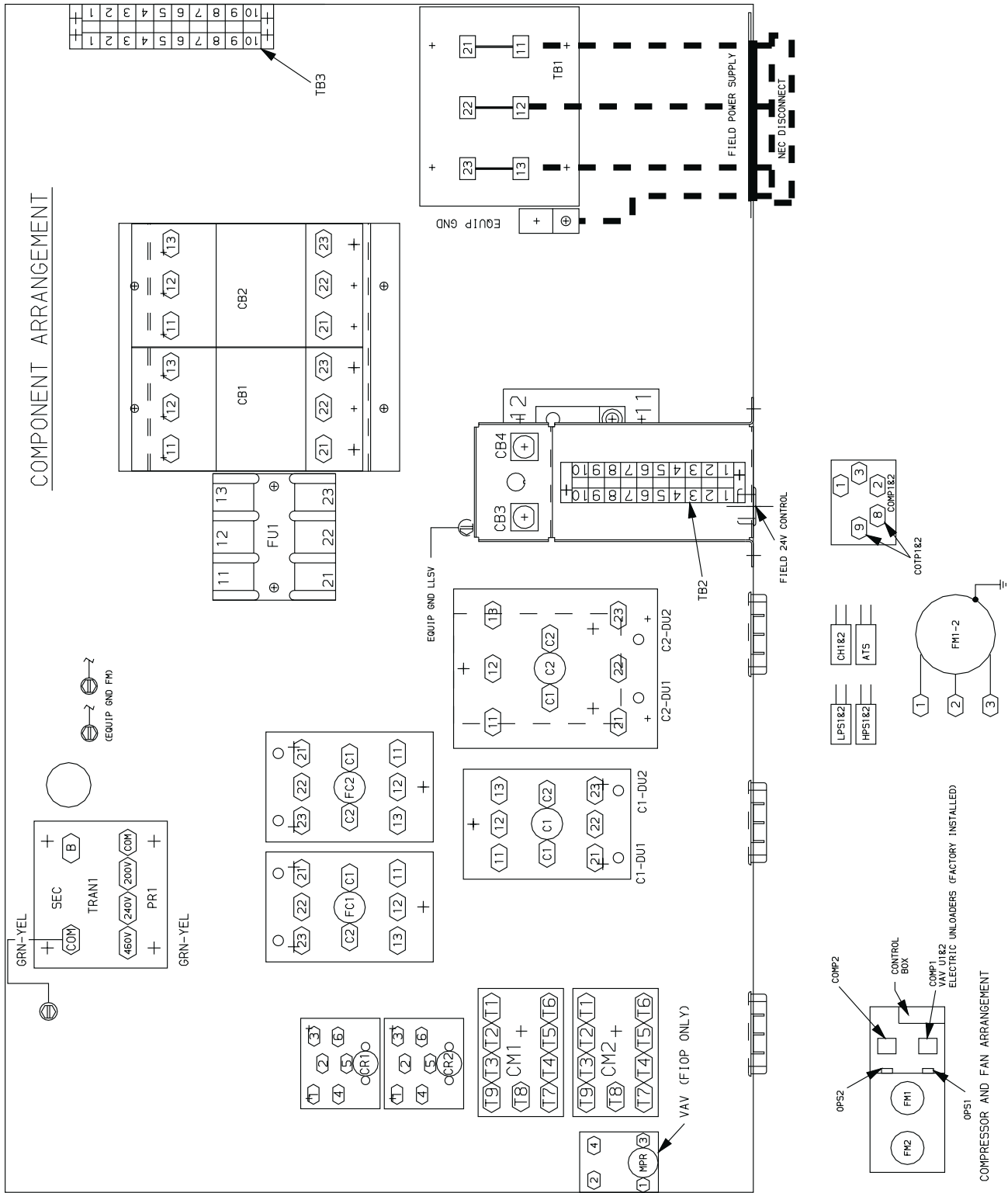


Fig. 7 — Component Arrangement, 38AH024-034, 230-3-50, 400-3-50 and 346-3-50 Units

