



# Service and Maintenance Instructions

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
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## SAFETY CONSIDERATIONS

Installation and servicing of air-conditioning equipment can be hazardous due to system pressure and electrical components. Only trained and qualified service personnel should install, repair, or service air-conditioning equipment.

Untrained personnel can perform basic maintenance functions of cleaning coils and filters and replacing filters. All other operations should be performed by trained service personnel. When working on air-conditioning equipment, observe precautions in the literature, tags and labels attached to the unit, and other safety precautions that may apply.

Follow all safety codes, including ANSI (American National Standards Institute) Z223.1. Wear safety glasses and work gloves. Use quenching cloth for unbrazing operations. Have fire extinguisher available for all brazing operations.

It is important to recognize safety information. This is the safety-alert symbol . When you see this symbol on the unit and in instructions or manuals, be alert to the potential for personal injury.

Understand the signal words DANGER, WARNING, CAUTION, and NOTE. These words are used with the safety-alert symbol. DANGER identifies the most serious hazards which **will** result in severe personal injury or death. WARNING signifies hazards which **could** result in personal injury or death. CAUTION is used to identify unsafe practices, which **may** result in minor personal injury or product and property damage. NOTE is used to highlight suggestions which **will** result in enhanced installation, reliability, or operation.

**⚠ WARNING**

**ELECTRICAL OPERATION HAZARD**

Failure to follow this warning could result in personal injury or death.

Before performing service or maintenance operations on unit, LOCKOUT/TAGOUT the main power switch to unit. Electrical shock and rotating equipment could cause severe injury.

**⚠ WARNING**

**ELECTRICAL OPERATION HAZARD**

Failure to follow this warning could result in personal injury or death.

Units with convenience outlet circuits may use multiple disconnects. Check convenience outlet for power status before opening unit for service. Locate its disconnect switch, if appropriate, and open it. Lock-out and tag-out this switch, if necessary.

**⚠ WARNING**

**UNIT OPERATION AND SAFETY HAZARD**

Failure to follow this warning could cause personal injury, death and/or equipment damage.

R-410A refrigerant systems operate at higher pressures than standard R-22 systems. Do not use R-22 service equipment or components on R-410A refrigerant equipment.

**⚠ CAUTION**

**PERSONAL INJURY HAZARD**

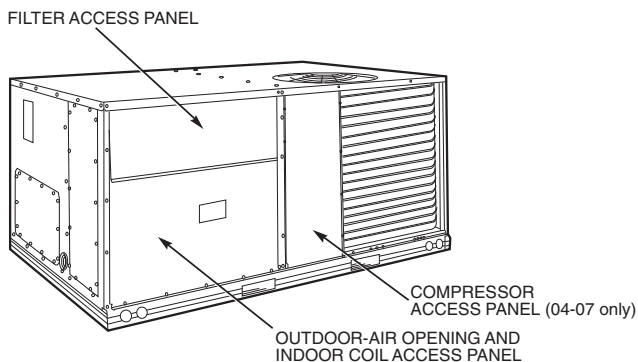
Failure to follow this caution may result in personal injury.

Sheet metal parts may have sharp edges or burrs. Use care and wear appropriate protective clothing, safety glasses and gloves when handling parts and servicing air conditioning equipment.

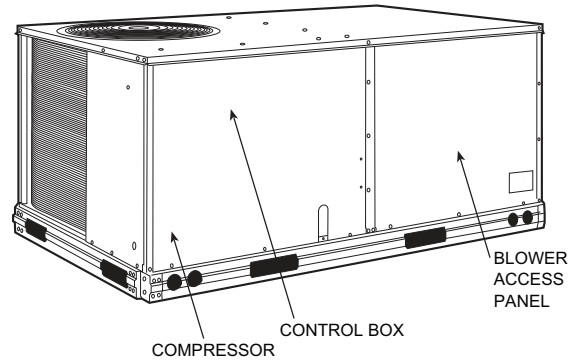
**UNIT ARRANGEMENT AND ACCESS**

**General**

Figures 1 and 2 show general unit arrangement and access locations.



**Fig. 1 — Typical Access Panel Locations (Rear)**



**Fig. 2 — Typical Access Panel Locations (Front)**

**Routine Maintenance**

These items should be part of a routine maintenance program, to be checked every month or two, until a specific schedule for each can be identified for this installation.

**QUARTERLY INSPECTION (AND 30 DAYS AFTER INITIAL START)**

- Return air filter replacement
- Outdoor hood inlet filters cleaned
- Belt tension checked
- Belt condition checked
- Pulley alignment checked
- Fan shaft bearing locking collar tightness checked
- Condenser coil cleanliness checked
- Condensate drain checked

**Seasonal Maintenance**

These items should be checked at the beginning of each season (or more often if local conditions and usage patterns dictate).

**AIR CONDITIONING**

- Condenser fan motor mounting bolts tightness
- Compressor mounting bolts
- Condenser fan blade positioning
- Control box cleanliness and wiring condition
- Wire terminal tightness
- Refrigerant charge level
- Evaporator coil cleaning
- Evaporator blower motor amperage

**HEATING**

- Power wire connections
- Fuses ready
- Manual-reset limit switch is closed

**ECONOMIZER OR OUTSIDE AIR DAMPER**

- Inlet filters condition
- Check damper travel (economizer)
- Check gear and dampers for debris and dirt

**AIR FILTERS AND SCREENS**

Each unit is equipped with return air filters. If the unit has an economizer, it will also have an outside air screen. If a manual outside air damper is added, an inlet air screen will also be present.

Each of these filters and screens will need to be periodically replaced or cleaned.

## RETURN AIR FILTERS

Return air filters are disposable fiberglass media type. Access to the filters is through the small lift-out panel located on the rear side of the unit, above the evaporator/return air access panel. (See Fig. 1.)

To remove the filters:

1. Grasp the bottom flange of the upper panel.
2. Lift up and swing the bottom out until the panel disengages and pulls out.
3. Reach inside and extract the filters from the filter rack.
4. Replace these filters as required with similar replacement filters of same size.

To re-install the access panel:

1. Slide the top of the panel up under the unit top panel.
2. Slide the bottom into the side channels.
3. Push the bottom flange down until it contacts the top of the lower panel (or economizer top).

**IMPORTANT: DO NOT OPERATE THE UNIT WITHOUT THESE FILTERS!**

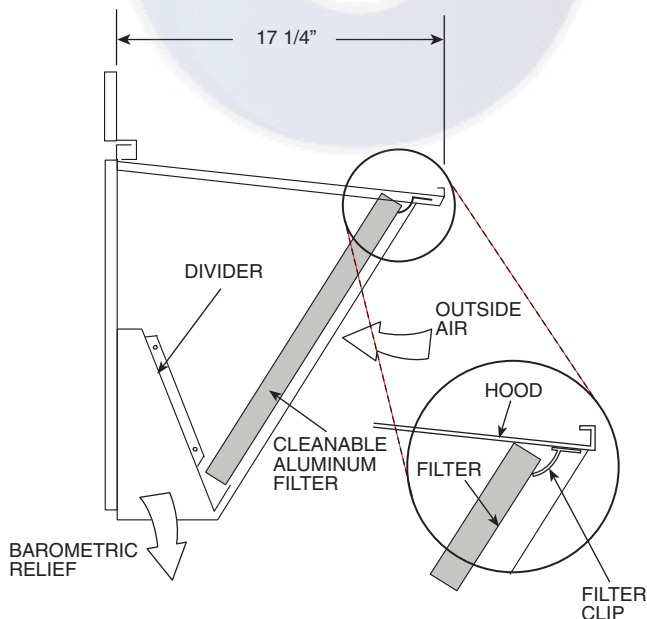
## OUTSIDE AIR HOOD

Outside air hood inlet screens are permanent aluminum-mesh type filters. Check these for cleanliness. Remove the screens when cleaning is required. Clean by washing with hot low-pressure water and soft detergent and replace all screens before restarting the unit. Observe the flow direction arrows on the side of each filter frame.

## ECONOMIZER INLET AIR SCREEN

This air screen is retained by spring clips under the top edge of the hood. (See Fig. 3.)

To remove the filter, open the spring clips. Re-install the filter by placing the frame in its track, then closing the spring clips.



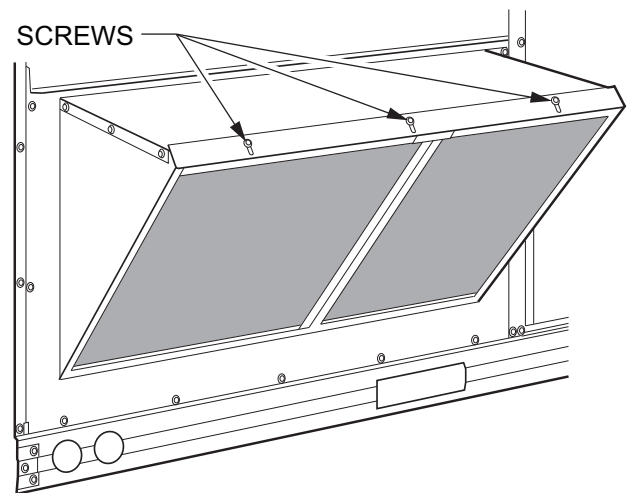
**Fig. 3 — Filter Installation**

## MANUAL OUTSIDE AIR HOOD SCREEN

This inlet screen is secured by a retainer angle across the top edge of the hood. (See Fig. 4.)

To remove the screen, loosen the screws in the top retainer and slip the retainer up until the filter can be removed. Re-install by

placing the frame in its track, rotating the retainer back down and tighten all screws.



**Fig. 4 — Screens Installed on Outdoor-Air Hood**

## SUPPLY FAN (BLOWER) SECTION

### CAUTION

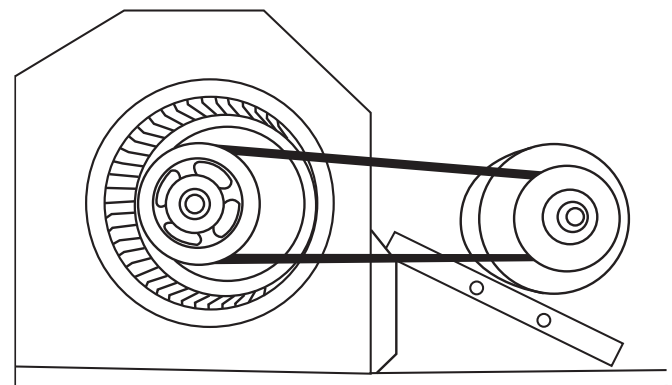
#### ELECTRICAL SHOCK HAZARD

Failure to follow this warning could cause personal injury or death.

Before performing service or maintenance operations on the fan system, shut off all unit power and lockout/tag-out the unit disconnect switch. **DO NOT** reach into the fan section with power still applied to unit.

## Supply Fan (Belt-Drive)

The supply fan system consists of a forward-curved centrifugal blower wheel on a solid shaft with two concentric type bearings, one on each side of the blower housing. A fixed-pitch driven pulley is attached to the fan shaft and an adjustable-pitch driver pulley is on the motor. The pulleys are connected using a “V” type belt. (See Fig. 5.)



**Fig. 5 — Belt Drive Motor Mounting**

## BELT

Check the belt condition and tension quarterly. Inspect the belt for signs of cracking, fraying or glazing along the inside surfaces. Check belt tension by using a spring-force tool (such as Browning’s Part Number “Belt Tension Checker” or equivalent tool); tension should be 6 lb at a 5/8-in. deflection when measured at the centerline of the belt span. This point is at the center of the belt when measuring the distance between the motor shaft and the blower shaft.

NOTE: Without the spring-tension tool, place a straight edge across the belt surface at the pulleys, then deflect the belt at mid-span using one finger to a 1/2-in. deflection.

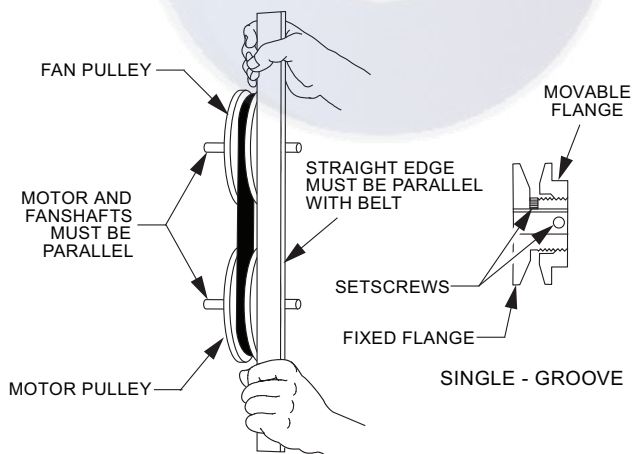
Adjust belt tension by loosening the motor mounting plate front bolts and rear bolt and sliding the plate toward the fan (to reduce tension) or away from fan (to increase tension). Ensure the blower shaft and the motor shaft are parallel to each other (pulleys aligned). Tighten all bolts when finished.

To replace the belt:

1. Use a belt with same section type or similar size. Do not substitute a “FHP” type belt. When installing the new belt, do not use a tool (screwdriver or pry-bar) to force the belt over the pulley flanges; this will stress the belt and cause a reduction in belt life.
2. Loosen the motor mounting plate front bolts and rear bolts.
3. Push the motor and its mounting plate towards the blower housing as close as possible to reduce the center distance between fan shaft and motor shaft.
4. Remove the belt by gently lifting the old belt over one of the pulleys.
5. Install the new belt by gently sliding the belt over both pulleys and then sliding the motor and plate away from the fan housing until proper tension is achieved.
6. Check the alignment of the pulleys, adjust if necessary.
7. Tighten all bolts.
8. Check the tension after a few hours of runtime and re-adjust as required.

#### ADJUSTABLE-PITCH PULLEY ON MOTOR

The motor pulley is an adjustable-pitch type that allows a servicer to implement changes in the fan wheel speed to match as-installed ductwork systems. The pulley consists of a fixed flange side that faces the motor (secured to the motor shaft) and a movable flange side that can be rotated around the fixed flange side that increases or reduces the pitch diameter of this driver pulley. (See Fig. 6.)



**Fig. 6 — Supply-Fan Pulley Adjustment**

As the pitch diameter is changed by adjusting the position of the movable flange, the centerline on this pulley shifts laterally (along the motor shaft). This creates a requirement for a realignment of the pulleys after any adjustment of the movable flange. Also reset the belt tension after each realignment.

Check the condition of the motor pulley for signs of wear. Glazing of the belt contact surfaces and erosion on these surfaces are signs of improper belt tension and/or belt slippage. Pulley replacement may be necessary.

To change fan speed:

1. Shut off unit power supply.

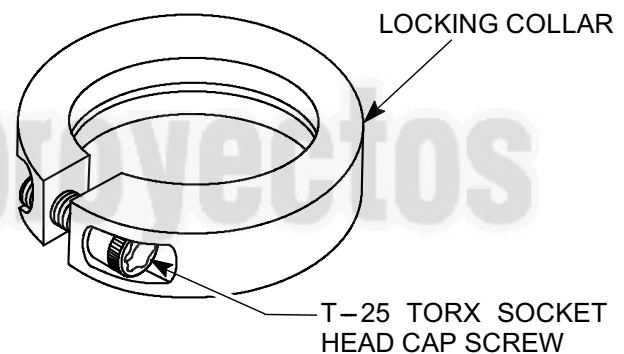
2. Loosen belt by loosening fan motor mounting nuts. (See Fig. 5.)
3. Loosen movable pulley flange setscrew. (See Fig. 6.)
4. Screw movable flange toward fixed flange to increase speed and away from fixed flange to decrease speed. Increasing fan speed increases load on motor. Do not exceed maximum speed specified.
5. Set movable flange at nearest keyway of pulley hub and tighten setscrew to torque specifications.

To align fan and motor pulleys:

1. Loosen fan pulley setscrews.
2. Slide fan pulley along fan shaft. Make angular alignment by loosening motor from mounting.
3. Tighten fan pulley setscrews and motor mounting bolts to torque specifications.
4. Recheck belt tension.

#### BEARINGS

This fan system uses bearings featuring concentric split locking collars. The collars are tightened through a cap screw bridging the split portion of the collar. The cap screw has a Torx T25 socket head. To tighten the locking collar, hold the locking collar tightly against the inner race of the bearing and torque the cap screw to 65 to 70 in.-lb (7.4 to 7.9 Nm). (See Fig. 7.)



**Fig. 7 — Tightening Locking Collar**

#### MOTOR

When replacing the motor, also replace the external-tooth lock washer (star washer) under the motor mounting base; this is part of the motor grounding system. Ensure the teeth on the lock washer are in contact with the motor’s painted base. Tighten motor mounting bolts to 120 ± 12 in.-lb.

#### CHANGING FAN WHEEL SPEED BY CHANGING PULLEYS

The horsepower rating of the belt is primarily dictated by the pitch diameter of the smaller pulley in the drive system (typically the motor pulley in these units). Do not install a replacement motor pulley with a smaller pitch diameter than provided on the original factory pulley. Change fan wheel speed by changing the fan pulley (larger pitch diameter to reduce wheel speed, smaller pitch diameter to increase wheel speed) or select a new system (both pulleys and matching belt(s)).

Before changing pulleys to increase fan wheel speed, check the fan performance at the target speed and airflow rate to determine new motor loading (bhp). Use the fan performance tables in Appendix C or use the Packaged Rooftop Builder software program. Confirm that the motor in this unit is capable of operating at

the new operating condition. Fan shaft loading increases dramatically as wheel speed is increased.

To reduce vibration, replace the motor's adjustable pitch pulley with a fixed pitch pulley (after the final airflow balance adjustment). This will reduce the amount of vibration generated by the motor/belt-drive system.

## COOLING

### ⚠ WARNING

#### UNIT OPERATION AND SAFETY HAZARD

Failure to follow this warning could cause personal injury, death and/or equipment damage.

This system uses R-410A refrigerant, which has higher pressures than R-22 and other refrigerants. No other refrigerant may be used in this system. Gage set, hoses, and recovery system must be designed to handle R-410A refrigerant. If unsure about equipment, consult the equipment manufacturer.

### Evaporator Coil

The evaporator coil is traditional round-tube, plate-fin technology. Tube and fin construction is of various optional materials and coatings (see Appendix A). Coils are multiple-row.

### Coil Maintenance and Cleaning Recommendation

Routine cleaning of coil surfaces is essential to maintain proper operation of the unit. Elimination of contamination and removal of harmful residues will greatly increase the life of the coil and extend the life of the unit. The following maintenance and cleaning procedures are recommended as part of the routine maintenance activities to extend the life of the coil.

#### REMOVE SURFACE LOADED FIBERS

Surface loaded fibers or dirt should be removed with a vacuum cleaner. If a vacuum cleaner is not available, a soft non-metallic bristle brush may be used. In either case, the tool should be applied in the direction of the fins. Coil surfaces can be easily damaged (fin edges can be easily bent over and damage to the coating of a protected coil) if the tool is applied across the fins.

NOTE: Use of a water stream, such as a garden hose, against a surface loaded coil will drive the fibers and dirt into the coil. This will make cleaning efforts more difficult. Surface loaded fibers must be completely removed prior to using low velocity clean water rinse.

#### PERIODIC CLEAN WATER RINSE

A periodic clean water rinse is very beneficial for coils that are applied in coastal or industrial environments. However, it is very important that the water rinse is made with very low velocity water stream to avoid damaging the fin edges. Monthly cleaning as described below is recommended.

#### ROUTINE CLEANING OF EVAPORATOR COIL SURFACES

Monthly cleaning with Totaline® environmentally balanced coil cleaner is essential to extend the life of coils. This cleaner is available from Carrier Replacement parts division as part number P902-0301 for a one gallon container, and part number P902-0305 for a 5 gallon container. It is recommended that all round tube coil cleaner as described below. Coil cleaning should be part of the unit's regularly scheduled maintenance procedures to ensure long life of the coil. Failure to clean the coils may result in reduced durability in the environment.

Avoid the use of:

- coil brighteners
- acid cleaning prior to painting
- high pressure washers

- poor quality water for cleaning

Totaline environmentally sound coil cleaner is non-flammable, hypoallergenic, non-bacterial, and a USDA accepted biodegradable agent that will not harm coil or surrounding components such as electrical wiring, painted metal surfaces, or insulation. Use of non-recommended coil cleaners is strongly discouraged since coil and unit durability could be affected.

### *Totaline Environmentally Balanced Coil Cleaner Application Equipment*

- 2½ gallon garden sprayer
- Water rinse with low velocity spray nozzle

### ⚠ CAUTION

#### UNIT DAMAGE HAZARD

Failure to follow this caution may result in accelerated corrosion of unit parts.

Harsh chemicals, household bleach or acid or basic cleaners should not be used to clean outdoor or indoor coils of any kind. These cleaners can be very difficult to rinse out of the coil and can accelerate corrosion at the fin/tube interface where dissimilar materials are in contact. If there is dirt below the surface of the coil, use the environmentally balanced coil cleaner.

### ⚠ CAUTION

#### UNIT DAMAGE HAZARD

Failure to follow this caution may result in reduced unit performance or unit shutdown.

High velocity water from a pressure washer, garden hose, or compressed air should never be used to clean a coil. The force of the water or air jet will bend the fin edges and increase air-side pressure drop.

### *Totaline Environmentally Balanced Coil Cleaner Application Instructions*

1. Proper eye protection such as safety glasses is recommended during mixing and application.
2. Remove all surface loaded fibers and dirt with a vacuum cleaner as described above.
3. Thoroughly wet finned surfaces with clean water and a low velocity garden hose, being careful not to bend fins.
4. Mix Totaline environmentally balanced coil cleaner in a 2½ gallon garden sprayer according to the instructions included with the cleaner. The optimum solution temperature is 100°F (38°C).

NOTE: Do NOT USE water in excess of 130°F (54°C), as the enzymatic activity will be destroyed.

5. Thoroughly apply Totaline environmentally balanced coil cleaner solution to all coil surfaces including finned area, tube sheets and coil headers.
6. Hold garden sprayer nozzle close to finned areas and apply cleaner with a vertical, up-and-down motion. Avoid spraying in horizontal pattern to minimize potential for fin damage.
7. Ensure cleaner thoroughly penetrates deep into finned areas.
8. Interior and exterior finned areas must be thoroughly cleaned.
9. Finned surfaces should remain wet with cleaning solution for 10 minutes.
10. Ensure surfaces are not allowed to dry before rinsing. Reapply cleaner as needed to ensure 10 minute saturation is achieved.

11. Thoroughly rinse all surfaces with low velocity clean water using downward rinsing motion of water spray nozzle. Protect fins from damage from the spray nozzle.

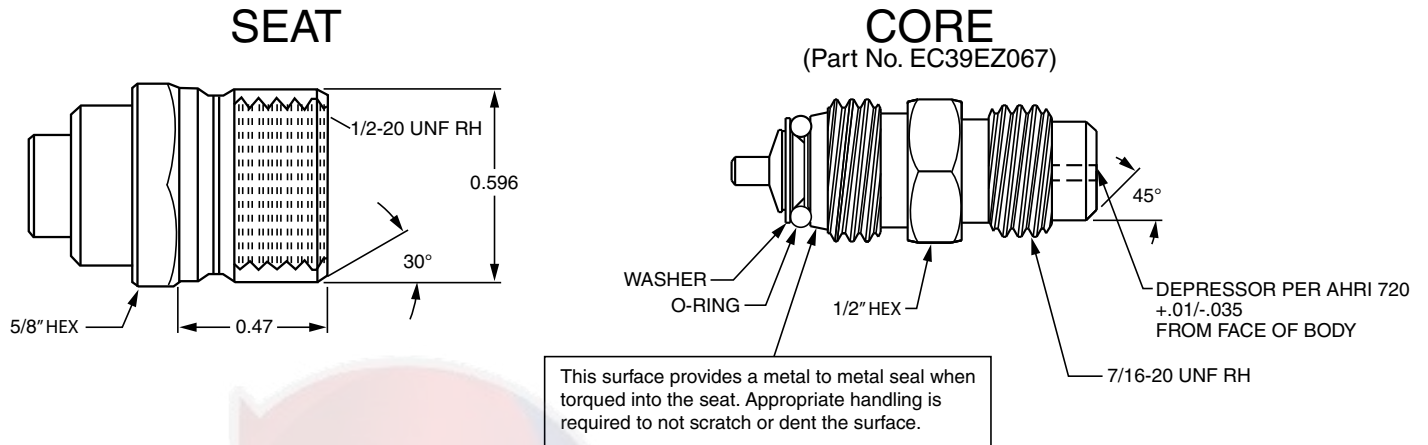
**EVAPORATOR COIL METERING DEVICES**

These units use thermal expansion valves (TXV).

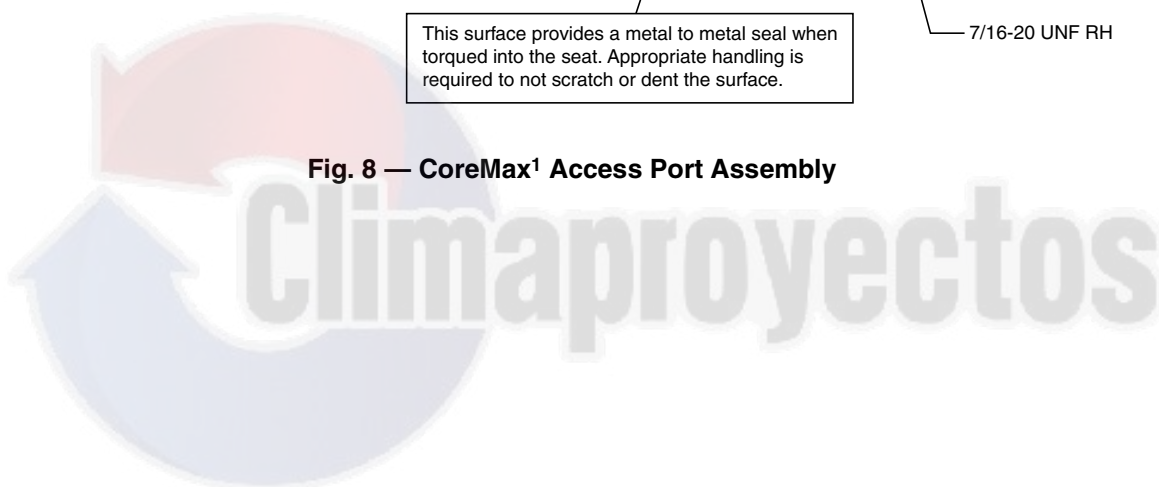
**Refrigerant System Pressure Access Ports**

There are two access ports in each system - on the suction tube near the compressor and on the discharge tube near the compressor. These are brass fittings with black plastic caps. The hose connection fittings are standard 1/4-in. SAE Male Flare couplings.

The brass fittings are two-piece High Flow valves, with a receptacle base brazed to the tubing and an integral spring-closed check valve core screwed into the base. (See Fig. 8.) This check valve is permanently assembled into this core body and cannot be serviced separately. Replace the entire core body if necessary. Service tools are available from RCD that allow the replacement of the check valve core without having to recover the entire system refrigerant charge. Apply compressor refrigerant oil to the check valve core's bottom O-ring. Install the fitting body with  $96 \pm 10$  in-lb of torque; do not overtighten.



**Fig. 8 — CoreMax<sup>1</sup> Access Port Assembly**



1. CoreMax is a registered trademark of Fastest, Inc.

## PURON® (R-410A) REFRIGERANT

This unit is designed for use with Puron (R-410A) refrigerant. Do not use any other refrigerant in this system.

Puron (R-410A) refrigerant is provided in pink (rose) colored cylinders. These cylinders are available with and without dip tubes; cylinders with dip tubes will have a label indicating this feature. For a cylinder with a dip tube, place the cylinder in the upright position (access valve at the top) when removing liquid refrigerant for charging. For a cylinder without a dip tube, invert the cylinder (access valve on the bottom) when removing liquid refrigerant.

Because Puron (R-410A) refrigerant is a blend, it is strongly recommended that refrigerant always be removed from the cylinder as a liquid. Admit liquid refrigerant into the system in the discharge line. If adding refrigerant into the suction line, use a commercial metering/expansion device at the gage manifold. Remove liquid from the cylinder, pass it through the metering device at the gage set and then pass it into the suction line as a vapor. Do not remove Puron (R-410A) refrigerant from the cylinder as a vapor.

### Refrigerant Charge

Amount of refrigerant charge is listed on the unit's nameplate. Refer to Carrier GTAC2-5 Charging, Recovery, Recycling and Reclamation training manual and the following procedures.

Unit panels must be in place when unit is operating during the charging procedure.

#### NO CHARGE

Use standard evacuating techniques. After evacuating system, weigh in the specified amount of refrigerant.

#### LOW-CHARGE COOLING

Using Cooling Charging Charts (Fig. 10-13), vary refrigerant until the conditions of the appropriate chart are met. Note the charging charts are different from the type normally used. Charts are based on charging the units to the correct subcooling for the various operating conditions. Accurate pressure gage and temperature sensing device are required. Connect the pressure gage to the service port on the discharge line. Mount the temperature sensing device on the liquid line leaving the condenser coil and insulate it so that outdoor ambient temperature does not affect the reading. Indoor air cfm must be within the normal operating range of the unit.

#### 50LC\*D07-14 CHARGING

##### *To prepare the unit for charge adjustment:*

Disable/bypass all head pressure controls. Start/run both compressors. On sizes 08 and 12, ensure both condenser fans are running.

#### TO USE COOLING CHARGING CHARTS

Select the appropriate unit charging chart from Fig. 10-13.

Take the liquid-line temperature and read the discharge pressure gage. Refer to chart to determine what liquid-line temperature should be. If liquid-line temperature is high, add refrigerant. If liquid-line temperature is low, carefully recover some of the charge. Recheck the discharge pressure as charge is adjusted.

#### EXAMPLE:

Model 50LC\*D14

Circuit 1:

Outdoor Temperature . . . . . 85°F (29°C)

Discharge Pressure . . . . . 350 psig (2413 kPa)

## Compressors

### LUBRICATION

Compressors are charged with the correct amount of oil at the factory.

## ⚠ CAUTION

### UNIT DAMAGE HAZARD

Failure to follow this caution may result in damage to components.

The compressor is in a R-410A refrigerant system and uses a polyolester (POE) oil. This oil is extremely hygroscopic, meaning it absorbs water readily. POE oils can absorb 15 times as much water as other oils designed for HCFC and CFC refrigerants. Avoid exposure of the oil to the atmosphere.

### REPLACING COMPRESSOR

The compressor used with Puron refrigerant contains a POE oil. This oil has a high affinity for moisture. Do not remove the compressor's tube plugs until ready to insert the unit suction and discharge tube ends. Compressor mounting bolt torque is 65 to 75 in.-lb (7.3 to 8.5 Nm).

### COMPRESSOR ROTATION

On 3-phase units with scroll compressors, it is important to be certain compressor is rotating in the proper direction.

To determine whether or not compressor is rotating in the proper direction:

1. Connect service gages to suction and discharge pressure fittings.
2. Energize the compressor.
3. The suction pressure should drop and the discharge pressure should rise, as is normal on any start-up.

NOTE: If the suction pressure does not drop and the discharge pressure does not rise to normal levels:

1. Note that the evaporator fan is probably also rotating in the wrong direction.
2. Turn off power to the unit.
3. Reverse any two of the unit power leads.
4. Reapply power to the compressor.

The suction and discharge pressure levels should now move to their normal start-up levels.

NOTE: When the compressor is rotating in the wrong direction, the unit makes an elevated level of noise and does not provide cooling.

### Filter Drier

Replace whenever refrigerant system is exposed to atmosphere. Only use factory specified liquid-line filter driers with working pressures no less than 650 psig. Do not install a suction-line filter drier in liquid line. A liquid-line filter drier designed for use with Puron refrigerant is required on every unit.

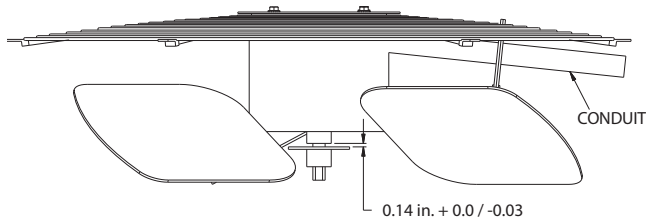
### Condenser-Fan Location

See Fig. 9.

1. Shut off unit power supply. Install lockout tag.
2. Remove condenser-fan assembly (grille, motor, and fan).
3. Loosen fan hub setscrews.
4. Adjust fan height as shown in Fig. 9.
5. Tighten setscrews to 84 in.-lb (9.5 Nm).
6. Replace condenser-fan assembly.

## Troubleshooting Cooling System

Refer to Table 1 for additional troubleshooting topics.



**Fig. 9 — Condenser Fan Adjustment**

**Table 1 — Cooling Service Analysis**

PROBLEM	CAUSE	REMEDY
<b>Compressor and Condenser Fan Will Not Start</b>	Power failure.	Call power company.
	Fuse blown or circuit breaker tripped.	Replace fuse or reset circuit breaker.
	Defective thermostat, contactor, transformer, or control relay.	Replace component.
	Insufficient line voltage.	Determine cause and correct.
	Incorrect or faulty wiring.	Check wiring diagram and rewire correctly.
	Thermostat setting too high.	Lower thermostat setting below room temperature.
<b>Compressor Will Not Start But Condenser Fan Runs</b>	Faulty wiring or loose connections in compressor circuit.	Check wiring and repair or replace.
	Compressor motor burned out, seized, or internal overload open.	Determine cause. Replace compressor.
	Defective run/start capacitor, overload, start relay.	Determine cause and replace.
	One leg of three-phase power dead.	Replace fuse or reset circuit breaker. Determine cause.
<b>Compressor Cycles (other than normally satisfying thermostat)</b>	Refrigerant overcharge or undercharge.	Recover refrigerant, evacuate system, and recharge to nameplate.
	Defective compressor.	Replace and determine cause.
	Insufficient line voltage.	Determine cause and correct.
	Blocked condenser.	Determine cause and correct.
	Defective run/start capacitor, overload, or start relay.	Determine cause and replace.
	Defective thermostat.	Replace thermostat.
	Faulty condenser-fan motor or capacitor.	Replace.
Restriction in refrigerant system.	Locate restriction and remove.	
<b>Compressor Operates Continuously</b>	Dirty air filter.	Replace filter.
	Unit undersized for load.	Decrease load or increase unit size.
	Thermostat set too low.	Reset thermostat.
	Low refrigerant charge.	Locate leak; repair and recharge.
	Leaking valves in compressor.	Replace compressor.
	Air in system.	Recover refrigerant, evacuate system, and recharge.
<b>Excessive Head Pressure</b>	Condenser coil dirty or restricted.	Clean coil or remove restriction.
	Dirty air filter.	Replace filter.
	Dirty condenser coil.	Clean coil.
	Refrigerant overcharged.	Recover excess refrigerant.
	Air in system.	Recover refrigerant, evacuate system, and recharge.
<b>Head Pressure Too Low</b>	Condenser air restricted or air short-cycling.	Determine cause and correct.
	Low refrigerant charge.	Check for leaks; repair and recharge.
	Compressor valves leaking.	Replace compressor.
	Restriction in liquid tube.	Remove restriction.
<b>Excessive Suction Pressure</b>	High heat load.	Check for source and eliminate.
	Compressor valves leaking.	Replace compressor.
	Refrigerant overcharged.	Recover excess refrigerant.
<b>Suction Pressure Too Low</b>	Dirty air filter.	Replace filter.
	Low refrigerant charge.	Check for leaks; repair and recharge.
	Metering device or low side restricted.	Remove source of restriction.
	Insufficient evaporator airflow.	Increase air quantity. Check filter and replace if necessary.
	Temperature too low in conditioned area.	Reset thermostat.
<b>Evaporator Fan Will Not Shut Off</b>	Outdoor ambient below 25°F.	Install low-ambient kit.
	Time off delay not finished.	Wait for 30-second off delay.
<b>Compressor Makes Excessive Noise</b>	Compressor rotating in wrong direction.	Reverse the 3-phase power leads.



# COOLING CHARGING CHARTS

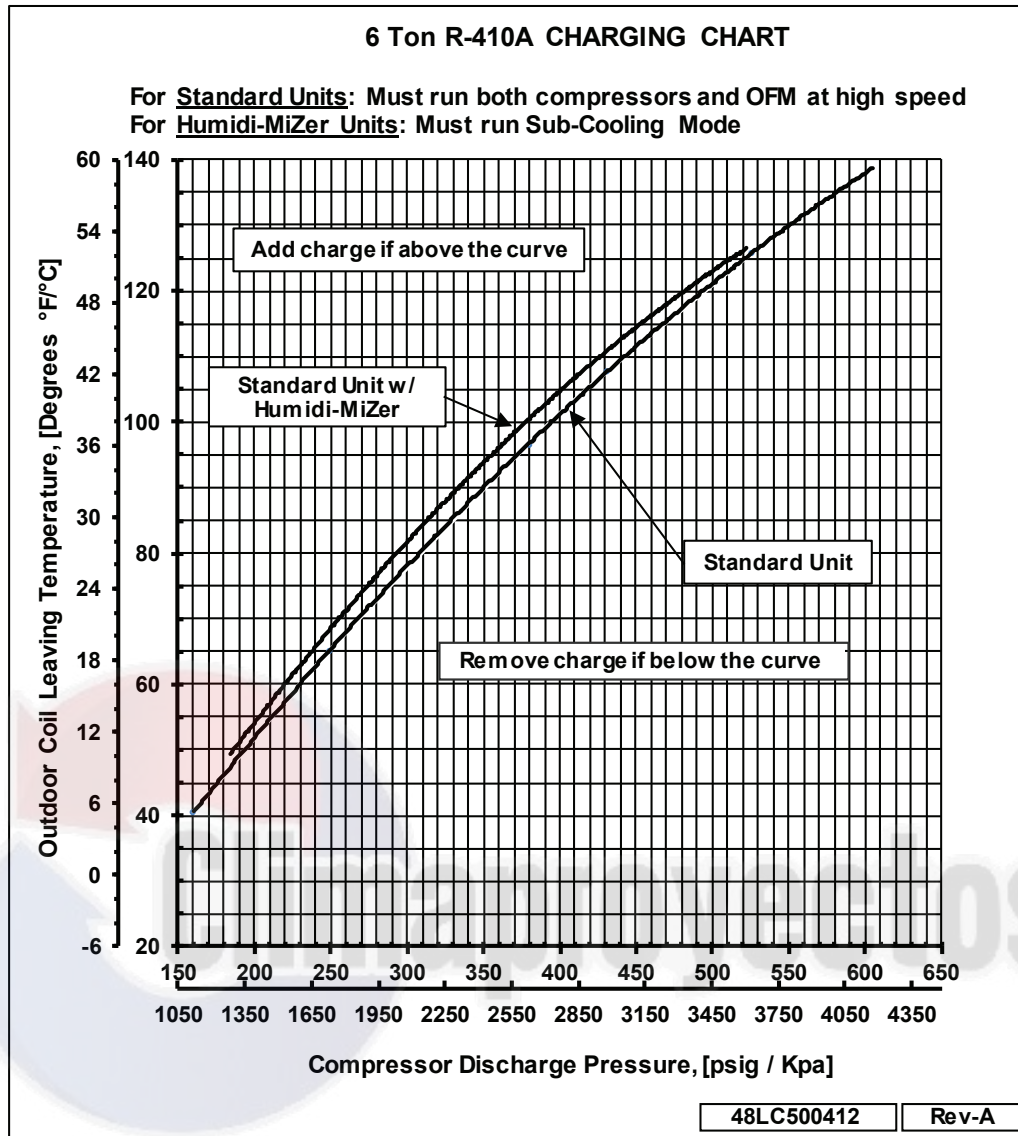


Fig. 10 — 50LC\*\*07 Cooling Charging Chart

### 7.5 Ton R-410A CHARGING CHART

For Standard Units: Must run both compressors and OFM at high speed  
 For Humidi-MiZer Units: Must run Sub-Cooling Mode

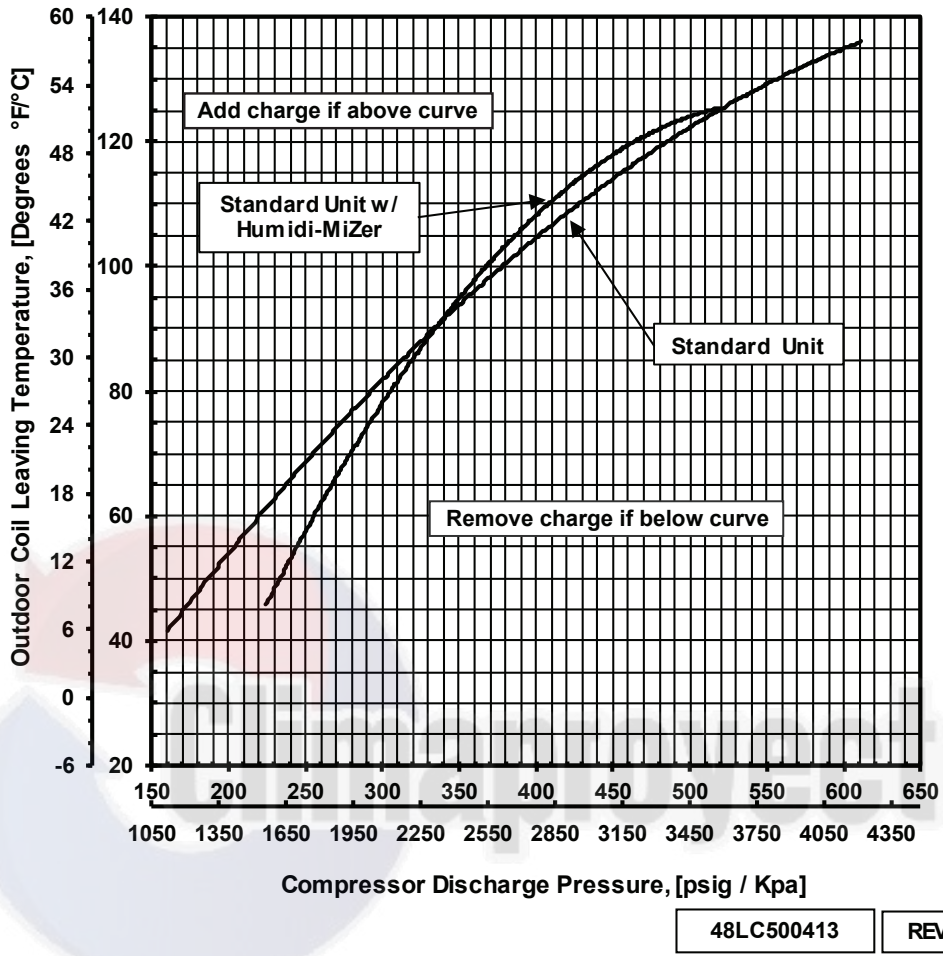
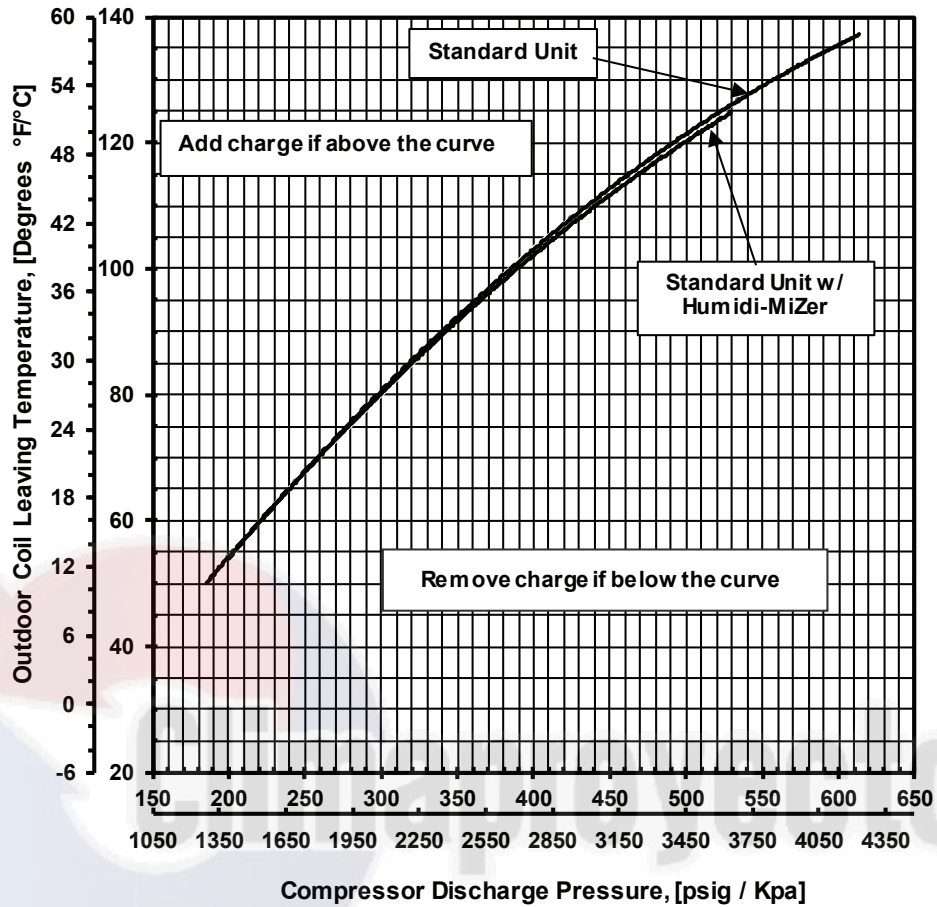


Fig. 11 — 50LC\*\*08 Cooling Charging Chart

### 8.5 Ton R-410A CHARGING CHART

For Standard Units: Must run both compressors and OFM at high speed

For Humidi-MiZer Units: Must run Sub-Cooling Mode



48LC500414

REV-B

Fig. 12 — 50LC\*\*09 Cooling Charging Chart

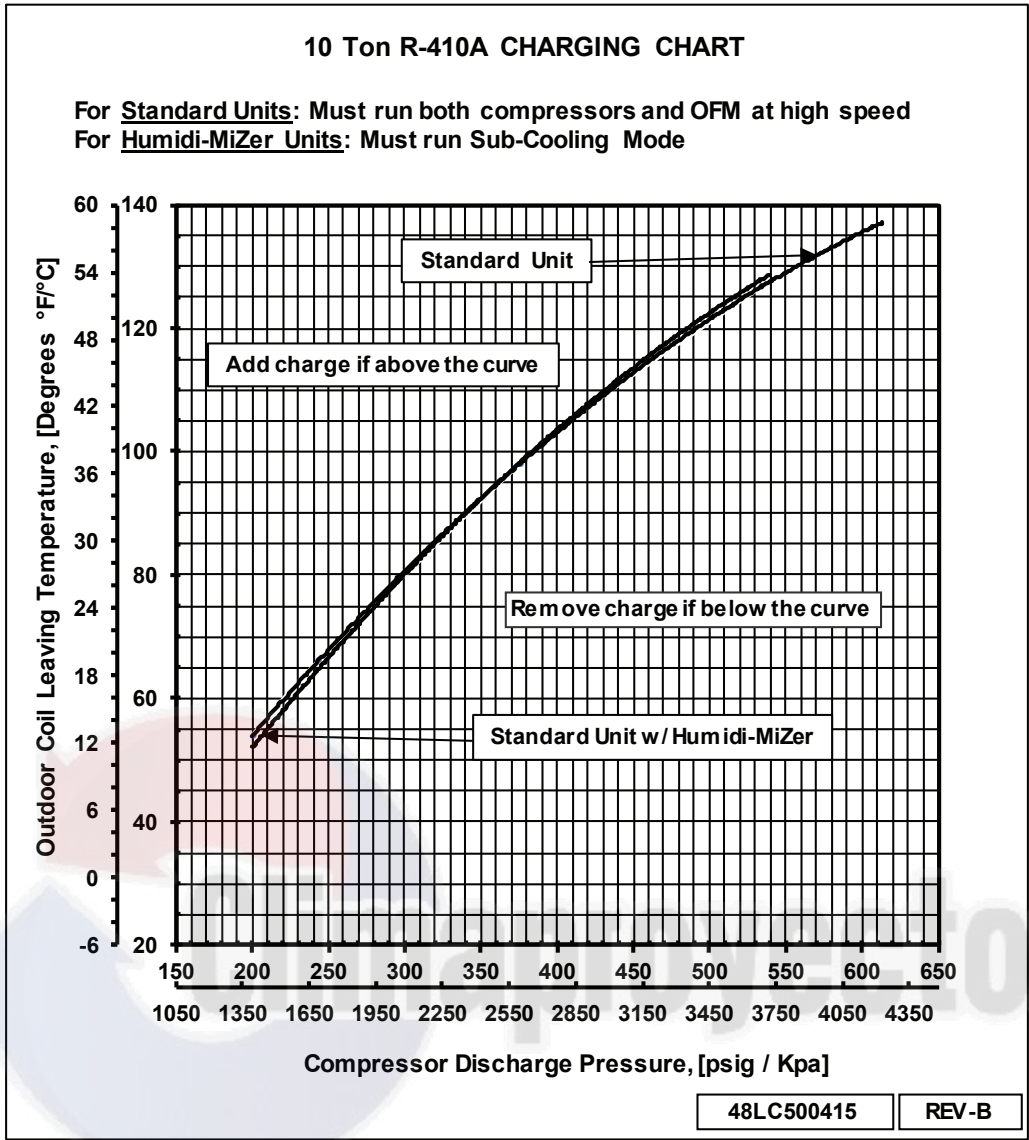


Fig. 13 — 50LC\*\*12 Cooling Charging Chart

### CONVENIENCE OUTLETS

**⚠ WARNING**

**ELECTRICAL OPERATION HAZARD**  
 Failure to follow this warning could result in personal injury or death.

Units with convenience outlet circuits may use multiple disconnects. Check convenience outlet for power status before opening unit for service. Locate its disconnect switch, if appropriate, and open it. Lock-out and tag-out this switch, if necessary.