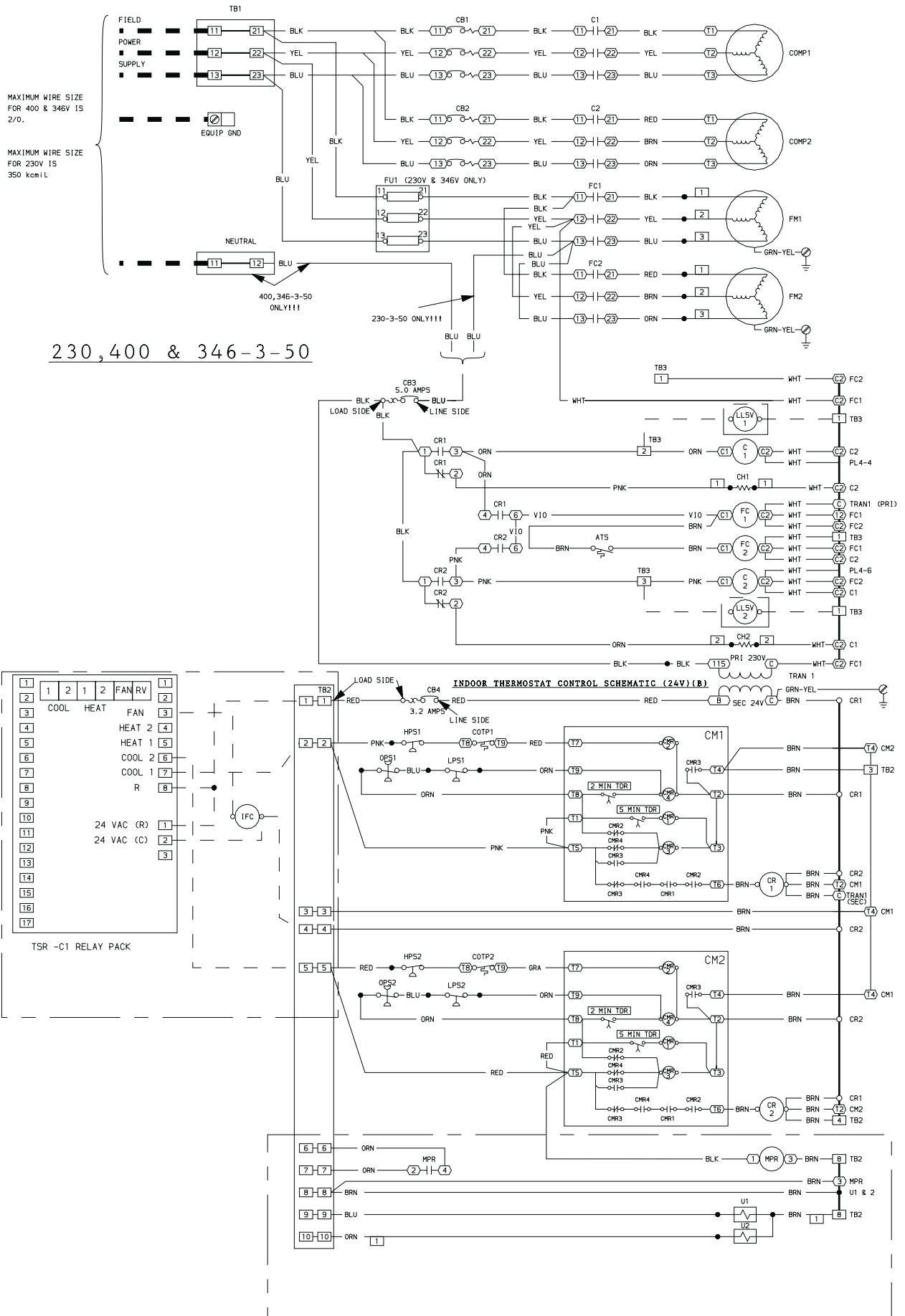


Fig. 8 — Power Schematic, 38AH024-034, 230-3-50, 400-3-50 and 346-3-50 Units

- NOTES:
1. CB4 protects TB2 circuit. CB3 protects TB3 circuits.
 2. LLS1 and LLS2 are field supplied.
 3. TB2 is in 24-v circuit.
 4. On the 33CSUCE-06 Relay Pack, the outside-air sensor, supply-air sensor, and direct expansion coil sensor are available as options.
 5. For information on connecting condensing unit to 2 separate air handlers, contact Application Engineering.

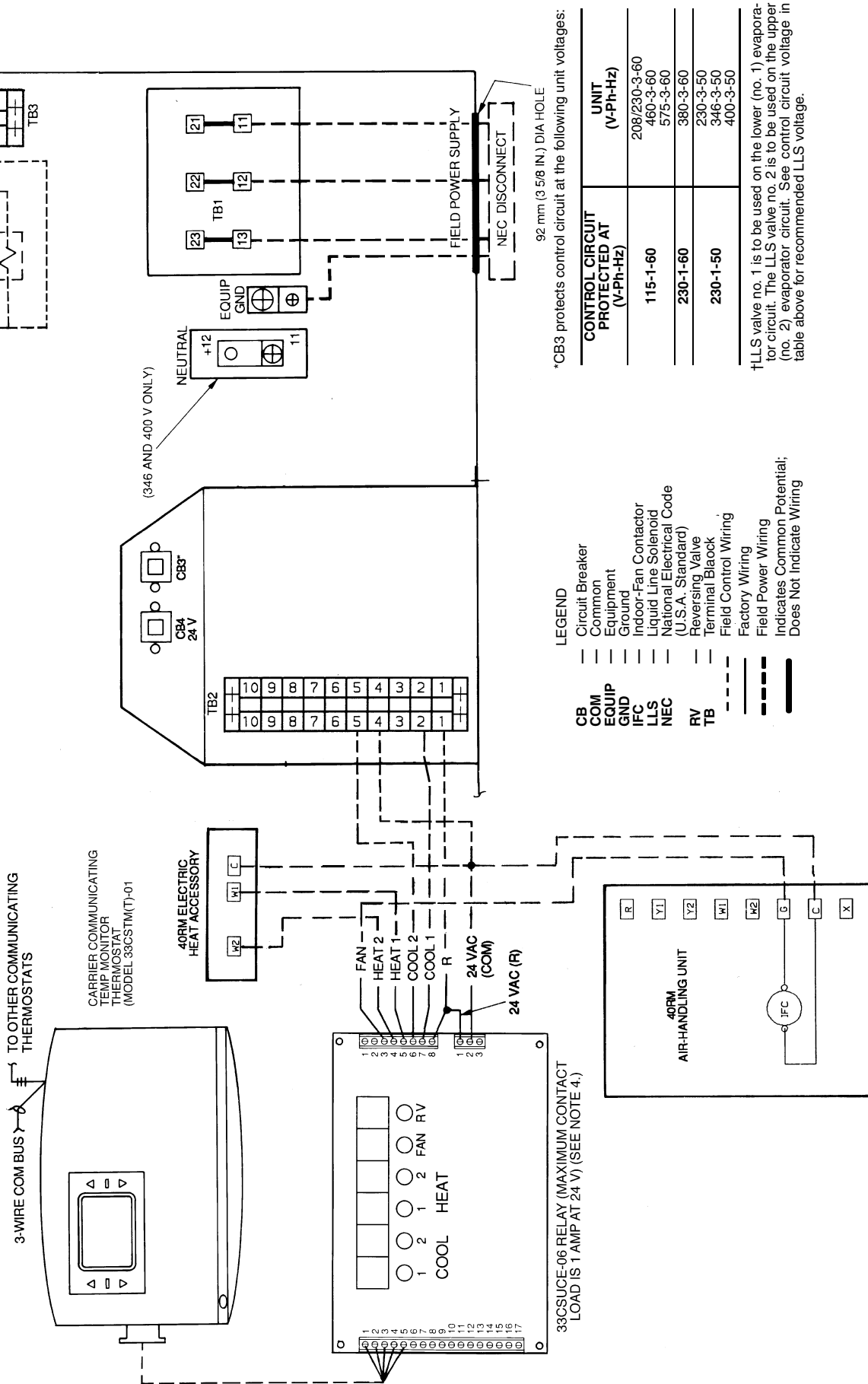
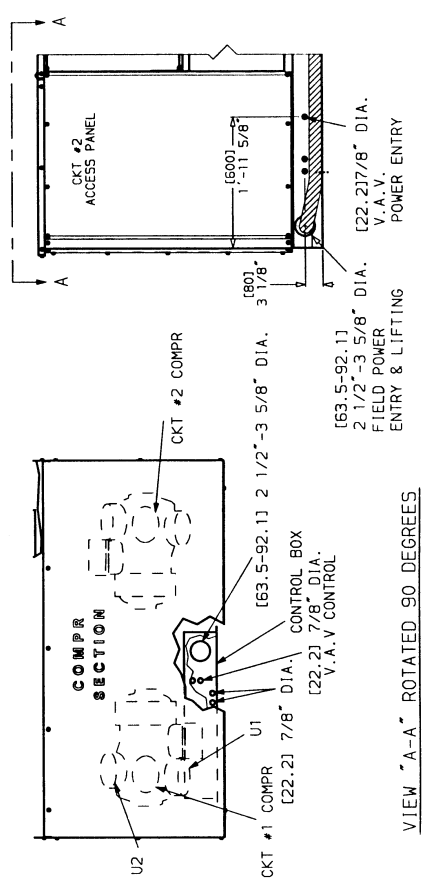