Two types of convenience outlets are offered on 50LC models: Non-powered and unit-powered. Both types provide a 125-volt GFCI (ground-fault circuit-interrupter) duplex receptacle rated at 15-A behind a hinged waterproof access cover, located on the end panel of the unit. (See Fig. 14.)

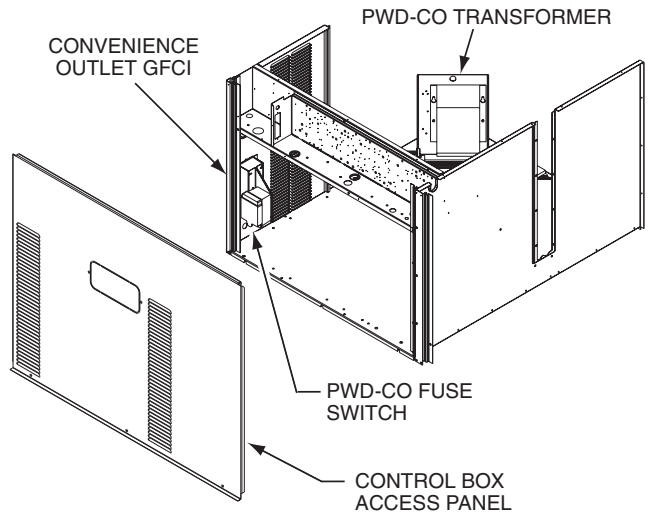


Fig. 14 — Convenience Outlet Location

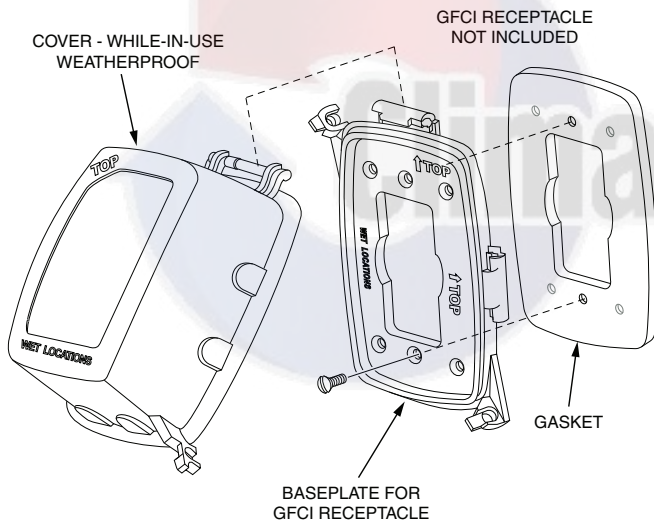
## Weatherproof Cover Installation

A weatherproof while-in-use cover for the factory-installed convenience outlets is now required by UL standards. This cover cannot be factory-mounted due to its depth. It must be installed at unit installation. For shipment, the convenience outlet is covered with a blank cover plate.

The weatherproof cover kit is shipped in the unit's control box. The kit includes the hinged cover, a backing plate and gasket.

**IMPORTANT: DISCONNECT ALL POWER TO UNIT AND CONVENIENCE OUTLET.**

1. Remove the blank cover plate at the convenience outlet. Discard the blank cover.
2. Loosen the two screws at the GFCI duplex outlet, until approximately 1/2-in. (13 mm) under screw heads are exposed.
3. Press the gasket over the screw heads.
4. Slip the backing plate over the screw heads at the keyhole slots and align with the gasket. Tighten the two screws until snug (do not over-tighten).
5. Mount the weatherproof cover to the backing plate as shown in Fig. 15.
6. Remove two slot fillers in the bottom of the cover to permit service tool cords to exit the cover.
7. Check for full closing and latching.



**Fig. 15 — Weatherproof Cover Installation**

## Types of Convenience Outlets

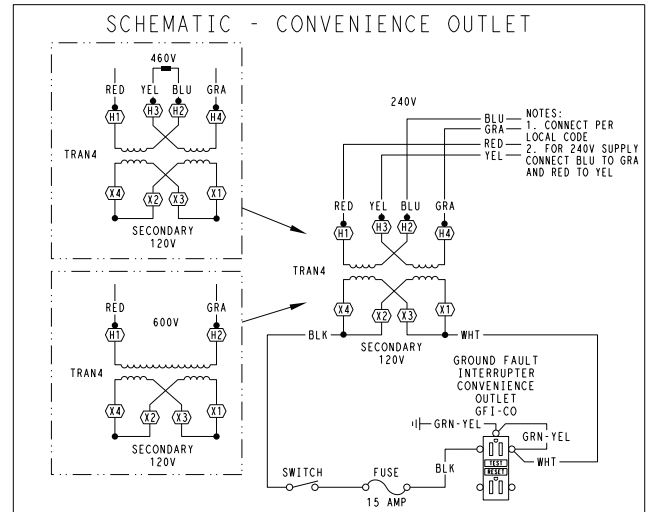
### NON-POWERED TYPE

This type requires the field installation of a general-purpose 125-v 15-A circuit powered from a source elsewhere in the building. Observe national and local codes when selecting wire size, fuse or breaker requirements and disconnect switch size and location. Route 125-v power supply conductors into the bottom of the utility box containing the duplex receptacle.

### UNIT-POWERED TYPE

A unit-mounted transformer is factory-installed to stepdown the main power supply voltage to the unit to 115-v at the duplex receptacle. This option also includes a manual switch with fuse, located in a utility box and mounted on a bracket behind the convenience outlet; access is through the unit's control box access panel. (See Fig. 14.)

The primary leads to the convenience outlet transformer are not factory-connected. Selection of primary power source is a customer option. If local codes permit, the transformer primary leads can be connected at the line-side terminals on a unit-mounted non-fused disconnect or circuit-breaker switch; this will provide service power to the unit when the unit disconnect switch or circuit-breaker is open. Other connection methods will result in the convenience outlet circuit being de-energized when the unit disconnect or circuit-breaker is open. (See Fig. 16.)



UNIT VOLTAGE	CONNECT AS	PRIMARY CONNECTIONS	TRANSFORMER TERMINALS
208, 230	240	L1: RED + YEL L2: BLU + GRA	H1 + H3 H2 + H4
460	480	L1: RED L2: Splice BLU + YEL L2: GRA	H1 H2 + H3 H4
575	600	L1: RED L2: GRA	H1 H2

**Fig. 16 — Powered Convenience Outlet Wiring**

### Duty Cycle

The unit-powered convenience outlet has a duty cycle limitation. The transformer is intended to provide power on an intermittent basis for service tools, lamps, etc; it is not intended to provide 15 amps loading for continuous duty loads (such as electric heaters for overnight use). Observe a 50% limit on circuit loading above 8 amps (i.e., limit loads exceeding 8 amps to 30 minutes of operation every hour).

### Maintenance

Periodically test the GFCI receptacle by pressing the TEST button on the face of the receptacle. This should cause the internal circuit of the receptacle to trip and open the receptacle. Check for proper grounding wires and power line phasing if the GFCI receptacle does not trip as required. Press the RESET button to clear the tripped condition.

### Fuse On Powered Type

The factory fuse is a Bussman<sup>1</sup> "Fusetron" T-15, non-renewable screw-in (Edison base) type plug fuse.

### USING UNIT-MOUNTED CONVENIENCE OUTLETS

Units with unit-mounted convenience outlet circuits will often require that two disconnects be opened to de-energize all power to the unit. Treat all units as electrically energized until the convenience outlet power is also checked and de-energization is confirmed. Observe National Electrical Code Article 210, Branch Circuits, for use of convenience outlets.

1. Bussmann and Fusetron are trademarks of Cooper Technologies Company.

## SMOKE DETECTORS

Smoke detectors are available as factory-installed options on 50LC models. Smoke detectors may be specified for supply air only, for return air without or with economizer, or in combination of supply air and return air. Return-air smoke detectors are arranged for vertical return configurations only. All components necessary for operation are factory-provided and mounted. The unit is factory-configured for immediate smoke detector shutdown operation; additional wiring or modifications to unit terminal board may be necessary to complete the unit and smoke detector configuration to meet project requirements.

### System

The smoke detector system consists of a four-wire controller and one or two sensors. Its primary function is to shut down the rooftop unit in order to prevent smoke from circulating throughout the building. It is not to be used as a life saving device.

### Controller

The controller includes a controller housing, a printed circuit board, and a clear plastic cover. (See Fig. 17.) The controller can be connected to one or two compatible duct smoke sensors. The clear plastic cover is secured to the housing with a single captive screw for easy access to the wiring terminals. The controller has three LEDs (for Power, Trouble and Alarm) and a manual test/reset button (on the cover face).

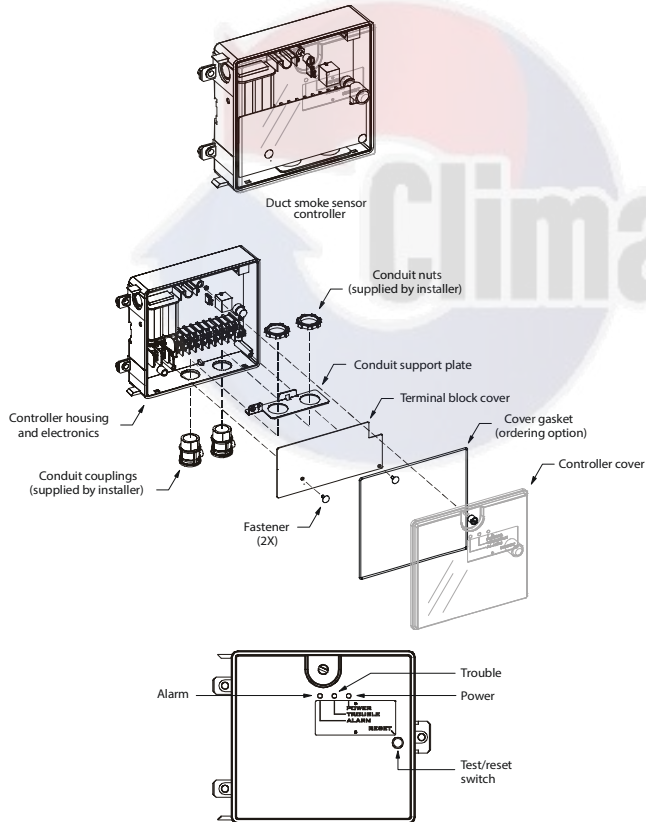


Fig. 17 — Controller Assembly

### Sensor

The sensor includes a plastic housing, a printed circuit board, a clear plastic cover, a sampling tube inlet and an exhaust tube. (See Fig. 18.) The sampling tube (when used) and exhaust tube are attached during installation. The sampling tube varies in length depending on the size of the rooftop unit. The clear plastic cover permits visual inspections without having to disassemble the sensor. The cover attaches to the sensor housing using four captive screws and forms an airtight chamber around the sensing electronics. Each sensor includes a harness with an RJ45 terminal for connecting to the controller. Each sensor has four LEDs (Power, Trouble,

Alarm and Dirty) and a manual test/reset button (on the left-side of the housing).

Air is introduced to the duct smoke detector sensor's sensing chamber through a sampling tube that extends into the HVAC duct and is directed back into the ventilation system through a (shorter) exhaust tube. The difference in air pressure between the two tubes pulls the sampled air through the sensing chamber. When a sufficient amount of smoke is detected in the sensing chamber, the sensor signals an alarm state and the controller automatically takes the appropriate action to shut down fans and blowers, change over air handling systems, notify the fire alarm control panel, etc.

The sensor uses a process called differential sensing to prevent gradual environmental changes from triggering false alarms. A rapid change in environmental conditions, such as smoke from a fire, causes the sensor to signal an alarm state, but dust and debris accumulated over time does not.

For installations using two sensors, the duct smoke detector does not differentiate which sensor signals an alarm or trouble condition.

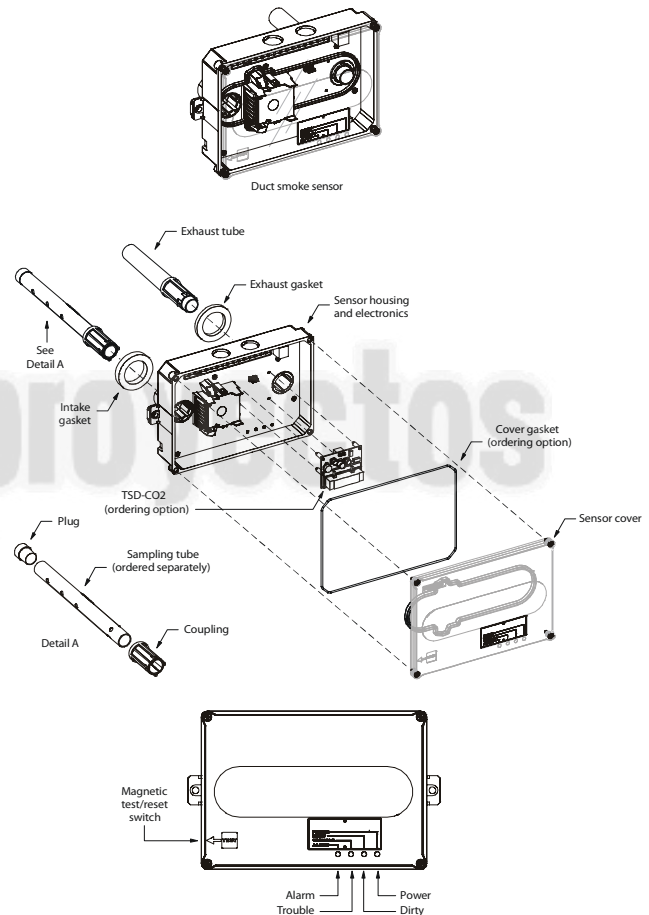
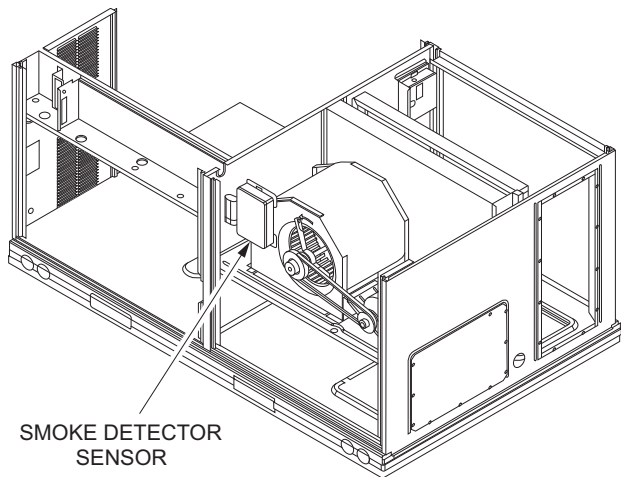


Fig. 18 — Smoke Detector Sensor

### Smoke Detector Locations

#### SUPPLY AIR

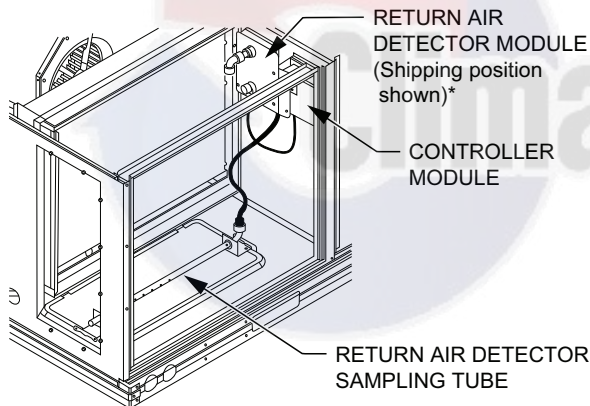
The supply-air smoke detector sensor is located to the left of the unit's indoor (supply) fan (see Fig. 19). Access is through the fan access panel. There is no sampling tube used at this location. The sampling tube inlet extends through the side plate of the fan housing (into a high pressure area). The controller is located on a bracket to the right of the return filter, accessed through the lift-off filter panel.



**Fig. 19 — Typical Supply Air Smoke Detector Sensor Location**

**RETURN AIR WITHOUT ECONOMIZER**

The sampling tube is located across the return air opening on the unit basepan. (See Fig. 20.) The holes in the sampling tube face downward, into the return air stream. The sampling tube is connected via tubing to the return air sensor that is mounted on a bracket high on the partition between return filter and controller location. (This sensor is shipped in a flat-mounting location. Installation requires that this sensor be relocated to its operating location and the tubing to the sampling tube be connected. See installation steps).

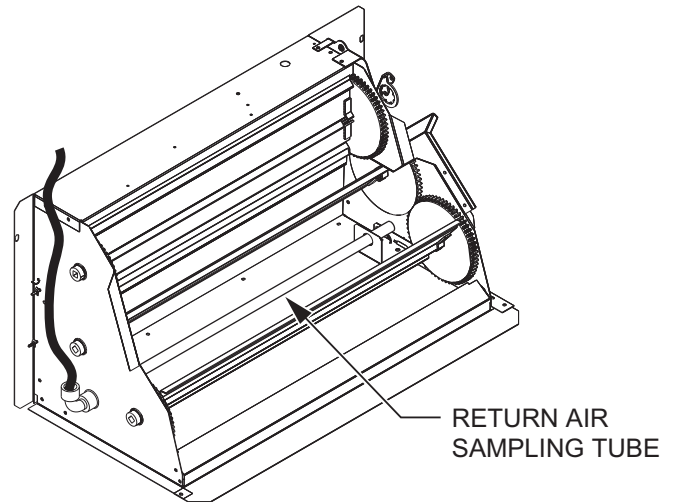


\*RA detector must be moved from shipping position to operating position by installer.

**Fig. 20 — Typical Return Air Detector Location**

**RETURN AIR WITH ECONOMIZER**

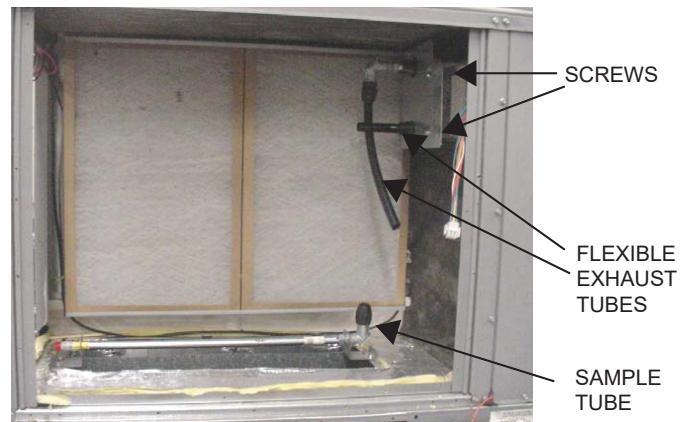
The sampling tube is inserted through the side plates of the economizer housing, placing it across the return air opening on the unit basepan. (See Fig. 21.) The holes in the sampling tube face downward, into the return air stream. The sampling tube is connected via tubing to the return air sensor that is mounted on a bracket high on the partition between return filter and controller location. (This sensor is shipped in a flat-mounting location. Installation requires that this sensor be relocated to its operating location and the tubing to the sampling tube be connected. See installation steps).



**Fig. 21 — Return Air Sampling Tube Location**

**Completing Installation of Return Air Smoke Sensor**

1. Unscrew the two screws holding the return air sensor detector plate. (See Fig. 22.) Save the screws.
2. Remove the return air sensor and its detector plate.
3. Rotate the detector plate so the sensor is facing outwards and the sampling tube connection is on the bottom. (See Fig. 23.)
4. Screw the sensor and detector plate into its operating position using screws from Step 1. Make sure the sampling tube connection is on the bottom and the exhaust tube is on the top. (See Fig. 23.)
5. Connect the flexible tube on the sampling inlet to the sampling tube on the basepan.
6. For units with an economizer, the sampling tube is integrated into the economizer housing but the connection of the flexible tubing to the sampling tube is the same.



**Fig. 22 — Return Air Detector Shipping Position**



**Fig. 23 — Return Air Sensor Operating Position  
FIOP Smoke Detector Wiring and Response**

**ALL UNITS**

FIOP smoke detector is configured to automatically shut down all unit operations when smoke condition is detected. See Fig. 24.

**HIGHLIGHT A**

JMP 3 is factory-cut, transferring unit control to smoke detector.

**HIGHLIGHT B**

Smoke detector NC contact set will open on smoke alarm condition, de-energizing the ORN conductor.

**HIGHLIGHT C**

24-v power signal via ORN lead is removed at Smoke Detector input on LCTB; all unit operations cease immediately.

**HIGHLIGHT D**

On smoke alarm condition, the smoke detector NO Alarm contact will close, supplying 24-v power to GRA conductor.