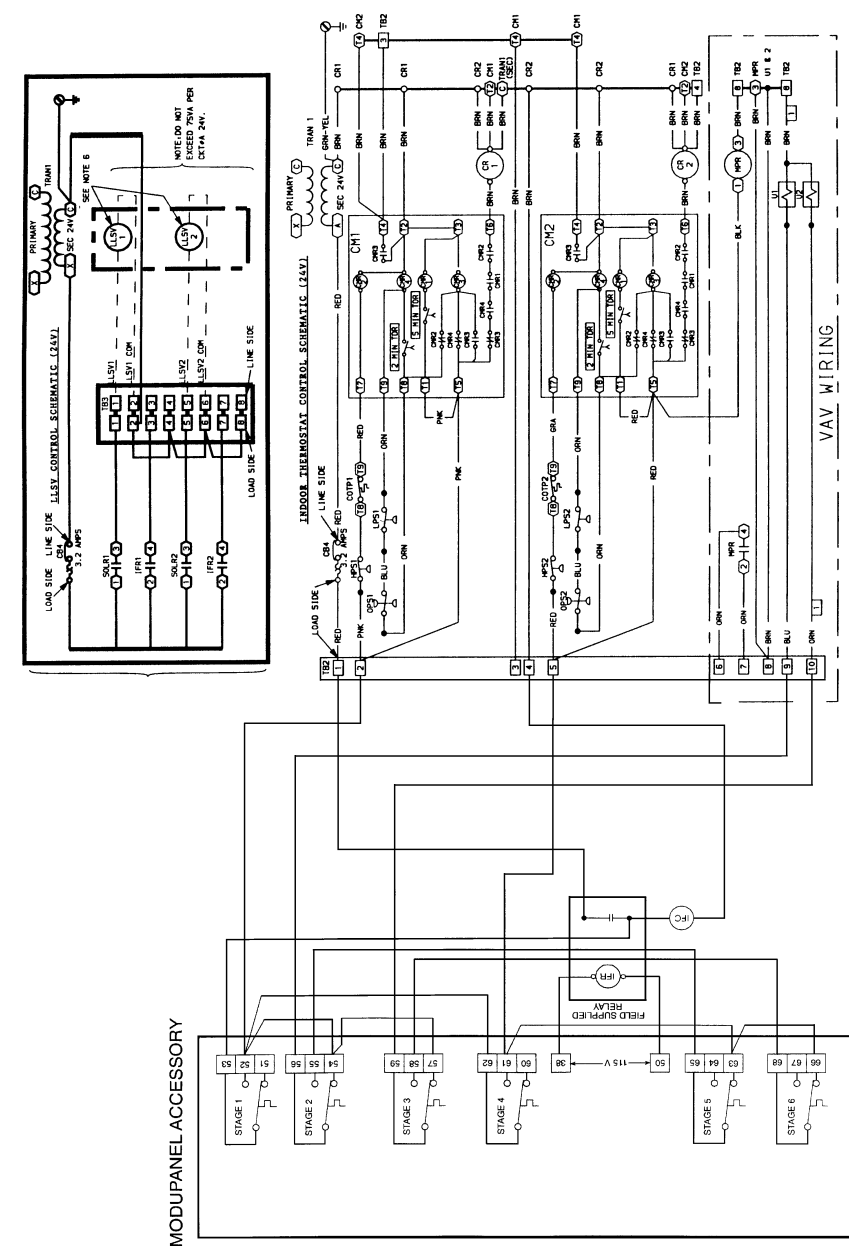


Fig. 9 — Unit 38AH with Programmable Thermostat

UNIT LOADING SEQUENCE TABLE			
Stage	Total No Cyl.	Cylinders	
		Comp 1	Comp 2
1	2	2	—
2	4	4	—
3	6	50	6
4	8	67	2
5	10	83	6
6	12	100	6

- LEGEND**
- CB Circuit Breaker
 - CM Control Module
 - CMR Control Module Relay
 - COM Common
 - COTP Compressor Overcurrent Protection
 - CR Control Relay
 - HPS High-Pressure Switch
 - IFC Indoor-Fan Contactor
 - IFR Indoor-Fan Relay
 - LLSV Liquid Line Solenoid Valve
 - LPS Low-Pressure Switch
 - MPR ModuPanel™ Relay
 - OPS Oil Pressure Switch
 - SEC Secondary
 - SOLR Solenoid Relay
 - TB Terminal Block
 - TDR Time-Delay Relay
 - TRAN Transformer
 - U Unloader
 - VAV Variable Air Volume
- Terminal Block Connection
- Marked Terminal
 - Unmarked Terminal
 - Unmarked Splice
 - Field Accessory Wiring
 - Factory Wire
 - Field Control Wiring
 - Field Power Wiring
 - Indicates Common Potential; Does Not Indicate Wiring

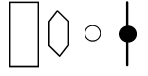


- NOTES:**
- Factory wiring, is in accordance with National Electrical Code (NEC). Field modifications or additions must be in compliance with all applicable codes.
 - Wiring for field power supply must be rated 75° C minimum. Use copper, copper-clad aluminum or aluminum conductors. Maximum incoming wire size for main terminal block (TB1) is 350 maximum kcmil (230 V). All other voltages 2/0 maximum.
 - Terminal blocks TB2, TB3, and TB4 are for external field control connections. Control connections are to be Class 2 wiring.
 - Field supplied components (IFC, LLS-1 and LLS-2) must have a maximum sealed coil rating of 30 va (.25 amps at 120 vac, .13 amps at 120 vac). Thermostats must have a pilot duty rating of 120 va, (1 amp at 120 vac, .52 amp at 230 vac). The fan switch must have a pilot duty rating of 30 va (.25 amp at 120 vac, .13 amp at 230 vac). The AFS must have a pilot duty rating of 30 va (1.25 amps at 24 vac).
 - Replacement of factory wires must be with type 105° C wire or its equivalent.
 - Field supplied liquid line solenoid valves installed at the evaporator are required on Circuits 1 and 2 on all units.
 - TRAN1 has 75 va available for field-installed accessories.
 - ModuPanel is wired for one air handler only.