**HIGHLIGHT E**

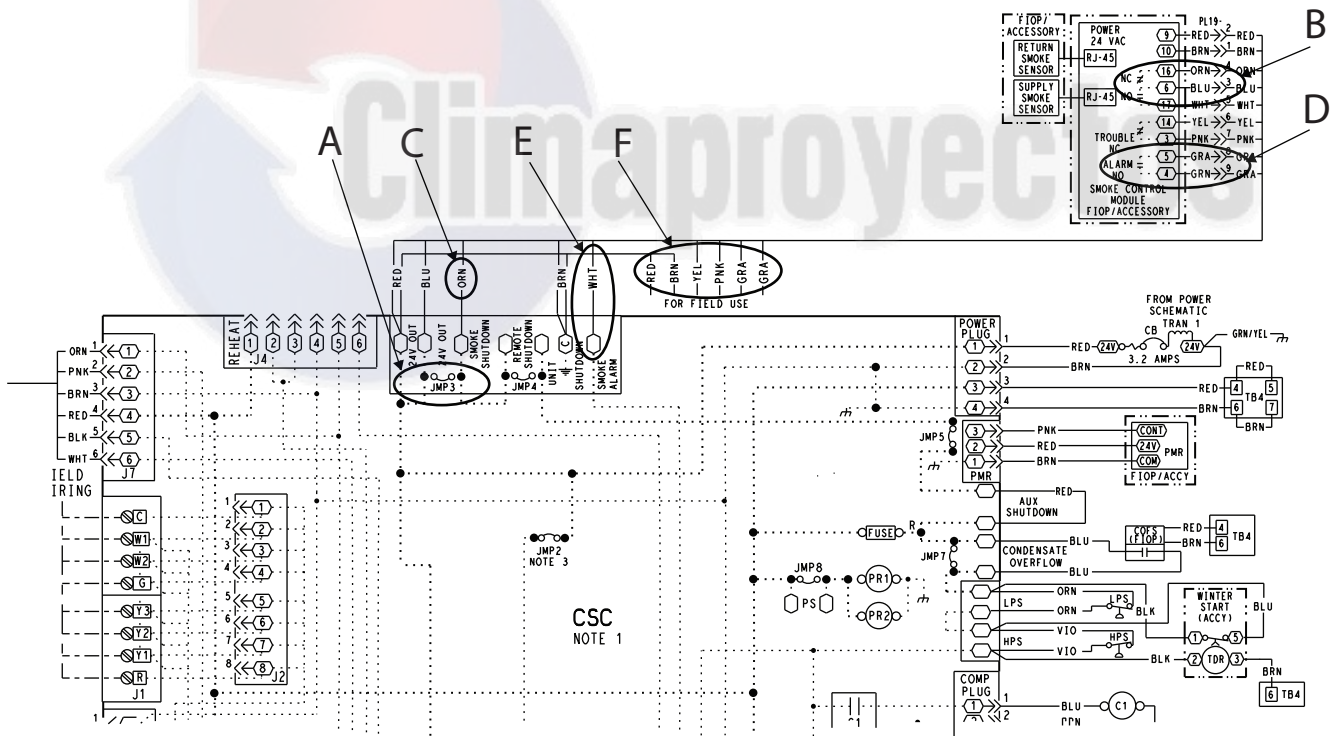
WHT lead at Smoke Alarm input on LCTB provides 24-v signal to FIOP DDC control.

**USING REMOTE LOGIC**

Five conductors are provided for field use (see Highlight F in Fig. 24) for additional annunciation functions.

**ADDITIONAL APPLICATION DATA**

Refer to the application data document “Factory Installed Smoke Detectors for Small and Medium Rooftop Units 2 to 25 Tons” for discussions on additional control features of these smoke detectors including multiple unit coordination. (See Fig. 24.)



**Fig. 24 — Typical Smoke Detector System Wiring**



## Sensor and Controller Tests

### SENSOR ALARM TEST

The sensor alarm test checks a sensor's ability to signal an alarm state. This test requires the use of a field provided SD-MAG test magnet.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

This test places the duct detector into the alarm state. Unless part of the test, disconnect all auxiliary equipment from the controller before performing the test. If the duct detector is connected to a fire alarm system, notify the proper authorities before performing the test.

#### *Sensor Alarm Test Procedure*

1. Hold the test magnet where indicated on the side of the sensor housing for seven seconds.
2. Verify that the sensor's Alarm LED turns on.
3. Reset the sensor by holding the test magnet against the sensor housing for two seconds.
4. Verify that the sensor's Alarm LED turns off.

### CONTROLLER ALARM TEST

The controller alarm test checks the controller's ability to initiate and indicate an alarm state.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

This test places the duct detector into the alarm state. Disconnect all auxiliary equipment from the controller before performing the test. If the duct detector is connected to a fire alarm system, notify the proper authorities before performing the test.

#### *Controller Alarm Test Procedure*

1. Press the controller's test/reset switch for seven seconds.
2. Verify that the controller's Alarm LED turns on.
3. Reset the sensor by pressing the test/reset switch for two seconds.
4. Verify that the controller's Alarm LED turns off.

### DIRTY CONTROLLER TEST

The dirty controller test checks the controller's ability to initiate a dirty sensor test and indicate its results.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

Pressing the controller's test/reset switch for longer than seven seconds will put the duct detector into the alarm state and activate all automatic alarm responses.

#### *Dirty Controller Test Procedure*

1. Press the controller's test/reset switch for two seconds.
2. Verify that the controller's Trouble LED flashes.

### DIRTY SENSOR TEST

The dirty sensor test provides an indication of the sensor's ability to compensate for gradual environmental changes. A sensor that can no longer compensate for environmental changes is considered 100% dirty and requires cleaning or replacing. Use a field provided SD-MAG test magnet to initiate a sensor dirty test. The sensor's Dirty LED indicates the results of the dirty test as shown in Table 2.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

Holding the test magnet against the sensor housing for more than seven seconds will put the duct detector into the alarm state and activate all automatic alarm responses.

**Table 2 — Dirty LED Test**

FLASHES	DESCRIPTION
1	0-25% dirty (Typical of a newly installed detector)
2	25-50% dirty
3	51-75% dirty
4	76-99% dirty

#### *Dirty Sensor Test Procedure*

1. Hold the test magnet where indicated on the side of the sensor housing for two seconds.
2. Verify that the sensor's Dirty LED flashes.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

Changing the dirty sensor test operation will put the detector into the alarm state and activate all automatic alarm responses. Before changing dirty sensor test operation, disconnect all auxiliary equipment from the controller and notify the proper authorities if connected to a fire alarm system.

#### *Changing the Dirty Sensor Test*

By default, sensor dirty test results are indicated by:

- The sensor's Dirty LED flashing.
- The controller's Trouble LED flashing.
- The controller's supervision relay contacts toggle.

The operation of a sensor's dirty test can be changed so that the controller's supervision relay is not used to indicate test results. When two detectors are connected to a controller, sensor dirty test operation on both sensors must be configured to operate in the same manner.

#### *To Configure the Dirty Sensor Test Operation*

1. Hold the test magnet where indicated on the side of the sensor housing until the sensor's Alarm LED turns on and its Dirty LED flashes twice (approximately 60 seconds).
2. Reset the sensor by removing the test magnet then holding it against the sensor housing again until the sensor's Alarm LED turns off (approximately 2 seconds).

### REMOTE STATION TEST

The remote station alarm test checks a test/reset station's ability to initiate and indicate an alarm state.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern.

This test places the duct detector into the alarm state. Unless part of the test, disconnect all auxiliary equipment from the controller before performing the test. If the duct detector is connected to a fire alarm system, notify the proper authorities before performing the test.

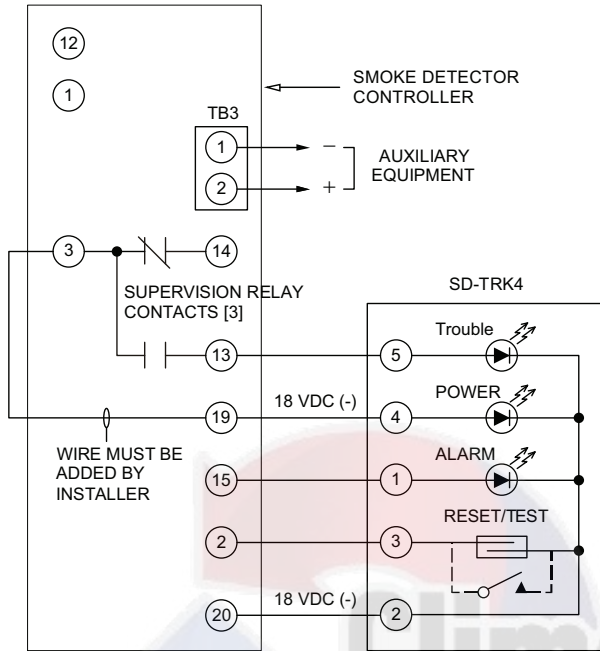
#### *SD-TRK4 Remote Alarm Test Procedure*

1. Turn the key switch to the RESET/TEST position for seven seconds.
2. Verify that the test/reset station's Alarm LED turns on.

3. Reset the sensor by turning the key switch to the RESET/TEST position for two seconds.
4. Verify that the test/reset station's Alarm LED turns off.

#### REMOTE TEST/RESET STATION DIRTY SENSOR TEST

The test/reset station dirty sensor test checks the test/reset station's ability to initiate a sensor dirty test and indicate the results. It must be wired to the controller as shown in Fig. 25 and configured to operate the controller's supervision relay. For more information, see "Changing the Dirty Sensor Test."



**Fig. 25 — Remote Test/Reset Station Connections**

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern. If the test/reset station's key switch is left in the RESET/TEST position for longer than seven seconds, the detector will automatically go into the alarm state and activate all automatic alarm responses.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern. Holding the test magnet to the target area for longer than seven seconds will put the detector into the alarm state and activate all automatic alarm responses.

#### Dirty Sensor Test Using an SD-TRK4

1. Turn the key switch to the RESET/TEST position for two seconds.
2. Verify that the test/reset station's Trouble LED flashes.

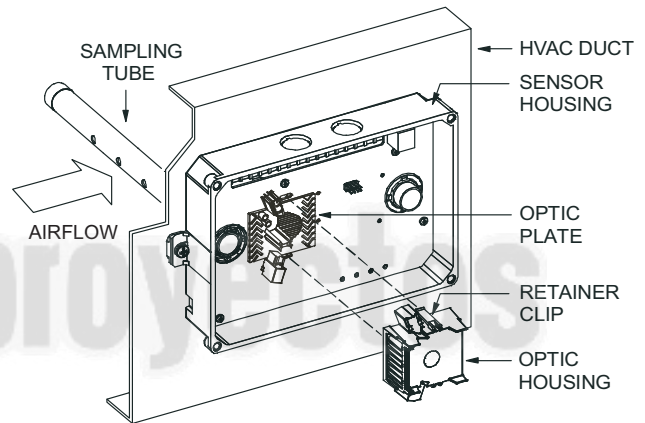
#### DETECTOR CLEANING

##### Cleaning the Smoke Detector

Clean the duct smoke sensor when the Dirty LED is flashing continuously or sooner, if conditions warrant.

**IMPORTANT:** Failure to follow this caution may result in personnel and authority concern. If the smoke detector is connected to a fire alarm system, first notify the proper authorities that the detector is undergoing maintenance then disable the relevant circuit to avoid generating a false alarm.

1. Disconnect power from the duct detector then remove the sensor's cover. (See Fig. 26.)
2. Using a vacuum cleaner, clean compressed air, or a soft bristle brush, remove loose dirt and debris from inside the sensor housing and cover. Use isopropyl alcohol and a lint-free cloth to remove dirt and other contaminants from the gasket on the sensor's cover.
3. Squeeze the retainer clips on both sides of the optic housing then lift the housing away from the printed circuit board.
4. Gently remove dirt and debris from around the optic plate and inside the optic housing.
5. Replace the optic housing and sensor cover.
6. Connect power to the duct detector then perform a sensor alarm test.



**Fig. 26 — Sensor Cleaning Diagram**

#### Indicators

##### NORMAL STATE

The smoke detector operates in the normal state in the absence of any trouble conditions and when its sensing chamber is free of smoke. In the normal state, the Power LED on both the sensor and the controller are on and all other LEDs are off.

##### ALARM STATE

The smoke detector enters the alarm state when the amount of smoke particulate in the sensor's sensing chamber exceeds the alarm threshold value. (See Table 3.)

Upon entering the alarm state:

- The sensor's Alarm LED and the controller's Alarm LED turn on.
- The contacts on the controller's two auxiliary relays switch positions.
- The contacts on the controller's alarm initiation relay close.
- The controller's remote alarm LED output is activated (turned on).
- The controller's high impedance multiple fan shutdown control line is pulled to ground Trouble state.

**Table 3 — Detector Indicators**

CONTROL OR INDICATOR	DESCRIPTION
<b>Magnetic test/reset switch</b>	Resets the sensor when it is in the alarm or trouble state. Activates or tests the sensor when it is in the normal state.
<b>Alarm LED</b>	Indicates the sensor is in the alarm state.
<b>Trouble LED</b>	Indicates the sensor is in the trouble state.
<b>Dirty LED</b>	Indicates the amount of environmental compensation used by the sensor (flashing continuously = 100%)
<b>Power LED</b>	Indicates the sensor is energized.

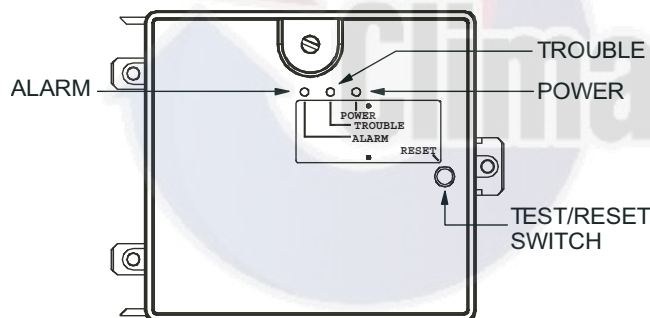
The SuperDuct duct smoke detector enters the trouble state under the following conditions:

- A sensor’s cover is removed and 20 minutes pass before it is properly secured.
- A sensor’s environmental compensation limit is reached (100% dirty).
- A wiring fault between a sensor and the controller is detected.

An internal sensor fault is detected upon entering the trouble state:

- The contacts on the controller’s supervisory relay switch positions. (See Fig. 27.)
- If there is a sensor fault, the sensor’s trouble LED and the controller trouble LED will turn on.
- If 100% dirty, the sensor’s Dirty LED turns on and the controller’s Trouble LED flashes continuously.
- If a wiring fault between a sensor and the controller, the controller’s Trouble LED turns on but not the sensor’s.

NOTE: All troubles are latched by the duct smoke detector. The trouble condition must be cleared and then the duct smoke detector must be reset in order to restore it to the normal state.



**Fig. 27 — Controller Assembly**

### Resetting Alarm and Trouble Condition Trips

Manual reset is required to restore smoke detector systems to Normal operation. For installations using two sensors, the duct smoke detector does not differentiate which sensor signals an alarm or trouble condition. Check each sensor for Alarm or Trouble status (indicated by LED). Clear the condition that has generated the trip at this sensor. Then reset the sensor by pressing and holding the reset button (on the side) for 2 seconds. Verify that the sensor’s Alarm and Trouble LEDs are now off. At the controller, clear its Alarm or Trouble state by pressing and holding the manual reset button (on the front cover) for 2 seconds. Verify that the controller’s Alarm and Trouble LEDs are now off. Replace all panels.

### Troubleshooting

#### CONTROLLER’S TROUBLE LED IS ON

1. Check the Trouble LED on each sensor connected to the controller. If a sensor’s Trouble LED is on, determine the cause and make the necessary repairs.
2. Check the wiring between the sensor and the controller. If wiring is loose or missing, repair or replace as required.

#### CONTROLLER’S TROUBLE LED IS FLASHING

1. One or both of the sensors is 100% dirty.
2. Determine which Dirty LED is flashing then clean that sensor assembly as described in the detector cleaning section.

#### SENSOR’S TROUBLE LED IS ON

1. Check the sensor’s Dirty LED. If it is flashing, the sensor is dirty and must be cleaned.
2. Check the sensor’s cover. If it is loose or missing, secure the cover to the sensor housing.
3. Replace sensor assembly.

#### SENSOR’S POWER LED IS OFF

1. Check the controller’s Power LED. If it is off, determine why the controller does not have power and make the necessary repairs.
2. Check the wiring between the sensor and the controller. If wiring is loose or missing, repair or replace as required.

#### CONTROLLER’S POWER LED IS OFF

1. Make sure the circuit supplying power to the controller is operational. If not, make sure JP2 and JP3 are set correctly on the controller before applying power.
2. Verify that power is applied to the controller’s supply input terminals. If power is not present, replace or repair wiring as required.

#### REMOTE TEST/RESET STATION’S TROUBLE LED DOES NOT FLASH WHEN PERFORMING A DIRTY TEST, BUT THE CONTROLLER’S TROUBLE LED DOES

1. Verify that the remote test/station is wired as shown in Fig. 25. Repair or replace loose or missing wiring.
2. Configure the sensor dirty test to activate the controller’s supervision relay. See “Changing sensor dirty test operation.”

#### SENSOR’S TROUBLE LED IS ON, BUT THE CONTROLLER’S TROUBLE LED IS OFF

Remove JP1 on the controller.

## PROTECTIVE DEVICES

### Compressor Protection

#### OVERCURRENT

Each compressor has internal linebreak motor protection. Reset is automatic after compressor motor has cooled.

#### OVERTEMPERATURE

Each compressor has an internal protector to protect it against excessively high discharge gas temperatures. Reset is automatic.

#### HIGH PRESSURE SWITCH

Each system is provided with a high pressure switch mounted on the discharge line. The switch is stem-mounted and brazed into the discharge tube. Trip setting is 630 psig ± 10 psig (4344 ± 69 kPa) when hot. Reset is automatic at 505 psig (3482 kPa).

## LOW PRESSURE SWITCH

Each system is protected against a loss of charge and low evaporator coil loading condition by a low pressure switch located on the suction line near the compressor. The switch is stem-mounted. Trip setting is 54 psig  $\pm$  5 psig (372  $\pm$  34 kPa). Reset is automatic at 117  $\pm$  5 psig (807  $\pm$  34 kPa).

## Supply (Indoor) Fan Motor Protection

Disconnect and lockout power when servicing fan motor. The supply fan motor is equipped with an overcurrent protection device. The type of device depends on the motor size. (See Table 4.)

**Table 4 — Supply Fan Motor Protection Devices**

MOTOR SIZE (BHP)	OVERLOAD DEVICE	RESET
1.7	Internal linebreak	Automatic
2.4	Internal linebreak	Automatic
2.9	Thermik	Automatic
3.7	Thermik	Automatic
5.2	External (circuit breaker)	Manual

The Internal Linebreak type is an imbedded switch that senses both motor current and internal motor temperature. When this switch reaches its trip setpoint, the switch opens the power supply to the motor and the motor stops. Reset is automatic when the motor windings cool down.

The Thermik device is a snap-action overtemperature protection device that is imbedded in the motor windings. It is a pilot-circuit device that is wired into the unit's 24-v control circuit. When this switch reaches its trip setpoint, it opens the 24-v control circuit and causes all unit operation to cease. This device resets automatically when the motor windings cool. Do not bypass this switch to correct trouble. Determine the cause and correct it.

The External motor overload device is a specially-calibrated circuit breaker that is UL recognized as a motor overload controller. It is an overcurrent device. When the motor current exceeds the circuit breaker setpoint, the device opens all motor power leads and the motor shuts down. Reset requires a manual reset at the overload switch. This device (designated IFCB) is located on the side of the supply fan housing, behind the fan access panel.

## TROUBLESHOOTING SUPPLY FAN MOTOR OVERLOAD TRIPS

The supply fan used in 50LC units is a forward-curved centrifugal wheel. At a constant wheel speed, this wheel has a characteristic that causes the fan shaft load to DECREASE when the static pressure in the unit-duct system increases and to INCREASE when the static pressure in the unit-duct system decreases (and fan air-flow rate increases). Motor overload conditions typically develop when the unit is operated with an access panel removed, with unfinished duct work, in an economizer-open mode, or a leak develops in the duct system that allows a bypass back to unit return opening.

## Condenser Fan Motor Protection

The condenser fan motors are internally protected against overtemperature.

## Control Circuit, 24-v

The control circuit is protected against overcurrent conditions by a circuit breaker mounted on control transformer TRAN. Reset is manual.

## ELECTRIC HEATERS

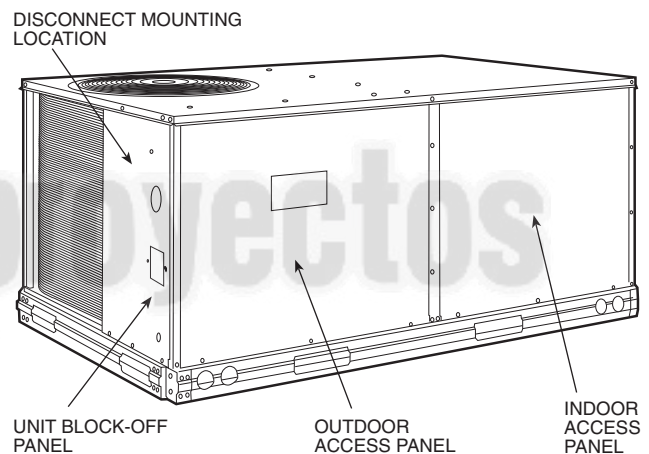
The 50LC units may be equipped with field-installed accessory electric heaters. The heaters are modular in design, with heater frames holding open coil resistance wires strung through ceramic insulators, line-break limit switches and a control contactor. One or two heater modules may be used in a unit.

Heater modules are installed in the compartment below the indoor (supply) fan outlet. Access is through the indoor access panel. Heater modules slide into the compartment on tracks along the bottom of the heater opening. (See Fig. 28-30.)

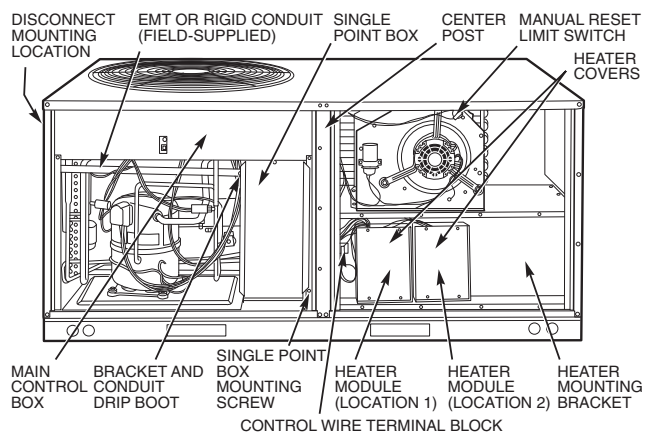
Not all available heater modules may be used in every unit. Use only those heater modules that are UL listed for use in a specific size unit. Refer to the label on the unit cabinet for the list of approved heaters.

Unit heaters are marked with heater model numbers. But heaters are ordered as and shipped in cartons marked with a corresponding heater sales package part number.

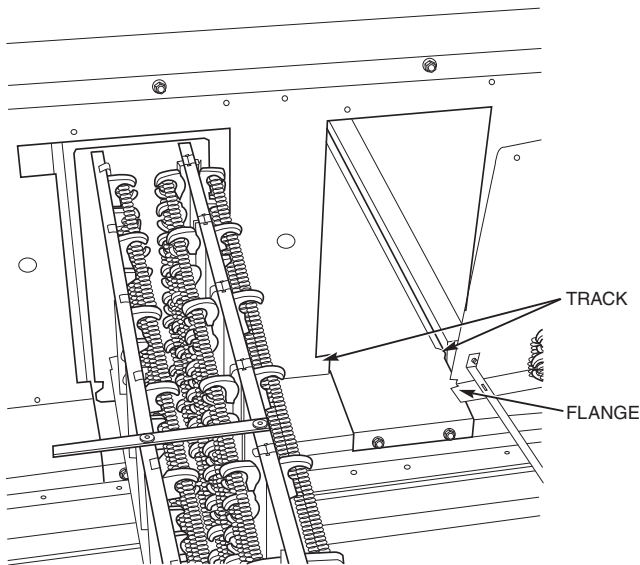
NOTE: The value in position 9 of the part number differs between the sales package part number (value is 1) and a bare heater model number (value is 0).



**Fig. 28 — Typical Access Panel Location**



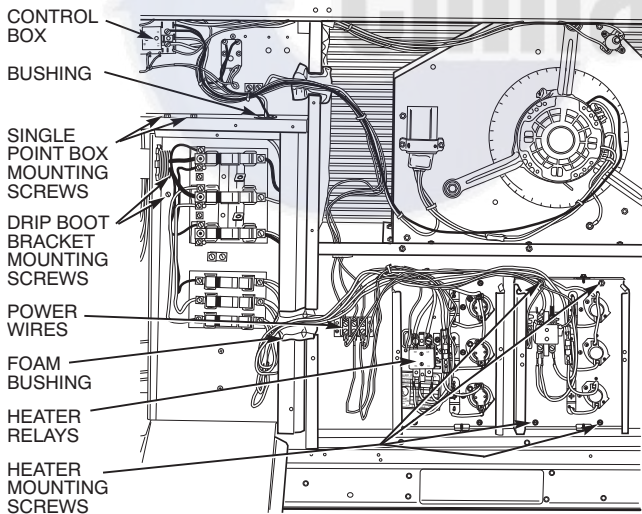
**Fig. 29 — Typical Component Location**



**Fig. 30 — Typical Module Installation**

### Single Point Boxes and Supplementary Fuses

When the unit MOCB device value exceeds 60-A, unit-mounted supplementary fuses are required for each heater circuit. These fuses are included in accessory single point boxes, with power distribution and fuse blocks. The single point box will be installed directly under the unit control box, just to the left of the partition separating the indoor section (with electric heaters) from the outdoor section. The single point box has a hinged access cover. (See Fig. 31.) The single point box also includes a set of power taps to complete the wiring between the single point box and the unit's main control box terminals. Refer to accessory heater and single point box installation instructions for details on tap connections.



**Fig. 31 — Typical Single Point Installation**

On 50LC units, all fuses are 60-A. Single point boxes containing fuses for 208/230-v applications use UL Class RK5 250-v fuses (Bussman FRNR 60 or Shawmut TR 60R). Single point boxes for 460-v and 575-v applications use UL Class T 600-v fuses (Bussman JJS 60 or Shawmut A6T 60). (Note that all heaters are qualified for use with a 60-A fuse, regardless of actual heater ampacity, so only 60-A fuses are necessary.)

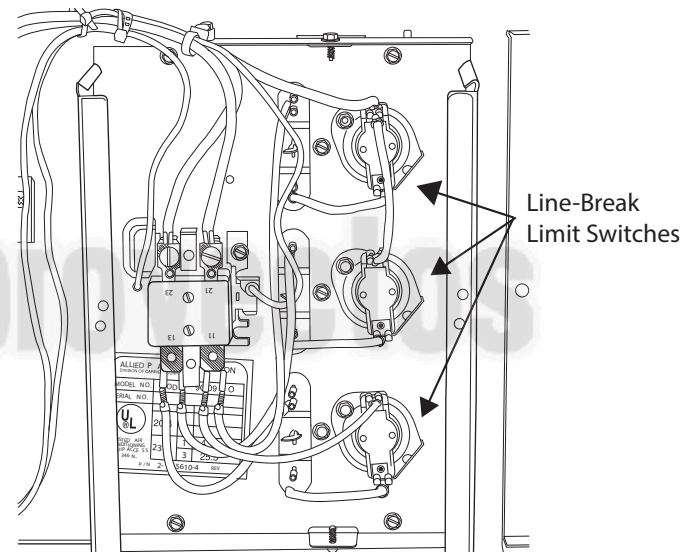
Unit heater applications not requiring supplemental fuses require a special single point boxes without fuses. The accessory single point boxes contain a terminal block and a set of power taps to complete the wiring between the single point box and the unit's main control box terminals. Refer to accessory heater and single point box installation instructions for details on tap connections.

### Safety Devices

Electric heater applications use a combination of line-break/auto-reset limit switches and a pilot-circuit/manual reset limit switch to protect the unit against over-temperature situations.

Line-break/auto-reset limit switches are mounted on the base plate of each heater module. (See Fig. 32.) These are accessed through the indoor access panel. Remove the switch by removing two screws into the base plate and extracting the existing switch.

Pilot-circuit/manual reset limit switch is located in the side plate of the indoor (supply) fan housing. (See Fig. 29.)

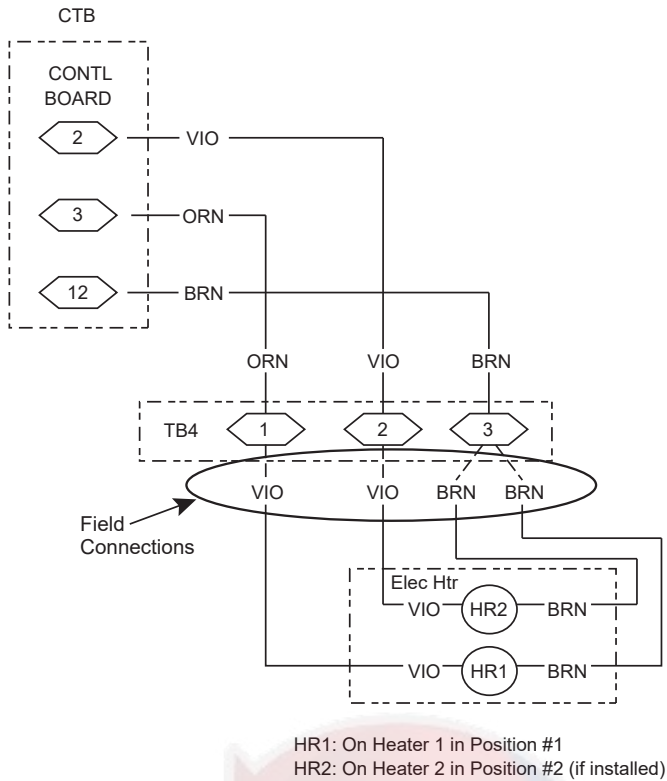


**Fig. 32 — Typical Location of Heater Limit Switches (3-phase heater shown)**

### Low-Voltage Control Connections

Pull the low-voltage control leads from the heater module(s) - VIO and BRN (two of each if two modules are installed; identify for Module #1) - to the 4-pole terminal board TB4 located on the heater bulkhead to the left of Heater #1. Connect the VIO lead from Heater #1 to terminal TB4-1. Connect the VIO lead from Heater #2 to terminal TB4-2. Connect both BRN leads to terminal TB4-3. (See Fig. 33.)

## PRE-START-UP



**Fig. 33 — Accessory Electric Heater Control Connections**

### ⚠ WARNING

#### PERSONAL INJURY HAZARD

Failure to follow this warning could result in personal injury or death.

1. Follow recognized safety practices and wear approved Personal Protective Equipment (PPE), including safety glasses and gloves when checking or servicing refrigerant system.
2. Do not use a torch to remove any component. System contains oil and refrigerant under pressure. To remove a component, wear PPE and proceed as follows:
  - a. Shut off all electrical power to unit. Apply applicable lockout/tag-out procedures.
  - b. Recover refrigerant to relieve all pressure from system using both high-pressure and low pressure ports.
  - c. Do not use a torch. Cut component connection tubing with tubing cutter and remove component from unit.
  - d. Carefully un-sweat remaining tubing stubs when necessary. Oil can ignite when exposed to torch flame.
3. Do not operate compressor or provide any electric power to unit unless compressor terminal cover is in place and secured.
4. Do not remove compressor terminal cover until all electrical power is disconnected and approved lockout/tag-out procedures are in place.
5. Relieve all pressure from system before touching or disturbing anything inside terminal box whenever refrigerant leak is suspected around compressor terminals.
6. Never attempt to repair a soldered connection while refrigerant system is under pressure.

### ⚠ WARNING

#### ELECTRICAL OPERATION HAZARD

Failure to follow this warning could result in personal injury or death.

The unit must be electrically grounded in accordance with local codes and NEC ANSI/NFPA 70 (American National Standards Institute/National Fire Protection Association).

Proceed as follows to inspect and prepare the unit for initial start-up:

1. Remove all access panels.
2. Read and follow instructions on all WARNING, CAUTION, and INFORMATION labels attached to, or shipped with, unit.

**⚠ WARNING**

**PERSONAL INJURY AND ENVIRONMENTAL HAZARD**

Failure to follow this warning could cause personal injury or death.

Relieve pressure and recover all refrigerant before system repair or final unit disposal.

Wear safety glasses and gloves when handling refrigerants. Keep torches and other ignition sources away from refrigerants and oils.

3. Make the following inspections:
  - a. Inspect for shipping and handling damages such as broken lines, loose parts, or disconnected wires, etc.
  - b. Inspect for oil at all refrigerant tubing connections and on unit base. Detecting oil generally indicates a refrigerant leak. Leak-test all refrigerant tubing connections using electronic leak detector, halide torch, or liquid-soap solution.
  - c. Inspect all field-wiring and factory-wiring connections. Be sure that connections are completed and tight. Be sure that wires are not in contact with refrigerant tubing or sharp edges.
  - d. Inspect coil fins. If damaged during shipping and handling, carefully straighten fins with a fin comb.
4. Verify the following conditions:
  - a. Make sure that condenser-fan blades are correctly positioned in fan orifice. See Condenser-Fan Adjustment section for more details.
  - b. Make sure that return air filter(s) are in place.
  - c. Make sure that condensate drain trap is filled with water to ensure proper drainage.
  - d. Make sure that all tools and miscellaneous loose parts have been removed.

## START-UP, GENERAL

### Unit Preparation

Make sure that unit has been installed in accordance with installation instructions and applicable codes.

### Return-Air Filters

Make sure correct filters are installed and clean prior to starting unit (see Appendix B - Physical Data). Do not operate unit without return-air filters.

### Outdoor-Air Inlet Screens

Outdoor-air inlet screen must be in place before operating unit.

### Compressor Mounting

Compressors are internally spring mounted. Do not loosen or remove compressor hold down bolts.

### Internal Wiring

Check all electrical connections in unit control boxes. Tighten as required.

### Refrigerant Service Ports

Each unit system has two 1/4-in. SAE flare (with check valves) service ports: one on the suction line, and one on the compressor discharge line. Be sure that caps on the ports are tight.

## Compressor Rotation

On 3-phase units with scroll compressors, it is important to be certain compressor is rotating in the proper direction. To determine whether or not compressor is rotating in the proper direction:

1. Connect service gages to suction and discharge pressure fittings.
2. Energize the compressor.
3. The suction pressure should drop and the discharge pressure should rise, as is normal on any start-up.

If the suction pressure does not drop and the discharge pressure does not rise to normal levels:

1. Note that the evaporator fan is probably also rotating in the wrong direction.
2. Turn off power to the unit and install lockout tag.
3. Reverse any two of the unit power leads.
4. Re-energize to the compressor. Check pressures.

The suction and discharge pressure levels should now move to their normal start-up levels.

NOTE: When the compressor is rotating in the wrong direction, the unit will make an elevated level of noise and will not provide cooling.

## Cooling

Set space thermostat to OFF position. To start unit, turn on main power supply. Set system selector switch at COOL position and fan switch at AUTO. position. Adjust thermostat to a setting approximately 5°F (3°C) below room temperature. Both compressors start on closure of contactors.

Check unit charge. Refer to Refrigerant Charge section.

Reset thermostat at a position above room temperature. Both compressors will shut off. Evaporator fan will shut off after a 30 second delay. The supply fan and both compressors will shut off.

To shut off unit, set system selector switch at OFF position. Resetting thermostat at a position above room temperature shuts unit off temporarily until space temperature exceeds thermostat setting.

## Heating

To start unit, turn on main power supply.

Set system selector switch at HEAT position and set thermostat at a setting above room temperature. Set fan at AUTO position.

First stage of thermostat energizes the first-stage electric heater elements; second stage energizes second-stage electric heater elements, if installed. Check heating effects at air supply grille(s).

If electric heaters do not energize, reset limit switch (located on evaporator-fan scroll) by pressing button located between terminals on the switch.

## To Shut Off Unit

Set system selector switch at OFF position. Resetting thermostat at a position below room temperature temporarily shuts unit off until space temperature falls below thermostat setting.

## Ventilation (Continuous Fan)

Set fan and system selector switches at ON and OFF positions, respectively. Evaporator fan operates continuously to provide constant air circulation.

## Electrical Connections

### HACR

The amp rating of the HACR factory installed option is based on the size, voltage, indoor motor and other electrical options of the unit as shipped from the factory. If field-installed accessories are added or changed in the field (i.e. electric heat, power exhaust, ERV), the HACR may no longer be of the proper amp rating and

therefore will need to be removed from the unit. See unit nameplate and label on factory installed HACR for the amp rating of the HACR that was shipped with the unit from the factory. See unit nameplates for the proper fuse, HACR or maximum over-current protection device required on the unit with field installed accessories. See Fig. 34.

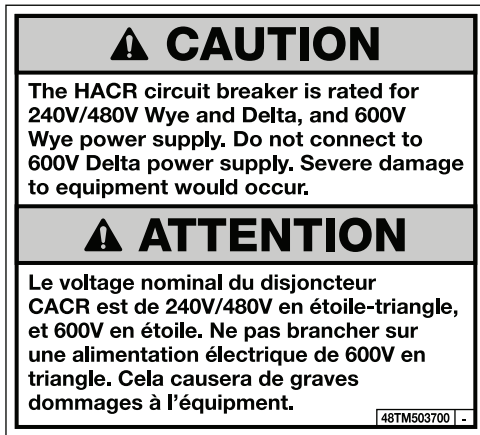


Fig. 34 — HACR Caution Label

FACTORY-OPTION THRU-BASE CONNECTIONS

This service connection kit consists of two 1/2-in. electrical bulkhead connectors and a 3/4-in. electrical bulkhead connector, all factory-installed in the embossed (raised) section of the unit basepan in the condenser section. The 3/4-in. bulkhead connector enables the low-voltage control wires to pass through the basepan. The 1/2-in. electrical bulkhead connector allows the high-voltage power wires to pass through the basepan. See Fig. 35.

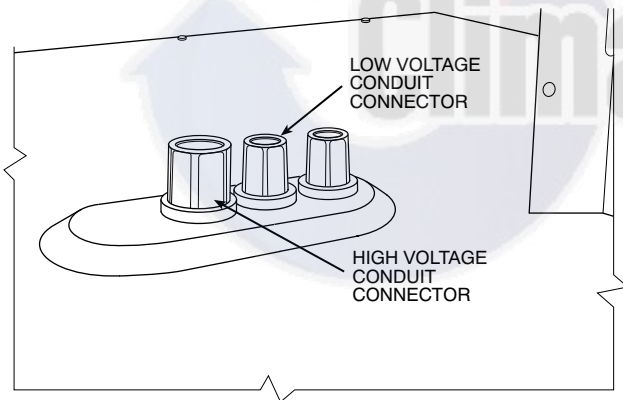


Fig. 35 — Thru-Base Connection Fittings

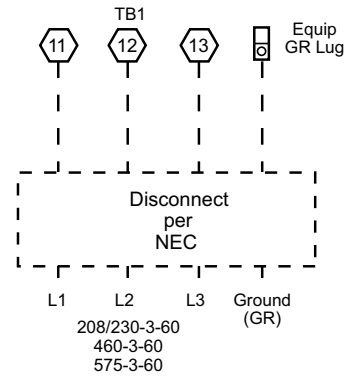
Check tightness of connector lock nuts before connecting electrical conduits.

Field-supplied and field-installed liquid tight conduit connectors and conduit may be attached to the connectors on the basepan. Pull correctly rated high voltage and low voltage through appropriate conduits. Connect the power conduit to the internal disconnect (if unit is so equipped) or to the external disconnect (through unit side panel). A hole must be field cut in the main control box bottom on the left side so the 24-v control connections can be made. Connect the control power conduit to the unit control box at this hole.

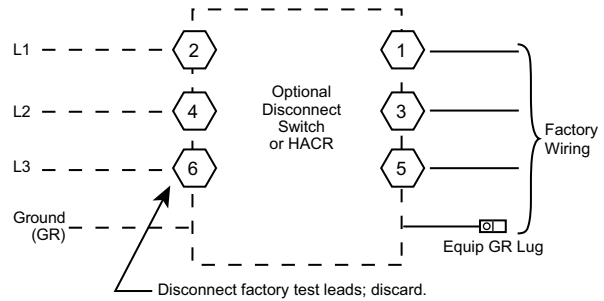
UNITS WITHOUT THRU-BASE CONNECTIONS

1. Install power wiring conduit through side panel openings. Install conduit between disconnect and control box.
2. Install power lines to terminal connections as shown in Fig. 36.

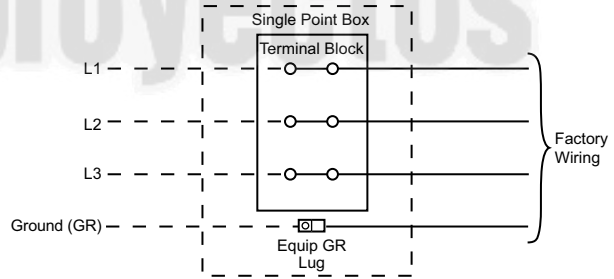
Units Without Single Point Box, Disconnect or HACR Option



Units With Disconnect or HACR Option



Units With Electric Heat Option with Single Point Box and Without Disconnect or HACR Option



— OR —

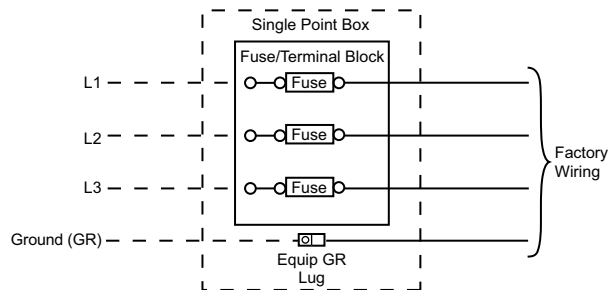


Fig. 36 — Power Wiring Connections

FIELD CONTROL WIRING

The 50LC unit requires an external temperature control device such as a thermostat (field-supplied).

THERMOSTAT

Install a Carrier-approved accessory thermostat according to installation instructions included with the accessory. For complete economizer function and 3 stage compressor operation, select a three-stage cooling thermostat. If a 3-stage cooling thermostat is

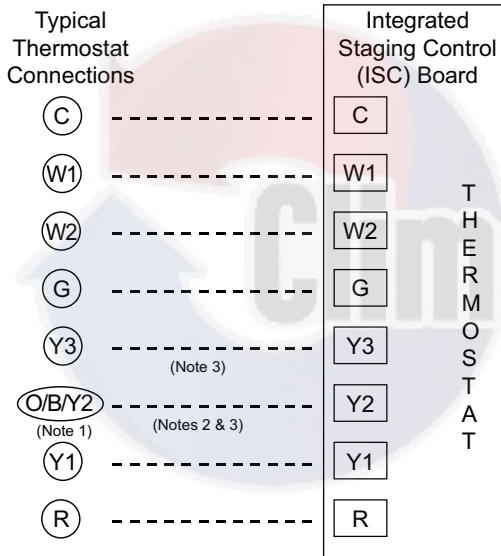


not available, use a 2-stage cooling thermostat instead, but note that this will limit cooling to just 2 stages. When electric heat is installed in the 50LC unit, the thermostat must be capable of energizing the G terminal (to energize the Indoor Fan Contactor) whenever there is a space call for heat (energizing the W1 terminal). The accessory thermostats listed on the unit price pages can provide this signal but they are not configured to enable this signal as shipped.

Locate the thermostat accessory on a solid wall in the conditioned space to sense average temperature in accordance with the thermostat installation instructions.

If the thermostat contains a logic circuit requiring 24-v power, use a thermostat cable or equivalent single leads of different colors with minimum of eight leads. If the thermostat does not require a 24-v source (no "C" connection required), use a thermostat cable or equivalent with minimum of seven leads. Check the thermostat installation instructions for additional features which might require additional conductors in the cable.

For wire runs up to 50 ft. (15 m), use no. 18 AWG (American Wire Gage) insulated wire (35°C [95°F] minimum). For 50 to 75 ft. (15 to 23 m), use no. 16 AWG insulated wire (35°C [95°F] minimum). For over 75 ft. (23 m), use no. 14 AWG insulated wire (35°C [95°F] minimum). All wire sizes larger than no. 18 AWG cannot be directly connected to the thermostat and will require a junction box and splice at the thermostat. See Fig. 37.



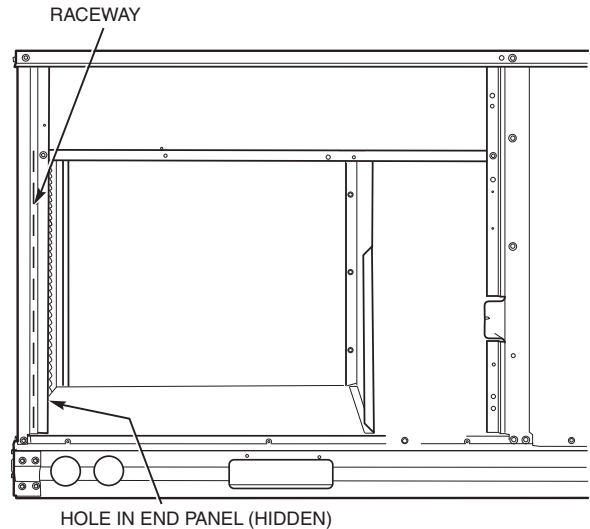
- Note 1: Typical multi-function marking. Follow manufacturer's configuration Instructions to select Y2.
- Note 2: Y2 to Y3 connection required for 2 stage cooling operation and when integrated economizer function is desired.
- Note 3: To Connect a 2-Stage Thermostat:  
Y2 to Y3 connection required for 2 stage cooling operation which provides low and high cooling states.
- Field Wiring

**Fig. 37 — Low-Voltage Connections**

**UNIT WITHOUT THRU-BASE CONNECTION KIT**

Pass the thermostat control wires through the hole provided in the corner post; then feed the wires through the raceway built into the corner post to the control box. Pull the wires over to the terminal strip on the upper-left corner of the Controls Connection Board. See Fig. 38.

NOTE: If thru-the-bottom connections accessory is used, refer to the accessory installation instructions for information on routing power and control wiring.



**Fig. 38 — Field Control Wiring Raceway**

**HEAT ANTICIPATOR SETTINGS**

Set heat anticipator settings at 0.14 amp for the first stage and 0.14 amp for second-stage heating, when available.

**TRANSFORMER CONNECTION FOR 208-V POWER SUPPLY**

All units except 208/230-v units are factory wired for the voltage shown on the nameplate. If the 208/230-v unit is to be connected to a 208-v power supply, the control transformer must be rewired by moving the black wire with the 1/4-in. female spade connector from the 230-v connection and moving it to the 208-v 1/4-in. male terminal on the primary side of the transformer. Refer to unit label diagram for additional information.

**ELECTRIC HEATERS**

50LC units may be equipped with factory or field-installed electric heaters. The heaters are modular in design, with heater frames holding open coil resistance wires strung through ceramic insulators, line-break limit switches and a control contactor. One or two heater modules may be used in a unit.

Heater modules are installed in the compartment below the indoor (supply) fan outlet. Access is through the indoor access panel. Heater modules slide into the compartment on tracks along the bottom of the heater opening. See Fig. 28-30. Refer to the Electric Heater Kit Installation Instructions for complete details on field-installed electric heat accessory.

Not all available heater modules may be used in every unit. Use only those heater modules that are UL/ETL listed for use in a specific size unit. Refer to the label on the unit cabinet for the list of approved heaters.