Fig. 10 — One 38AH Dual-Circuit Condensing Unit with ModuPanel™ Control

- AFR — Airflow Relay
- AFS — Airflow Switch
- CB — Circuit Breaker
- CM — Control Module
- CMR — Control Module Relay
- COM — Common
- COTP — Compressor Overcurrent Protection
- CR — Control Relay
- HPS — High-Pressure Switch
- IFC — Indoor-Fan Contactor
- IFR — Indoor-Fan Relay
- LLSV — Liquid Line Solenoid Valve
- LPS — Low-Pressure Switch
- MPR — ModuPanel™ Relay
- OPS — Oil Pressure Switch
- SEC — Secondary
- SOLR — Solenoid Relay
- TB — Terminal Block
- TR — Time-Delay Relay
- TRAN — Transformer
- U — Unloader
- VAV — Variable Air Volume
- Terminal Block Connection
- Marked Terminal
- Unmarked Terminal
- Unmarked Splice
- Field Accessory Wiring
- Factory Wire
- Field Control Wiring
- Field Power Wiring
- Indicates Common Potential;
- Does Not Indicate Wiring

LEGEND



NOTES:

1. Factory wiring is in accordance with National Electrical Code (NEC). Field modifications or additions must be in compliance with all applicable codes.
2. Wiring for field power supply must be rated 75° C minimum. Use copper, copper-clad aluminum or aluminum conductors. Maximum incoming wire size for main terminal block (TB1) is 350 maximum kcmil (230 v). All other voltages 2/0 maximum.
3. Terminal blocks TB2, TB3, and TB4 are for external field control connections. Control connections are to be Class 2 wiring.
4. Field supplied components connected to TB3 (e.g., LLSV1 and LLSV2) cannot exceed 75 va total inductive load at 24 vac, so that TRAN1 does not become overloaded. The air handler auxiliary motor starter contacts must have a minimum contact rating of 30 va at 24 vac. The airflow switch must have a minimum contact rating of 125 va at 24 vac.
5. Replacement of factory wires must be with type 105° C wire or its equivalent.
6. Field supplied liquid line solenoid valves installed at the evaporator are required on Circuits 1 and 2 on all units.
7. TRAN1 has 75 va available for field-installed accessories.
8. ModuPanel is wired for one air handler only.
9. AFR only used with single air handler. Use HN61K040 and 060 or equivalent.

UNIT LOADING SEQUENCE TABLE

Stage	Total No Cyl.	Cylinders			
		Unit 1		Unit 2	
	% Cap.	Comp 1	Comp 2	Comp 1	Comp 2
1	2	2	—	—	—
2	4	17	4	—	—
3	6	25	6	—	—
4	8	33	2	—	—
5	10	41	4	—	—
6	12	50	6	2	—
7	14	58	6	6	—
8	18	75	6	6	6
9	20	83	6	6	6
10	24	100	6	6	6