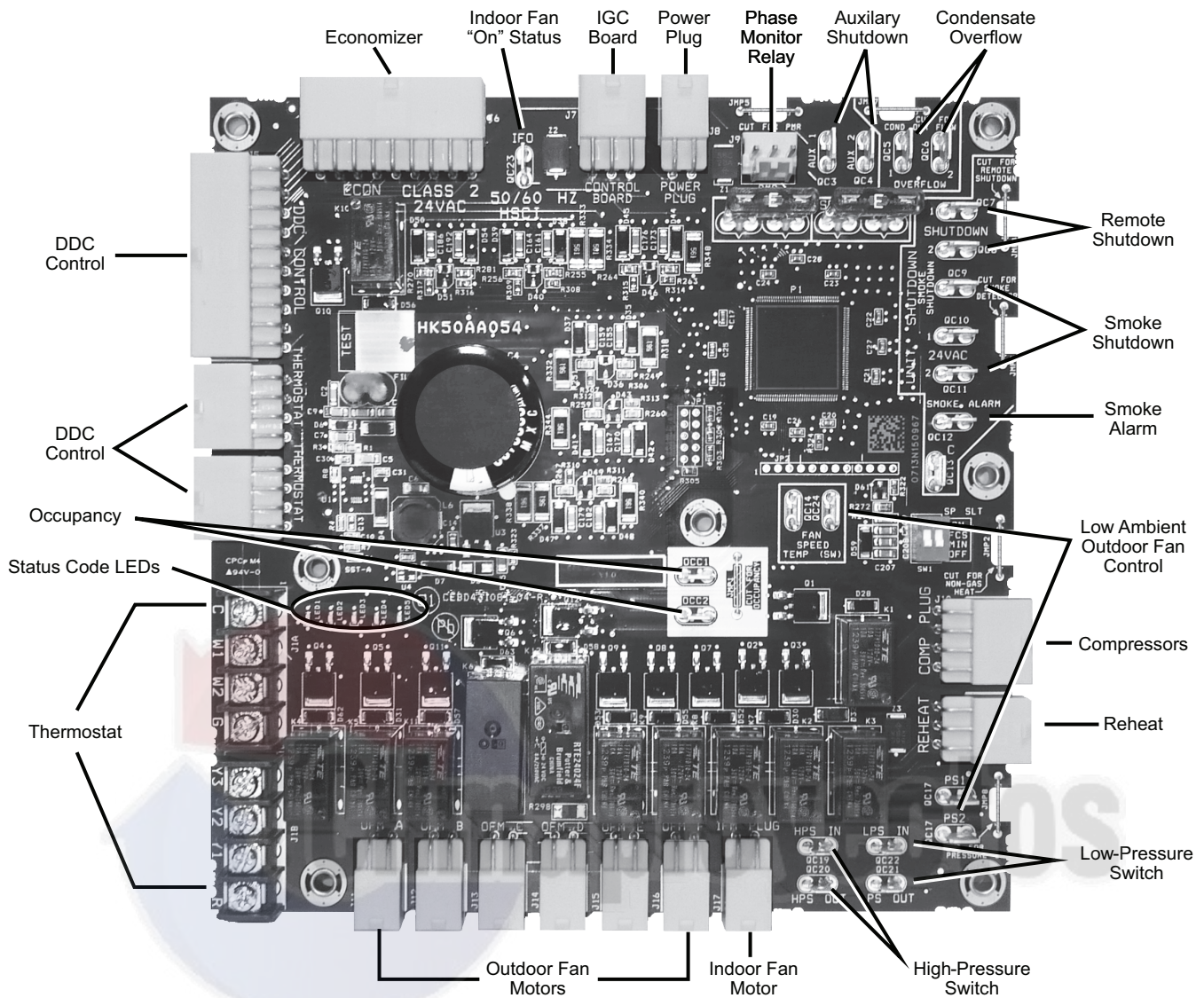
**RTU Open Control System**

For details on operating units equipped with the factory-installed RTU Open controller, refer to the "Factory-Installed RTU Open Multi-Protocol Controller Control, Start-Up, Operation and Troubleshooting" manual.

**SystemVu™ (Factory Option)**

For details on operating units equipped with the factory installed SystemVu control option, refer to the 48/50LC 07-26 Single Package Rooftop Units with SystemVu Controls Version 3.X or later Controls, Start-Up, Operation and Troubleshooting manual.

# Integrated Staging Control (ISC) Board



**Fig. 39 — Integrated Staging Control (ISC) Board**

**Table 5 — Status Code Descriptions for ISC Board LEDs**

ERROR #	ERROR NAME	LED INDICATION				
		LED01	LED02	LED03	LED04	LED05
1	Check Smoke Detector/PMR/AUX		RED			
2	Check HPS/LPS/COFS	RED	RED			
3	Call for Y3 with no call for Y1. Check Y1 wiring.				RED	
4	Call for Y3 with no call for Y1/Y2. Check Y1 wiring.				RED	RED
5	Call for Y2 with no call for Y1. Check Y1 wiring.		RED		RED	
6	Call for W2 with no call for W1. Check W1 wiring.	RED				RED
7	Call for heat (W1/W2) and cooling (Y1/Y2/Y3). Check thermostat wiring.	RED	RED		RED	RED
8	Call for heat (W1/W2) with no G. Check G wiring.		RED		RED	RED
9	Call for cooling (Y1/Y2/Y3) with no G. Check G wiring.	RED	RED		RED	
10	Call for heat (W1/W2) and cooling (Y1/Y2/Y3) with no G. Check thermostat and G wiring.	RED	RED			RED
11	Check ISC Board and the thermostat wiring.	RED			RED	RED
12	Check ISC Board and the thermostat wiring.	RED				
13	Check ISC Board and the thermostat wiring.	RED			RED	
14	Check ISC Board and the thermostat wiring.					RED
15	Check ISC Board and the thermostat wiring.		RED			RED

**NOTES:**

1. Green LED Blinking at 1HZ indicates normal operation.
2. Solid red LED indicates an error exists, see above LED configuration.

## ISC BOARD - SEQUENCE OF OPERATION

### General

The Carrier Integrated Staging Control (ISC) is intended for use with a standard thermostat or direct digital control (DDC) capable of three cooling stages. After initial power to the board, a Green LED will blink with a 1 second duty cycle indicating the unit is running properly. In the event of the ISC board failing, the Green LED will be OFF or continuously ON. When the unit is not running properly, the Green LED will blink along with Red LED lights. The Red LED light configuration will indicate the type of error the board has identified. See Fig. 39 for LED locations and Table 5 for a list of status codes.

The ISC board can be remotely shutdown by removing Jumper 4 and wiring to the Remote Shutdown terminal. The Smoke Control Module can shutdown the unit by removing Jumper 3 and wiring to the Smoke Shutdown terminal. The Smoke Alarm terminal on the ISC Board provides a pass-through connection should a smoke alarm signal be connected. In the case of the RTU Open option, the RTU Open controller provides the signal which is passed through the ISC board to the Smoke Alarm terminal.

The crankcase heater will run at all times except when the compressors are running. An auxiliary power supply (24Vac) available at TB-4 Terminal is provided to power auxiliary equipment. An optional Phase Monitor Relay can be wired to the PMR terminal by removing Jumper 5. An optional Condensate Flow Switch can be wired to the COFS Terminal by removing Jumper 7.

### Ventilation

In the Ventilation/Fan Mode (G on the thermostat), the indoor-fan will run at low speed and the damper will operate at minimum position.

### Cooling

In the Cooling Mode, the small and large compressors will be sequenced to maintain the thermostat temperature setpoint. Table 6 shows the cooling operation based on the following conditions.

The outdoor fan and VFD controlled indoor-fan will operate at low, medium and high speed. The RPM is factory set by the CFM and static pressure requirements for the unit installed.

**Table 6 — Cooling Operation**

INPUT	OUTPUT			
	Compressor C1	Compressor C2	Indoor Fan Speed	Outdoor Fan Speed
First Stage Cooling (Y1)	On	Off	Low	Low (700 rpm)
Second Stage Cooling (Y2)	Off	On	Medium	Medium (800 rpm)
Third Stage Cooling (Y3)	On	On	High	High (1000 rpm)

### Economizer (Optional)

When the economizer is in Free Cooling Mode and a demand for cooling exist (Y1 on the thermostat), the economizer will modulate the outdoor-air damper to provide a 50°F (10°C) to 55°F (13°C) mixed-air temperature into the zone and run the indoor-fan at high speed. As mixed-air temperature fluctuates above 55°F (13°C) or below 50°F (10°C) dampers will be modulated (open or close) to bring the mixed-air temperature back within control. Upon more call for cooling (Y2 on the thermostat), the outdoor-air damper will maintain its current position, compressor C1 will run and the outdoor-fan will run at low speed. If there is further demand for cooling, the outdoor-air damper will maintain its current position, compressor C2 will run and the outdoor-fan will run at medium speed. The VFD controlled indoor-fan will operate at high speed regardless of the cooling demand.

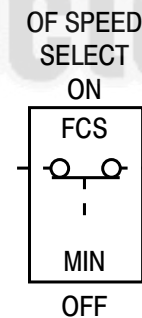
If the increase in cooling capacity causes the mixed-air temperature to drop below 45°F (7°C), the outdoor-air damper will return to the minimum position. If the mixed-air temperature continues to fall, the outdoor-air damper will close. Control returns to normal once the mixed-air temperature rises above 48°F (9°C). The power exhaust fans will be energized and de-energized, if installed, as the outdoor-air damper opens and closes.

If field-installed accessory CO<sub>2</sub> sensors are connected to the economizer, a demand controlled ventilation strategy will begin to operate. As the CO<sub>2</sub> level in the zone increases above the CO<sub>2</sub> setpoint, the minimum position of the damper will be increased proportionally. As the CO<sub>2</sub> level decreases because of the increase of fresh air, the outdoor-air damper will be proportionally closed. For economizer operation, there must be a thermostat call for the fan (G). If the unit is occupied and the fan is on, the damper will operate at minimum position. Otherwise, the damper will be closed.

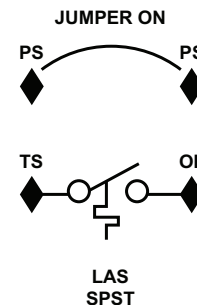
### Low Ambient Cooling Operation down to 40°F (4°C)

In Low Ambient RTU conditions when the temperature is between 55°F (13°C) and 40°F (4°C), the Low Ambient Switch (LAS) will be active and the outdoor-fans will run to the pre-set factory outdoor-fan speed. When the temperature is greater than 65°F (18°C), the Low Ambient Switch will deactivate and the outdoor-fans will run in the standard cooling mode. If the Outdoor Fan Select Switch (see Fig. 40) is in the up position, the outdoor fans will run in the Fan Cycle Speed Mode (FCS) set to 250 rpm. If the Outdoor Fan Select Switch is in the down position, the outdoor fans will run in the Minimum Fan Speed Mode (MIN) set to 160 rpm regardless of the cooling demand.

The 50LC\*\*07 units have an SPST normally open Low Ambient Switch wired across the TS and OF terminal and a jumper placed across the PS terminal (see Fig. 41). When the LAS is active, the switch will close making contact to the OF terminal. This is done for units that require all outdoor fans to run at the same pre-set factory Low Ambient Speed.



**Fig. 40 — Outdoor Fan Speed Select Switch**



**Fig. 41 — Schematic of SPST Low Ambient Switch**

Table 7 shows the operation of the outdoor fan for size 07-12 units.

**Table 7 — Low Ambient Temperature Outdoor Fan Control**

50LC UNIT	NO. OF FANS ON	NO. OF FANS OFF	SWITCH	OUTDOOR FAN SELECT SWITCH	RPM
07	2	0	(1) SPST	Up	250
08	2	1	(1) SPDT	Down	160
09	2	1	(1) SPDT	Down	160
12	2	1	(1) SPDT	Down	160

**Heating**

In the Heating Mode (W1 on the thermostat), power is applied to the G and W1 terminal at the ISC board and energizes the first state of electric heat. Upon more call for heat (W2 at the thermostat), power is applied to the G and W2 terminal at the ISC board and energizes the second state of electric heat. The VFD controlled indoor fan will operate at high speed regardless of the heating demand.

**EconoMiSer® X (Factory Option)**

The EconoMiSer X system is an expandable economizer control system, which includes a W7220 economizer module (controller) with an LCD and keypad (see Fig. 42). The W7220 can be configured with optional sensors.



**Fig. 42 — W7220 Economizer Module**

The W7220 economizer module can be used as a stand-alone economizer module wired directly to a commercial set-back space thermostat and sensors to provide outside air dry-bulb economizer control.

The W7220 economizer module can be connected to optional sensors for single or differential enthalpy control. The W7220 economizer module provides power and communications for the sensors.

The W7220 economizer module automatically detects sensors by polling to determine which sensors are present. If a sensor loses communications after it has been detected, the W7220 economizer controller indicates a device fail error on its LCD.

**SYSTEM COMPONENTS**

The EconoMiSer X system includes an economizer module, 20k mixed air sensor, damper actuator, and either a 20k outdoor air temperature sensor or S-Bus enthalpy sensors.

**Economizer Module**

The module is the core of the EconoMiSer X system. The module is mounted in the unit’s control box, and includes the user

interface for the system. The W7220 economizer module provides the basic inputs and outputs to provide simple economizer control. When used with the optional sensors, the economizer module provides more advanced economizer functionality.

**S-Bus Enthalpy Control Sensors**

The sensor is a combination temperature and humidity sensor which is powered by and communicates on the S-Bus. Up to three sensors may be configured with the W7220 economizer module.

**CO<sub>2</sub> Sensor (optional)**

The CO<sub>2</sub> sensor can be added for Demand Controlled Ventilation (DCV).

**SPECIFICATIONS**

**W7220 Economizer Module**

The module is designed for use with 2 to 10 vdc or bus communicating actuator. The module includes terminals for CO<sub>2</sub> sensor, Mixed Air sensor, and an Outdoor Dry Bulb sensor. Enthalpy and other options are available with bus sensors.

**User Interface**

Provides status for normal operation, setup parameters, checkout tests, and alarm and error conditions with a 2-line 16 character LCD display and four button keypad.

**Electrical**

- Rated Voltage — 20 to 30 vac RMS, 50/60 Hz
- Transformer — 100 va maximum system input
- Nominal Power Consumption (at 24 vac, 60 Hz) — 11.5 VA without sensors or actuators
- Relay Digital Output Rating at 30 vac (maximum power from Class 2 input only) — 1.5A run: 3.5A inrush at 0.45PF (200,000 cycles) or 7.5A inrush at 0.45PF (100,000 cycles)
- External Sensors Power Output — 21 vdc ± 5% at 48mA

**IMPORTANT:** All inputs and outputs must be Class 2 wiring.

**INPUTS**

**Sensors**

NOTE: A Mixed Air (MA) analog sensor is required on all W7220 units; either an Outdoor Air (OA) sensor for dry bulb change over or an OA bus sensor for outdoor enthalpy change over is required in addition to the MA sensor. An additional Return Air (RA) bus sensor can be added to the system for differential enthalpy or dry bulb changeover. For differential dry bulb changeover, a 20k ohm sensor is required in the OA and a bus sensor in the RA. DIP switch on RA bus sensor must be set in the RA position.

**Dry Bulb Temperature (optional) and Mixed Air (required), 20k NTC**

2-wire (18 to 22 AWG);  
 Temperature range –40°F to 150°F (–40°C to 66°C)  
 Temperature accuracy: 0°F/+2°F

**Temperature and Humidity, C7400S1000 (optional)**

S-Bus; 2-wire (18 to 22 AWG)  
 Temperature: range –40°F to 150°F (–40°C to 65°C)  
 Temperature accuracy: 0°F/+2°F (–18°C/–17°C)  
 Humidity: range 0 to 100% RH with 5% accuracy.

NOTE: Up to three (3) S-Bus sensors may be connected to the W7220 economizer module for outdoor air (OA), return air (RA) and discharge (supply) air (DA).

**4 Binary Inputs**

1-wire 24 vac + common GND (see page 29 for wiring details).

24 vac power supply

20 to 30 vac 50/60Hz; 100 VA Class 2 transformer.

**OUTPUTS**

**Actuator Signal**

2 to 10 vdc; minimum actuator impedance is 2k ohm; bus two-wire output for bus communicating actuators.

**Exhaust fan, Y1, Y2 and AUX1 O**

All Relay Outputs (at 30 vac):

Running: 1.5A maximum

Inrush: 7.5A maximum

**ENVIRONMENTAL**

**Operating Temperature**

-40°F to 150°F (-40°C to 65°C).

Exception of display operation down to -4°F (-20°C) with full recovery at -4°F (-20°C) from exposure to -40°F (-40°C)

**Storage Temperature**

-40°F to 150°F (-40°C to 65°C)

**Shipping Temperature**

-40°F to 150°F (-40°C to 65°C)

**Relative Humidity**

5% to 95% RH non-condensing

**ECONOMIZER MODULE WIRING DETAILS**

Use Fig. 43 and Tables 8 and 9 to locate the wiring terminals for the Economizer module.

NOTE: The four terminal blocks are removable. Slide out each terminal block, wire it, and then slide it back into place.

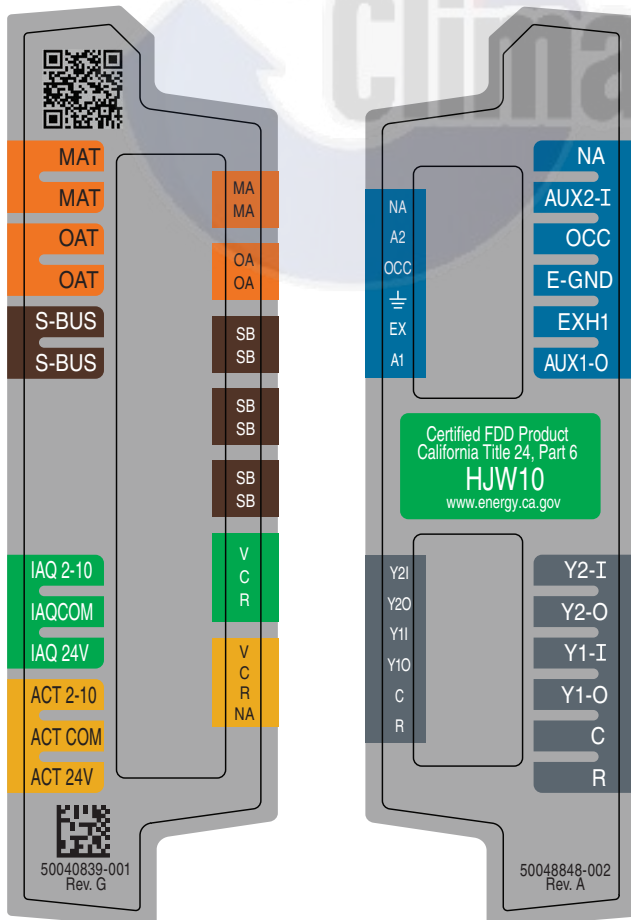
**Table 8 — Economizer Module (Left Hand Terminal Blocks)**

LABEL	TYPE	DESCRIPTION
<b>Top Left Terminal Block</b>		
<b>MAT</b> <b>MAT</b>	20k NTC and COM	Mixed Air Temperature Sensor (Polarity Insensitive Connection)
<b>OAT</b> <b>OAT</b>	20k NTC and COM	Outdoor Air Temperature Sensor (Polarity Insensitive Connection)
<b>S-BUS</b> <b>S-BUS</b>	S-BUS (Sylk Bus)	Enthalpy Control Sensor (Polarity Insensitive Connection)
<b>Bottom Left Terminal Block</b>		
<b>IAQ 2-10</b>	2-10 vdc	Air Quality Sensor Input (e.g. CO <sub>2</sub> sensor)
<b>IAQ COM</b>	COM	Air Quality Sensor Common
<b>IAQ 24V</b>	24 vac	Air Quality Sensor 24 vac Source
<b>ACT 2-10</b>	2-10 vdc	Damper Actuator Output (2-10 vdc)
<b>ACT COM</b>	COM	Damper Actuator Output Common
<b>ACT 24v</b>	24 vac	Damper Actuator 24 vac Source

\*Sylk is a trademark of Honeywell International Inc.

**Table 9 — Economizer Module (Right Hand Terminal Blocks)**

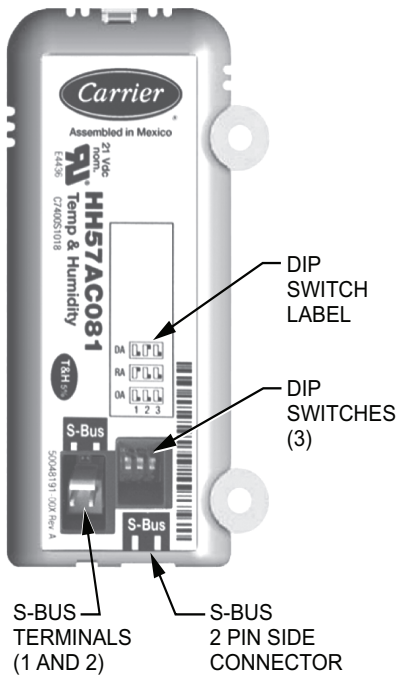
LABEL	TYPE	DESCRIPTION
<b>Top Right Terminal Blocks</b>		
<b>AUX2 I</b>	24 vac IN	The first terminal is not used.
<b>OCC</b>	24 vac IN	Shut Down (SD) or HEAT (W) Conventional only and Heat Pump Changeover (O-B) in Heat Pump mode.
<b>E-GND</b>	E-GND	Occupied/Unoccupied Input
<b>EXH1</b>	24 vac OUT	Exhaust Fan 1 Output
<b>AUX1 O</b>	24 vac OUT	Programmable: Exhaust fan 2 output or ERV or System alarm output
<b>Bottom Right Terminal Blocks</b>		
<b>Y2-I</b>	24 vac IN	Y2 in - Cooling Stage 2 Input from space thermostat
<b>Y2-O</b>	24 vac OUT	Y2 out - Cooling Stage 2 Output to stage 2 mechanical cooling
<b>Y1-I</b>	24 vac IN	Y1 in - Cooling Stage 2 Input from space thermostat
<b>Y1-O</b>	24 vac OUT	Y1 out - Cooling Stage 2 Output to stage 2 mechanical cooling
<b>C</b>	COM	24 vac Common
<b>R</b>	24 vac	24 vac Power (hot)



**Fig. 43 — W7220 Wiring Terminals**

**S-Bus Sensor Wiring**

The labels on the sensors and controller are color coded for ease of installation. Orange labeled sensors can only be wired to orange terminals on the controller. Brown labeled sensors can only be wired to S-bus (brown) terminals. Use Fig. 44 and Table 10 to locate the wiring terminals for each S-Bus and enthalpy control sensor.



**Fig. 44 — S-Bus Sensor DIP Switches**

**Table 10 — HH57AC081 Sensor Wiring Terminations**

TERMINAL		TYPE	DESCRIPTION
NUMBER	LABEL		
1	S-BUS	S-BUS	S-BUS Communications (Enthalpy Control Sensor Bus)
2	S-BUS	S-BUS	S-BUS Communications (Enthalpy Control Sensor Bus)

Use Fig. 44 and Table 11 to set the DIP switches for the desired use of the sensor.

**Table 11 — HH57AC081 Sensor DIP Switch**

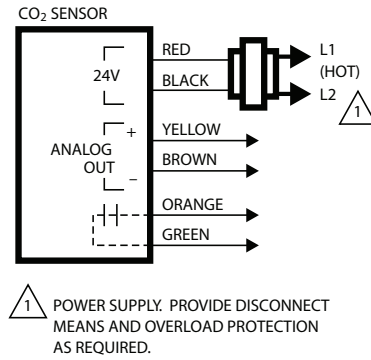
USE	DIP SWITCH POSITIONS FOR SWITCHES 1, 2, AND 3		
	1	2	3
DA	OFF	ON	OFF
RA	ON	OFF	OFF
OA	OFF	OFF	OFF

NOTE: When an S-Bus sensor is connected to an existing network, it will take 60 minutes for the network to recognize and auto-configure itself to use the new sensor.

During the 60 minute setup period, no alarms for sensor failures (except SAT) will be issued and no economizing function will be available.

### CO<sub>2</sub> Sensor Wiring

When using a CO<sub>2</sub> sensor, the black and brown common wires are internally connected and only one is connected to “IAQ COM” on the W7220. Use the power from the W7220 to power the CO<sub>2</sub> sensor OR make sure the ground for the power supplies are common. See Fig. 45 for CO<sub>2</sub> sensor wiring.



**Fig. 45 — CO<sub>2</sub> Sensor Wiring**

### INTERFACE OVERVIEW

This section describes how to use the EconoMiSer® X user interface for:

- Keypad and menu navigation
- Settings and parameter changes
- Menu structure and selection

### User Interface

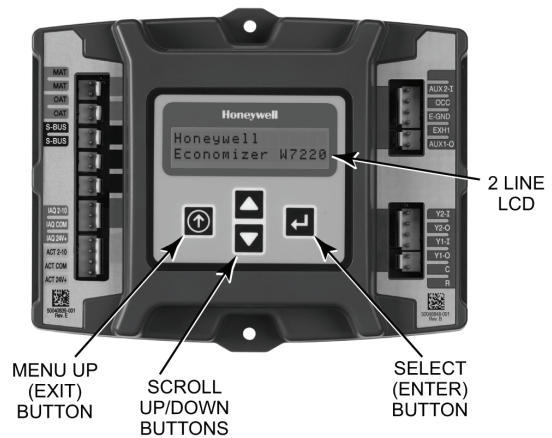
The user interface consists of a 2-line LCD display and a 4-button keypad on the front of the economizer controller.

### Keypad

Use the four navigation buttons (see Fig. 46) to scroll through the menus and menu items, select menu items, and to change parameter and configuration settings.

To use the keypad when working with menus:

- Press the ▲ (Up arrow) button to move to the previous menu.
- Press the ▼ (Down arrow) button to move to the next menu.
- Press the ↵ (Enter) button to display the first item in the currently displayed menu.
- Press the ⏪ (Menu Up/Exit) button to exit a menu’s item and return to the list of menus.



**Fig. 46 — W7220 Controller Navigation Buttons**

To use the keypad when working with Setpoints, System and Advanced Settings, Checkout tests and Alarms:

1. Navigate to the desired menu.
2. Press the  $\leftarrow$  (Enter) button to display the first item in the currently displayed menu.
3. Use the  $\blacktriangle$  and  $\blacktriangledown$  buttons to scroll to the desired parameter.
4. Press the  $\leftarrow$  (Enter) button to display the value of the currently displayed item.
5. Press the  $\blacktriangle$  button to increase (change) the displayed parameter value.
6. Press the  $\blacktriangledown$  button to decrease (change) the displayed parameter value.

NOTE: When values are displayed, pressing and holding the  $\blacktriangle$  or  $\blacktriangledown$  button causes the display to automatically increment or decrement.

1. Press the  $\leftarrow$  (Enter) button to accept the displayed value and store it in nonvolatile RAM. "CHANGE STORED" displays.
2. Press the  $\leftarrow$  (Enter) button to return to the current menu parameter.
3. Press the  $\uparrow$  (Menu Up/Exit) button to return to the previous menu.

### Menu Structure

Table 12 illustrates the complete hierarchy of menus and parameters for the EconoMiSer<sup>®</sup> X system.

The Menus in display order are:

- STATUS
- SETPOINTS

- SYSTEM SETUP
- ADVANCED SETUP
- CHECKOUT
- ALARMS

NOTE: Some parameters in the menus use the letters MA or MAT, indicating a mixed air temperature sensor location before the cooling coil. This unit application has the control sensor located after the cooling coil, in the fan section, where it is designated as (Cooling) Supply Air Temperature or SAT sensor.

### SETUP AND CONFIGURATION

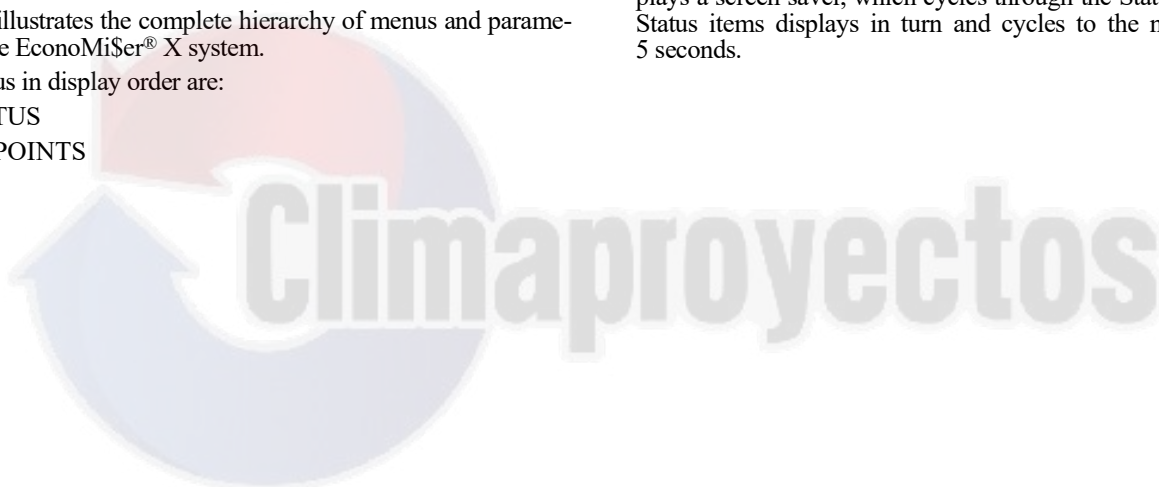
Before being placed into service, the W7220 Economizer module must be set up and configured for the installed system.

**IMPORTANT:** During setup, the economizer module is live at all times.

The setup process uses a hierarchical menu structure that is easy to use. Press the  $\blacktriangle$  and  $\blacktriangledown$  arrow buttons to move forward and backward through the menu and press the button to select and confirm setup item changes.

### Time-Out and Screensaver

When no buttons have been pressed for 10 minutes, the LCD displays a screen saver, which cycles through the Status items. Each Status items displays in turn and cycles to the next item after 5 seconds.



**Table 12 — W7220 Menu Structure\***

MENU	PARAMETER	PARAMETER DEFAULT VALUE	PARAMETER RANGE AND INCREMENT†	EXPANDED PARAMETER NAME Notes
STATUS	ECON AVAIL	NO	YES/NO	FIRST STAGE COOLING DEMAND (Y1-IN) YES = economizing available; the system can use outside air for free cooling when required
	ECONOMIZING	NO	YES/NO	FIRST STAGE COOLING RELAY OUTPUT YES = outside air being used for first stage cooling
	OCCUPIED	NO	YES/NO	OCCUPIED YES = OCC signal received from space thermostat or unitary controller YES = 24 vac on terminal OCC NO = 0 vac on terminal OCC
	HEAT PUMP	N/A**	COOL HEAT	HEAT PUMP MODE Displays COOL or HEAT when system is set to heat pump (Non-conventional)
	COOL Y1—IN	OFF	ON/OFF	FIRST STAGE COOLING DEMAND (Y1-IN) Y1-I signal from space thermostat or unitary controller for cooling stage 1. ON = 24 vac on terminal Y1-I OFF = 0 vac on terminal Y1-I
	COOL Y1—OUT	OFF	ON/OFF	FIRST STAGE COOLING RELAY OUTPUT Cool stage 1 Relay Output to stage 1 mechanical cooling (Y1—OUT terminal)
	COOL Y2—IN	OFF	ON/OFF	SECOND STAGE COOLING DEMAND (Y2-IN) Y2-I signal from space thermostat or unitary controller for second stage cooling. ON = 24 vac on terminal Y2-I OFF = 0 vac on terminal Y2-I
	COOL Y2—OUT	OFF	ON/OFF	SECOND STAGE COOLING RELAY OUTPUT Cool Stage 2 Relay Output to mechanical cooling (Y2—OUT terminal)
	MA TEMP	____ °F (or ____ °C)	–40°F to 150°F (–40°C to 66°C)	SUPPLY AIR TEMPERATURE, Cooling Mode Displays value of measured mixed air from MAT sensor. Displays ____ °F if not connected, short or out of range.
	DA TEMP	____ °F (or ____ °C)	–40°F to 150°F (–40°C to 66°C)	DISCHARGE AIR TEMPERATURE, after Heating section Displays when Discharge Air Sylk Bus sensor is connected and displays measured discharge temperature. Displays ____ °F if sensor sends invalid value, if not connected, short or out of range.
	OA TEMP	____ °F (or ____ °C)	–40°F to 140°F (–40°C to 60°C)	OUTSIDE AIR TEMP Displays measured value of outdoor air temperature. Displays ____ °F if sensor sends invalid value, short or out of range.
	OA HUM	__ %	0 to 100%	OUTSIDE AIR RELATIVE HUMIDITY Displays measured value of outdoor humidity from OA Sylk Bus sensor. Displays __ % if not connected short, or out of range.
	RA TEMP	____ °F (or ____ °C)	0°F to 140°F (–18°C to 60°C)	RETURN AIR TEMPERATURE Displays measured value of return air temperature from RAT Sylk Bus sensor. Displays ____ °F if sensor sends invalid value, if not connected, short or out of range
	RA HUM	__ %	0 to 100%	RETURN AIR RELATIVE HUMIDITY Displays measured value of return air humidity from RA Sylk Bus sensor. Displays __ % if sensor sends invalid value, if not connected, short or out of range
	IN CO2	____ ppm	0 to 2000 ppm	SPACE/RETURN AIR CO <sub>2</sub> Displays value of measured CO <sub>2</sub> from CO <sub>2</sub> sensor. Invalid if not connected, short or out of range. May be adjusted in Advanced menu by Zero offset and Span.
	DCV STATUS	N/A	ON/OFF	DEMAND CONTROLLED VENTILATION STATUS Displays ON if above set point and OFF if below set point, and ONLY if a CO <sub>2</sub> sensor is connected.
	DAMPER OUT	2.0v	2.0 to 10.0v	Displays voltage output to the damper actuator.***
	ACT POS	N/A	0 to 100%	Displays actual position of actuator
	ACT COUNT	N/A	1 to 65,535	Displays number of times actuator has cycled. 1 cycle equals 180 degrees of actuator movement in any direction.
	ACTUATOR	N/A	OK/Alarm (on Alarm menu)	Displays ERROR if voltage or torque is below actuator range.
EXH1 OUT	OFF	ON/OFF	EXHAUST STAGE 1 RELAY OUTPUT Displays ON when damper position reaches programmed percentage set point. Output of EXH1 terminal: ON = relay closed OFF = relay open	



**Table 12 — W7220 Menu Structure\* (cont)**

MENU	PARAMETER	PARAMETER DEFAULT VALUE	PARAMETER RANGE AND INCREMENT†	EXPANDED PARAMETER NAME Notes
STATUS (cont)	EXH2 OUT	OFF	ON/OFF	EXHAUST STAGE 2 RELAY OUTPUT Output of AUX1 O terminal Displays ON when damper position reaches programmed percentage set point. ON = 24 vac output OFF = No output Displays only if AUX1 O = EXH2
	ERV	OFF	ON/OFF	ENERGY RECOVERY VENTILATOR Output of AUX1 O terminal; displays only if AUX1 O = ERV ON = 24 vac output OFF = No Output
	MECH COOL ON or HEAT STAGES ON	0	0, 1, or 2	Displays stage of mechanical cooling that is active. Displays the stage of heat pump heating that is active.
	FAN SPEED	N/A	LOW or HIGH	SUPPLY FAN SPEED Displays speed setting of fan on a 2-speed fan unit.
	W (HEAT IN)	N/A	ON/OFF	HEAT DEMAND STATUS Displays status of heat demand on a 2-speed fan unit.
SETPOINTS	MAT SET	53°F (12°C)	38°F to 70°F (3°C to 21°C); increment by 1°F	SUPPLY AIR SETPOINT The economizer will modulate the OA damper to maintain the mixed air temperature at the set point
	LOW T LOCK	32°F (0°C)	-45°F to 80°F (-43°C to 27°C); increment by 1°F	COMPRESSOR LOW TEMPERATURE LOCKOUT Set point determines outdoor temperature when the mechanical cooling cannot be turned on. Commonly referred to as the Compressor lockout. At or below the set point, the Y1-O and Y2-O will not be energized on the controller.
	DRYBLB SET	63°F (17°C)	48°F to 80°F (9°C to 27°C); increment by 1°F	OA DRY BULB TEMPERATURE CHANGEOVER SETPOINT Dry bulb set point will only appear if using dry bulb changeover. Set point determines where the economizer will assume outdoor air temperature is good for free cooling; e.g.; at 63°F unit will economize at 62°F and below and not economize at 64°F and above. There is a 2°F deadband.
	ENTH CURVE	ES3	ES1,ES2,ES3,ES4, or ES5	ENTHALPY CHANGEOVER CURVE ES curve will only appear if using enthalpy changeover. Enthalpy boundary "curves" for economizing using single enthalpy. See page 40 for description of enthalpy curves.
	DCV SET	1100ppm	500 to 2000 ppm; increment by 100	DEMAND CONTROLLED VENTILATION Displays only if CO <sub>2</sub> sensor is connected. Set point for Demand Controlled Ventilation of space. Above the set point, the OA dampers will modulate open to bring in additional OA to maintain a space ppm level below the set point.
	MIN POS	2.8 V	2 to 10 vdc	VENTILATION MINIMUM POSITION Displays ONLY if a CO <sub>2</sub> sensor is NOT connected. With 2-speed fan units, MIN POS L (low speed fan) and MIN POS H (high speed fan) settings are required. Default for MIN POS L is 3.2V and MIN POS H is 2.8V.
	VENTMAX	2.8 V	2 to 10 vdc	DCV MAXIMUM DAMPER POSITION Displays only if a CO <sub>2</sub> sensor is connected. Used for Vbz (ventilation max cfm) set point. VENTMAX is the same setting as MIN POS would be if unit did not have CO <sub>2</sub> sensor.
			100 to 9990 cfm; increment by 10	If OA, MA, RA, and CO <sub>2</sub> sensors are connected and DCV CAL ENABLE is set to AUTO mode, the OA dampers are controlled by CFM and displays from 100 to 9990 CFM.
			2 to 10 vdc	With 2-speed fan units, VENTMAX L (low speed fan) and VENTMAX H (high speed fan) settings are required. Default for VENTMAX L is 3.2V and VENTMAX H is 2.8V
	VENTMIN	2.25 V	2 to 10 vdc or 100 to 9990 cfm increment by 10	DCV MINIMUM DAMPER POSITION Displays only if a CO <sub>2</sub> sensor is connected. Used for Va (ventilation min cfm) set point. This is the ventilation for less than maximum occupancy of the space.
			100 to 9990 cfm; increment by 10	If OA, MA, RA, and CO <sub>2</sub> sensors are connected and DCV CAL ENABLE is set to AUTO mode, the OA dampers are controlled by CFM and displays from 100 to 9990 CFM.
2 to 10 vdc			With 2-speed fan units VENTMIN L (low speed fan) and VENTMIN H (high speed fan) settings are required. Default for VENTMIN L is 2.5V and VENTMIN H is 2.25V	
ERV OAT SP††	32°F (0°C)	0°F to 50°F (-18°C to 10°C); increment by 1°F	ENERGY RECOVERY VENTILATOR UNIT OUTDOOR AIR TEMPERATURE SETPOINT Only when AUX1 O = ERV	
EXH1 SET	50%	0 to 100%; increment by 1	EXHAUST FAN STAGE 1 SETPOINT Set point for OA damper position when exhaust fan 1 is powered by the economizer. With 2-speed fan units, Exh1 L (low speed fan) and Exh1 H (high speed fan) settings are required. Default for Exh1 L is 65% and Exh1 H is 50%	

**Table 12 — W7220 Menu Structure\* (cont)**

MENU	PARAMETER	PARAMETER DEFAULT VALUE	PARAMETER RANGE AND INCREMENT†	EXPANDED PARAMETER NAME Notes
SETPOINTS (cont)	EXH2 SET	75%	0 to 100%; increment by 1	EXHAUST FAN STAGE 2 SETPOINT Set point for OA damper position when exhaust fan 2 is powered by the economizer. Only used when AUX1 O is set to EHX2. With 2-speed fan units, Exh2 L (low speed fan) and Exh2 H (high speed fan) settings are required. Default for Exh2 L is 80% and Exh2 H is 75%
SYSTEM SETUP	INSTALL	01/01/10	N/A	Display order = MM/DD/YY Setting order = DD, MM, then YY.
	UNITS DEG	°F	°F or °C	Sets economizer controller in degrees Fahrenheit or Celsius
	EQUIPMENT	CONV	CONV or HP	CONV = conventional; HP O/B = Enable Heat Pump mode. Use AUX2 I for Heat Pump input from thermostat or controller.
	AUX2 IN	W	Shutdown (SD) Heat (W1) HP(O) HP(B)	In CONV mode: SD = Enables configuration of shutdown (default); W = Informs controller that system is in heating mode. NOTE: If using 2-speed fan mode, you must program CONV mode for W. Shutdown is not available in 2-speed fan mode. In HP O/B mode: HP(O) = energize heat pump on Cool (default); HP(B) = energize heat pump on heat.
	FAN SPEED	2 speed	1 speed/2 speed	Sets the economizer controller for operation of 1 speed or 2 speed supply fan. The controller does not control the fan, but positions the OA and RA dampers to heating or cooling mode. NOTE: 2-speed fan option also needs Heat (W1) programmed in AUX 2 In.
	FAN CFM	5000 cfm	100 to 15000 cfm; increment by 100	UNIT DESIGN AIRFLOW (CFM) Enter only if using DCVCAL ENA = AUTO This is the capacity of the RTU. The value is found on the nameplate label for the specific unit.
	AUX1 OUT	NONE	NONE ERV EXH2 SYS	Select OUTPUT for AUX1 O relay • NONE = not configured (output is not used) • ERV = Energy Recovery Ventilator†† • EXH2 = second damper position 24 vac out for second exhaust fan • SYS = use output as an alarm signal
	OCC	INPUT	INPUT or ALWAYS	OCCUPIED MODE BY EXTERNAL SIGNAL When using a setback thermostat with occupancy out (24 vac), the 24 vac is input "INPUT" to the OCC terminal. If no occupancy output from the thermostat, then change program to "ALWAYS" OR add a jumper from terminal R to OCC terminal.
	FACTORY DEFAULT	NO	NO or YES	Resets all set points to factory defaults when set to YES. LCD will briefly flash YES and change to NO but all parameters will change to the factory default values.
ADVANCED SETUP	MA LO SET	45°F (7°C)	35°F to 65°F (2°C to 18°C); Increment by 1°F	SUPPLY AIR TEMPERATURE LOW LIMIT Temperature to activate Freeze Protection (close damper or modulate to MIN POS if temp falls below set value).
	FREEZE POS	CLO	CLO or MIN	FREEZE PROTECTION DAMPER POSITION Damper position when freeze protection is active (closed or MIN POS).
	CO2 ZERO	0ppm	0 to 500 ppm; Increment by 10	CO <sub>2</sub> ppm level to match CO <sub>2</sub> sensor start level.
	CO2 SPAN	2000ppm	1000 to 3000 ppm; Increment by 50	CO <sub>2</sub> ppm span to match CO <sub>2</sub> sensor; e.g.: 500-1500 sensor output would be 500 CO <sub>2</sub> zero and 1000 CO <sub>2</sub> span.
	STG3 DLY	2.0h	0 min, 5 min, 15 min, then 15 min intervals. Up to 4 hrs or OFF	COOLING STAGE 3 DELAY Delay after stage 2 cool has been active. Turns on second stage of cooling when economizer is first stage call and mechanical cooling is second stage call. Allows three stages of cooling, 1 economizer and 2 mechanical. OFF = no Stage 3 cooling
	SD DMPR POS	CLO	CLO or OPN	Indicates shutdown signal from space thermostat or unitary controller. When controller receives 24 vac input on the SD terminal in conventional mode, the OA damper will open if programmed for OPN and OA damper will close if programmed for CLO. All other controls, e.g., fans, etc. will shut off.
	DA LO ALM	45°F (7°C)	NONE 35°F to 65°F (2°C to 18°C); Increment by 5°F	Used for alarm for when the DA air temperature is too low. Set lower range of alarm, below this temperature the alarm will show on the display.
	DA HI ALM	80°F (27°C)	NONE 70°F to 180°F (21°C to 82°C); Increment by 5°F	Used for alarm for when the DA air temperature is too high. Sets upper range of alarm; above this temperature, the alarm will show on the display.
	DCVCAL ENA	MAN	MAN (manual) AUTO	Turns on the DCV automatic control of the dampers. Resets ventilation based on the RA, OA, and MA sensor conditions. Requires all (RA, OA, MA, CO <sub>2</sub> ) sensors. This operation is not operable with a 2-speed fan unit.