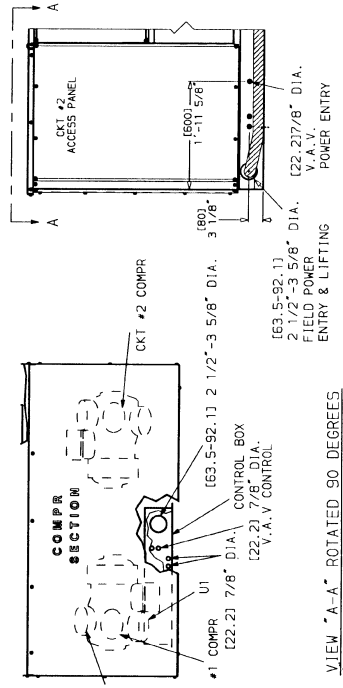
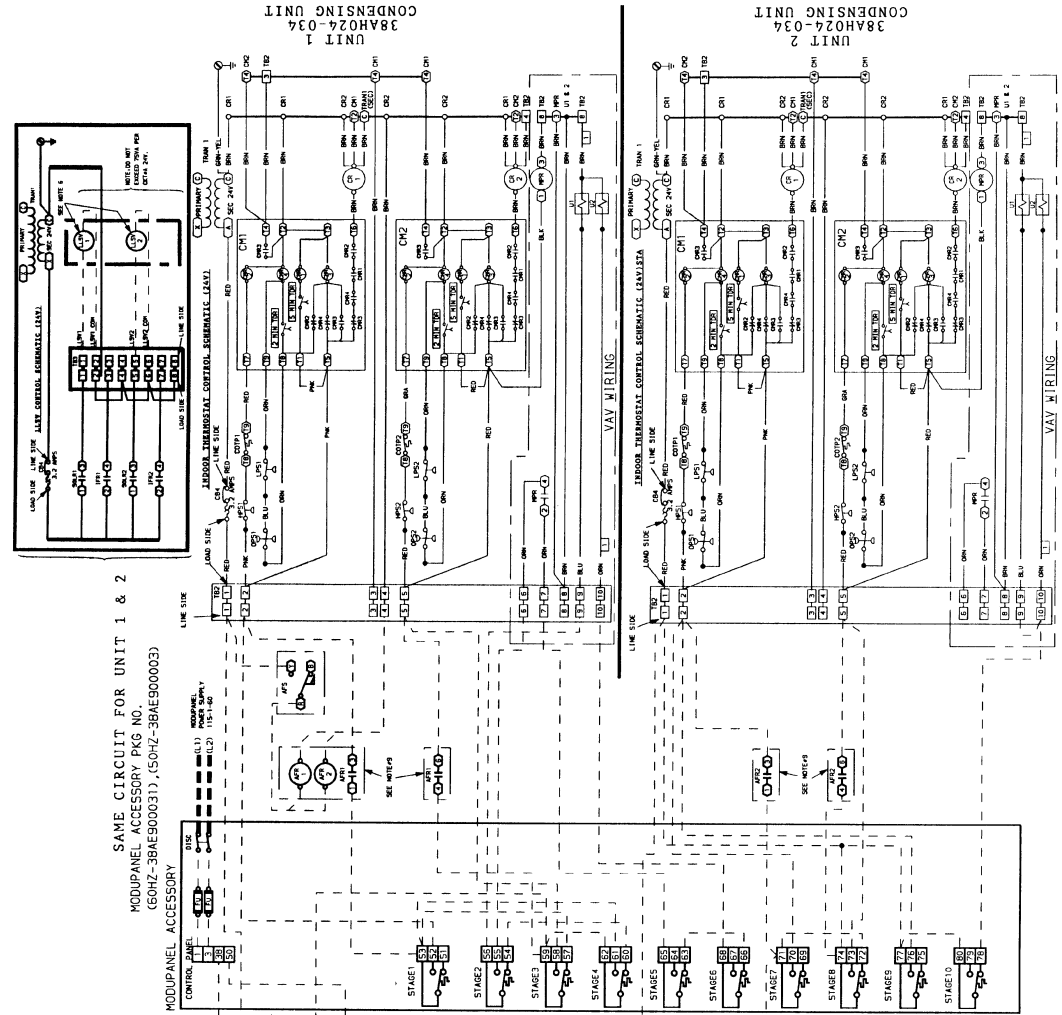


Fig. 11 — Two 38AH Dual-Circuit Condensing Units with ModuPanel™ Control



Manufacturer reserves the right to discontinue, or change at any time, specifications or designs without notice and without incurring obligations.