**Table 12 — W7220 Menu Structure\* (cont)**

MENU	PARAMETER	PARAMETER DEFAULT VALUE	PARAMETER RANGE AND INCREMENT†	EXPANDED PARAMETER NAME Notes
<b>ADVANCED SETUP (cont)</b>	MAT T CAL	0.0°F	± 2.5°F	SUPPLY AIR TEMPERATURE CALIBRATION Allows for the operator to adjust for an out of calibration temperature sensor.
	OAS T CAL	0.0°F	± 2.5°F	OUTSIDE AIR TEMPERATURE CALIBRATION Allows for the operator to adjust for an out of calibration temperature sensor.
	OA H CAL	0% RH	±10% RH	OUTSIDE AIR HUMIDITY CALIBRATION Allows for operator to adjust for an out of calibration humidity sensor.
	RA T CAL	0.0°F	± 2.5°F	RETURN AIR TEMPERATURE CALIBRATION Allows for the operator to adjust for an out of calibration temperature sensor.
	RA H CAL	0% RH	±10% RH	RETURN AIR HUMIDITY CALIBRATION Allows for operator to adjust for an out of calibration humidity sensor.
	DA T CAL	0.0°F	± 2.5°F	DISCHARGE AIR TEMPERATURE CALIBRATION Allows for the operator to adjust for an out of calibration temperature sensor.
	2SP FAN DELAY	5 Minutes	0 to 20 minutes in 1 minute increments	TIME DELAY ON SECOND STAGE ECONOMIZING When in economizing mode, this is the delay for the high speed fan to try to satisfy the call for second stage cooling before the first stage mechanical cooling is enabled.
<b>CHECKOUT***</b>	DAMPER MINIMUM POSITION	N/A	N/A	The checkout for the damper minimum position is based on the system. See Table 13.
	DAMPER OPEN	N/A	N/A	Position damper to the full open position. Exhaust fan contacts enable during the DAMPER OPEN test. Make sure to pause in the mode to allow exhaust contacts to energize due to the delay in the system.
	DAMPER CLOSE	N/A	N/A	Positions damper to the fully closed position
	CONNECT Y1-O	N/A	N/A	Closes the Y1-O relay (Y1-O)
	CONNECT Y2-O	N/A	N/A	Closes the Y2-O relay (Y2-O)
	CONNECT AUX1-O	N/A	N/A	Energizes the AUX output. If Aux setting is: • NONE — no action taken • ERV — 24 vac out. Turns on or signals an ERV that the conditions are not good for economizing but are for ERV operation.†† • SYS — 24 vac out. Issues a system alarm
CONNECT EXH1	N/A	N/A	Closes the power exhaust fan 1 relay (EXH1)	
<b>ALARMS</b>	Alarms display only when they are active. The menu title "ALARMS(#)" includes the number of active alarms in parenthesis ( ). When using SYLK bus sensors, "SYLK" will appear on the screen, and when using 20k OA temperature sensors, "SENS T" will appear on the screen			
	MA T SENS ERR	N/A	N/A	SUPPLY AIR TEMPERATURE SENSOR ERROR Mixed air sensor has failed or become disconnected - check wiring, then replace sensor if the alarm continues.
	CO2 SENS ERR	N/A	N/A	CO <sub>2</sub> SENSOR ERROR CO <sub>2</sub> sensor has failed, gone out of range or become disconnected - check wiring then replace sensor if the alarm continues.
	OA SYLK T ERR	N/A	N/A	OUTSIDE AIR S-BUS SENSOR ERROR
	OA SYLK H ERR	N/A	N/A	Outdoor air enthalpy sensor has failed or become disconnected - check wiring, then replace sensor if the alarm continues.
	RA SYLK T ERR	N/A	N/A	RETURN AIR S-BUS SENSOR ERROR
	RA SYLK H ERR	N/A	N/A	Return air enthalpy sensor has failed or become disconnected - check wiring, then replace sensor if the alarm continues.
	DA SYLK T ERR	N/A	N/A	DISCHARGE AIR S-BUS SENSOR ERROR Discharge air sensor has failed or become disconnected - check wiring, then replace sensor if the alarm continues.
	OA SENS T ERR	N/A	N/A	OUTSIDE AIR TEMPERATURE SENSOR ERROR Outdoor air temperature sensor has failed or become disconnected - check wiring, then replace if the alarm continues.
	ACT ERROR	N/A	N/A	ACTUATOR ERROR Actuator has failed or become disconnected - check for stall, over voltage, under voltage and actuator count. Replace actuator if damper is movable and supply voltage is between 21.6 V and 26.4 V. Check actuator count on STATUS menu.
	FREEZE ALARM	N/A	N/A	Check if outdoor temperature is below the LOW Temp Lockout on set point menu. Check if Mixed air temperature on STATUS menu is below the Lo Set point on Advanced menu. When conditions are back in normal range, the alarm will go away.
	SHUTDOWN ACTIVE	N/A	N/A	AUX2 IN is programmed for SHUTDOWN and 24 V has been applied to AUX2 IN terminal.

**Table 12 — W7220 Menu Structure\* (cont)**

MENU	PARAMETER	PARAMETER DEFAULT VALUE	PARAMETER RANGE AND INCREMENT†	EXPANDED PARAMETER NAME Notes
ALARMS (cont)	DMP CAL RUNNING	N/A	N/A	DAMPER CALIBRATION ROUTINE RUNNING If DCV Auto enable has been programmed, this alarm will display when the W7220 is completing a calibration on the dampers. Wait until the calibration is completed and the alarm will go away. Must have OA, MA and RA sensors for DCV calibration; set up is in the Advanced setup menu.
	DA SENS ALM	N/A	N/A	DISCHARGE AIR TEMPERATURE SENSOR ALARM Discharge air temperature is out of the range set in the ADVANCED SETUP Menu. Check the temperature of the discharge air.
	SYS ALARM	N/A	N/A	When AUX1-O is set to SYS and there is any alarm (e.g., failed sensors, etc.), the AUX1-O terminal has 24 vac out.
	ACT UNDER V	N/A	N/A	ACTUATOR VOLTAGE LOW Voltage received by actuator is above expected range.
	ACT OVER V	N/A	N/A	ACTUATOR VOLTAGE HIGH Voltage received by actuator is below expected range.
	ACT STALLED	N/A	N/A	ACTUATOR STALLED Actuator stopped before achieving commanded position.

**LEGEND**

- CLO** — Compressor Lockout
- ERV** — Energy Recovery Ventilator
- LCD** — Liquid Crystal Display
- MA** — Mixed Air
- MAT** — Mixed Air Temperature
- N/A** — Not Applicable
- OA** — Outdoor Air
- OAT** — Outdoor Air Temperature
- OCC** — Occupied
- RA** — Return Air
- RAT** — Return Air Temperature
- RTU** — Rooftop Unit
- SYS** — System

**NOTES:**

1. STATUS → OCCUPIED — The factory-standard Occupancy signal originates with a thermostat or other controller call for indoor fan operation at CTB terminal G. This signal passes through the Central Terminal Board's OCCUPANCY jumper to the ECONO connector and to the W7220's OCC input terminal. An external timeclock or relay is required to implement an Occupancy schedule on the economizer damper position.
2. STATUS → MA TEMP, SETPOINTS → MAT SET — The W7220 menu parameters and labels include designations MA, MAT and Mixed Air for the economizer cooling control sensor. On these rooftop units, the economizer control sensor is located downstream of the evaporator/indoor coil in the supply fan section where this sensor is designated as Supply Air Temperature (SAT) sensor.
3. SETPOINTS → DRYBLB SET — This point is not displayed if a Return Air (differential) temperature sensor or an Outdoor Air enthalpy sensor is connected.
4. SYSTEM SETUP parameters must be configured as noted for 2-Speed unit operation:  
EQUIPMENT = CONV  
AUX2 I = W  
FAN SPEED = 2SPEED

\* Table 12 illustrates the complete hierarchy. Your menu parameters may be different depending on your configuration. For example, if you do not have a DCV (CO<sub>2</sub>) sensor, then none of the DCV parameters appear.

† When values are displayed, pressing and holding the ▲ or ▼ button causes the display to automatically increment.

\*\* N/A = Not Applicable.

†† ERV Operation: When in cooling mode AND the conditions are NOT OK for economizing - the ERV terminal will be energized. In the Heating mode, the ERV terminal will be energized when the OA is below the ERV OAT set point in the set point menu.

\*\*\* After 10 minutes without a command or mode change, the controller will change to normal operation.

For damper minimum position settings and checkout menu readings, see Table 13. For dry bulb operation with a 1 speed indoor fan, with or without DCV, see Tables 14 and 15. For enthalpy operation with a 1 speed indoor fan, with or without DCV, see Tables 16 and 17. For dry bulb operation with a 2 speed indoor fan, with or without DCV, see Tables 18 and 19. For enthalpy operation with a 2 speed indoor fan, with or without DCV, see Tables 20 and 21.

**Table 13 — Damper Minimum Position Settings and Readings on Checkout Menu**

DEMAND CONTROLLED VENTILATION (CO <sub>2</sub> SENSOR)	FAN SPEED	SETPOINTS	CHECKOUT
NO	1	MIN POS	VMAX-HS
		N/A	N/A
	2	MIN POS H	VMAX-HS
		MIN POS L	VMAX-LS
YES	1	VENT MIN	VMAX-HS
		VENT MAX	VMAX-HS
		VENT MIN H	VMAX-HS
	2	VENT MAX H	VMAX-LS
		VENT MIN L	N/A
		VENT MAX L	N/A

**Table 14 — Dry Bulb Operation without DCV (CO<sub>2</sub> Sensor) — 1 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
NONE	No	Off	Off	High	0-v/Off	0-v/Off	MIN POS	Closed
		On	Off	High	24-v/On	0-v/Off	MIN POS	Closed
		On	On	High	24-v/On	24-v/On	MIN POS	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	MIN POS	Closed
		On	Off	High	0-v/Off	0-v/Off	MIN POS to Full-Open	Closed to Full-Open
		On	On	High	24-v/On	0-v/Off*	MIN POS to Full-Open	Closed to Full-Open

\*With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y-I and Y2-I have not been satisfied.

**Table 15 — Dry Bulb Operation with DCV (CO<sub>2</sub> Sensor) — 1 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
Below CO <sub>2</sub> set	No	Off	Off	High	0-v/Off	0-v/Off	VENTMIN	Closed
		On	Off	High	24-v/On	0-v/Off	VENTMIN	Closed
		On	On	High	24-v/On	24-v/On	VENTMIN	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	VENTMIN	Closed
		On	Off	High	0-v/Off	0-v/Off	VENTMIN to Full-Open	Closed to Full-Open
		On	On	High	24-v/On	0-v/Off*	VENTMIN to Full-Open	Closed to Full-Open
Above CO <sub>2</sub> set	No	Off	Off	High	0-v/Off	0-v/Off	VENTMIN to VENTMAX	Closed
		On	Off	High	24-v/On	0-v/Off	VENTMIN to VENTMAX	Closed
		On	On	High	24-v/On	24-v/On	VENTMIN to VENTMAX	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	VENTMIN to VENTMAX	Closed
		On	Off	High	0-v/Off	0-v/Off	VENTMIN to Full-Open	Closed to Full-Open
		On	On	High	24-v/On	0-v/Off*	VENTMIN to Full-Open	Closed to Full-Open

\*With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y-I and Y2-I have not been satisfied.

**Table 16 — Enthalpy Operation without DCV (CO<sub>2</sub> Sensor) — 1 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
NONE	No	Off	Off	High	0-v/Off	0-v/Off	MIN POS	Closed
		On	Off	High	24-v/On	0-v/Off	MIN POS	Closed
		On	On	High	24-v/On	24-v/On	MIN POS	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	MIN POS	Closed
		On	Off	High	0-v/Off	0-v/Off	MIN POS to Full-Open	Closed to Full-Open
		On	On	High	24-v/On	0-v/Off*	MIN POS to Full-Open	Closed to Full-Open

\*With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y-I and Y2-I have not been satisfied.

**Table 17 — Enthalpy Operation with DCV (CO<sub>2</sub> Sensor) — 1 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
Below CO <sub>2</sub> set	No	Off	Off	High	0-v/Off	0-v/Off	VENTMIN	Closed
		On	Off	High	24-v/On	0-v/Off	VENTMIN	Closed
		On	On	High	24-v/On	24-v/On	VENTMIN	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	VENTMIN	Closed
		On	Off	High	0-v/Off	0-v/Off	VENTMIN to Full-Open	Closed to Full-Open
		On	On	High	24-v/On	0-v/Off†	VENTMIN to Full-Open	Closed to Full-Open
Above CO <sub>2</sub> set	No	Off	Off	High	0-v/Off	0-v/Off	VENTMIN to VENTMAX	Closed
		On	Off	High	24-v/On	0-v/Off	VENTMIN L to VENTMAX	Closed
		On	On	High	24-v/On	24-v/On	VENTMIN H to VENTMAX	Closed
	Yes	Off	Off	High	0-v/Off	0-v/Off	VENTMIN L to VENTMAX	Closed
		On	Off	High	0-v/Off	0-v/Off	VENTMIN to Full-Open	Closed to Full-Open
		On	On	High	DELAY* 24-v/On	0-v/Off†	VENTMIN to Full-Open	Closed to Full-Open

\*With 2SP FAN DELAY (Advanced Setup Menu) when in the economizing mode there is a delay for the high speed fan to try to satisfy the call for second stage cooling by turning on the fan to high and opening the OA damper 100% before the first stage mechanical cooling is enabled.

†With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y-I and Y2-I have not been satisfied.

**Table 18 — Dry Bulb Operation Without DCV (CO<sub>2</sub> Sensor) — 2 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
NONE	No	Off	Off	Low	0-v/Off	0-v/Off	MIN POS L	Closed
		On	Off	Low	24-v/On	0-v/Off	MIN POS L	Closed
		On	On	High	24-v/On	24-v/On	MIN POS H	Closed
NONE	Yes	Off	Off	Low	0-v/Off	0-v/Off	MIN POS L	Closed
		On	Off	Low	0-v/Off	0-v/Off	MIN POS L to Full-Open	Closed to Full-Open
		On	On	High	DELAY* 24-v/On	0-v/Off†	MIN POS H to Full-Open	Closed to Full-Open

\*With 2SP FAN DELAY (Advanced Setup Menu) when in the economizing mode there is a delay for the high speed fan to try to satisfy the call for second stage cooling by turning on the fan to high and opening the OA damper 100% before the first stage mechanical cooling is enabled.

†With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y-I and Y2-I have not been satisfied.

**Table 19 — Dry Bulb Operation With DCV (CO<sub>2</sub> Sensor) — 2 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
Below CO <sub>2</sub> Set	No	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN	Closed
		ON	OFF	LOW	24v/On	0v/Off	VENTMIN	Closed
		ON	ON	HIGH	24v/On	24v/On	VENTMIN	Closed
	Yes	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN	Closed
		ON	OFF	LOW	0v/Off	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
		ON	ON	HIGH	24v/On	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
Above CO <sub>2</sub> Set	No	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN to VENTMAX	Closed
		ON	OFF	LOW	24v/On	0v/Off	VENTMIN to VENTMAX	Closed
		ON	ON	HIGH	24v/On	24v/On	VENTMIN to VENTMAX	Closed
	Yes	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN to VENTMAX	Closed
		ON	OFF	LOW	0v/Off	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
		ON	ON	HIGH	DELAY* 24v/On	0v/Off†	VENTMIN to Full-Open	Closed to Full-Open

\*With 2SP FAN DELAY (Advanced Setup Menu) when in the economizing mode there is a delay for the high speed fan to try to satisfy the call for second stage cooling by turning on the fan to high and opening the OA damper 100% before the first stage mechanical cooling is enabled.

†With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y1-I and Y2-I have not been satisfied.

**Table 20 — Enthalpy Operation Without DCV (CO<sub>2</sub> Sensor) — 2 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
NO CO <sub>2</sub> SENSOR	NO	OFF	OFF	LOW	0v/Off	0v/Off	MIN POS	Closed
		ON	OFF	LOW	24v/On	0v/Off	MIN POS	Closed
		ON	ON	HIGH	24v/On	24v/On	MIN POS	Closed
	YES	OFF	OFF	LOW	0v/Off	0v/Off	MIN POS	Closed
		ON	OFF	LOW	0v/Off	0v/Off	MIN POS to Full Open	Closed to Full-Open
		ON	ON	HIGH	DELAY* 24v/On	0v/Off†	MIN POS to Full Open	Closed to Full-Open

\*With 2SP FAN DELAY (Advanced Setup Menu) when in the economizing mode there is a delay for the high speed fan to try to satisfy the call for second stage cooling by turning on the fan to high and opening the OA damper 100% before the first stage mechanical cooling is enabled.

†With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y1-I and Y2-I have not been satisfied.

**Table 21 — Enthalpy Operation With DCV (CO<sub>2</sub> Sensor) — 2 Speed Fan**

DEMAND CONTROLLED VENTILATION (DCV)	OUTSIDE AIR GOOD TO ECONOMIZE	Y1-I	Y2-I	FAN SPEED	Y1-O	Y2-O	OCCUPIED	UNOCCUPIED
Below CO <sub>2</sub> Set	No	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN	Closed
		ON	OFF	LOW	24v/On	0v/Off	VENTMIN	Closed
		ON	ON	HIGH	24v/On	24v/On	VENTMIN	Closed
	Yes	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN	Closed
		ON	OFF	LOW	0v/Off	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
		ON	ON	HIGH	24v/On	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
Above CO <sub>2</sub> Set	No	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN to VENTMAX	Closed
		ON	OFF	LOW	24v/On	0v/Off	VENTMIN to VENTMAX	Closed
		ON	ON	HIGH	24v/On	24v/On	VENTMIN to VENTMAX	Closed
	Yes	OFF	OFF	LOW	0v/Off	0v/Off	VENTMIN to VENTMAX	Closed
		ON	OFF	LOW	0v/Off	0v/Off	VENTMIN to Full-Open	Closed to Full-Open
		ON	ON	HIGH	DELAY* 24v/On	0v/Off*	VENTMIN to Full-Open	Closed to Full-Open

\*With 2SP FAN DELAY (Advanced Setup Menu) when in the economizing mode there is a delay for the high speed fan to try to satisfy the call for second stage cooling by turning on the fan to high and opening the OA damper 100% before the first stage mechanical cooling is enabled.

†With stage 3 delay (STG3 DLY) in Advanced setup menu can turn on second stage of mechanical cooling Y2-O after the delay if the call for Y1-I and Y2-I have not been satisfied.

**ENTHALPY SETTINGS**

When the OA temperature, enthalpy and dew point are below the respective set points, the Outdoor Air can be used for economizing. Figure 47 shows the new single enthalpy boundaries in the W7220. There are 5 boundaries (set points ES1 through ES5), which are defined by dry bulb temperature, enthalpy and dew point.

Refer to Table 23 for ENTH CURVE set point values.

The W7220 calculates the enthalpy and dew point using the OA temperature and humidity input from the OA enthalpy sensor. When the OA temperature, OA humidity and OA dew point are all below the selected boundary, the economizer sets the economizing mode to YES, economizing is available.

When all of the OA conditions are above the selected boundary, the conditions are not good to economize and the mode is set to NO.

Figure 47 shows the 5 current boundaries. There is also a high limit boundary for differential enthalpy. The high limit boundary is ES1 when there are no stages of mechanical cooling energized and HL (high limit) when a compressor stage is energized.

**TWO-SPEED FAN OPERATION**

NOTE: Two-Speed Fan operation applies to size 07 models only.

The W7220 controller has the capability to work with a system using a 2-speed supply fan. The W7220 does not control the supply directly but uses the following input status to determine the speed of the supply fan and controls the OA damper to the required position, see Table 22.

**Table 22 — Fan Speed**

STATE	FAN SPEED
OCC	Low
Y1	Low
Y2	High
W	High

The W (heating mode) is not controlled by the W7220 but it requires the status to know where to position the OA damper for minimum position for the fan speed.

The 2 speed fan delay is available when the system is programmed for 2 speed fan (in the System Setup menu item). The 2 speed fan delay is defaulted to 5 minutes and can be changed in the Advanced Setup menu item. When the unit has a call for Y1 In and in the free cooling mode and there is a call for Y2 In, the 2-speed fan delay starts and the OA damper will modulate 100% open, the supply fan should be set to high speed by the unit controller.

After the delay one of two actions will happen:

- The Y2 In call will be satisfied with the damper 100% open and fan on high speed and the call will turn off

OR

- If the call for additional cooling in the space has not been satisfied then the first stage of mechanical cooling will be enabled through Y1 Out or Y2 Out.



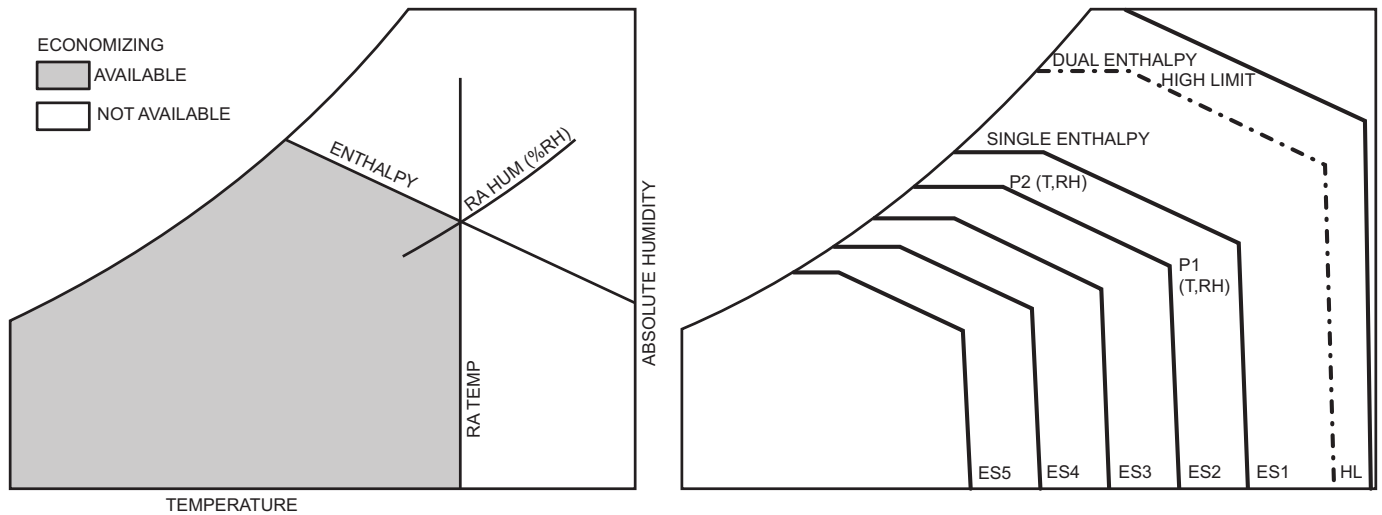


Fig. 47 — Single Enthalpy Curve Boundaries

Table 23 — Single Enthalpy and Dual Enthalpy High Limit Curves

ENTHALPY CURVE	TEMP. DRY BULB (F)	TEMP. DEWPOINT (F)	ENTHALPY (btu/lb/da)	POINT P1		POINT P2	
				TEMP. (F)	HUMIDITY (%RH)	TEMP. (F)	HUMIDITY (%RH)
ES1	80	60	28.0	80	36.8	66.3	80.1
ES2	75	57	26.0	75	39.6	63.3	80.0
ES3	70	54	24.0	70	42.3	59.7	81.4
ES4	65	51	22.0	65	44.8	55.7	84.2
ES5	60	48	20.0	60	46.9	51.3	88.5
HL	86	66	32.4	86	38.9	72.4	80.3

**CHECKOUT**

Inspect all wiring connections at the economizer module’s terminals, and verify compliance with the installation wiring diagrams. For checkout, review the Status of each configured parameter and perform the Checkout tests.

NOTE: For information about menu navigation and use of the keypad, see Interface Overview on page 30.

**Power Up**

After the W7220 module is mounted and wired, apply power.

**Initial Menu Display**

On initial start up, Honeywell displays on the first line and economizer W7220 on the second line. After a brief pause, the revision of the software appears on the first line and the second line will be blank.

**Power Loss (Outage or Brownout)**

All set points and advanced settings are restored after any power loss or interruption.

NOTE: All settings are stored in non-volatile flash memory.

**Status**

Use the Status menu (see Table 12) to check the parameter values for the various devices and sensors configured.

NOTE: For information about menu navigation and use of the keypad, see Interface Overview on page 30.

**Checkout Tests**

Use the Checkout menu (see page 35) to test the damper operation and any configured outputs. Only items that are configured are shown in the Checkout menu.

NOTE: For information about menu navigation and use of the keypad, see Interface Overview on page 30.

To perform a Checkout test:

1. Scroll to the desired test in the Checkout menu using the ▲ and ▼ buttons.
2. Press the ↵ (Enter) button to select the item. RUN? appears.
3. Press the ↵ (Enter) button to start the test. The unit pauses and then displays IN PROGRESS. When the test is complete, DONE appears.
4. When all desired parameters have been tested, press the ⬆ (Menu Up) button to end the test.

The Checkout tests can all be performed at the time of installation or at any time during the operation of the system as a test that the system is operable.

**⚠ CAUTION**

**EQUIPMENT DAMAGE HAZARD**

Failure to follow this caution may result in equipment damage. Be sure to allow enough time for compressor start-up and shut-down between checkout tests so that you do not short-cycle the compressors.

**TROUBLESHOOTING**

**Alarms**

The economizer module provides alarm messages that display on the 2-line LCD.

NOTE: Upon power up, the module waits 60 minutes before checking for alarms. This allows time for all the configured devices (e.g. sensors, actuator) to become operational. The exception is the SAT sensor which will alarm immediately.




If one or more alarms are present and there has been no keypad activity for at least 5 minutes, the Alarms menu displays and cycles through the active alarms.

You can also navigate to the Alarms menu at any time.

#### **Clearing Alarms**

Once the alarm has been identified and the cause has been removed (e.g. replaced faulty sensor) the alarm can be cleared from the display.

To clear an alarm, perform the following:

1. Navigate to the desired alarm.
2. Press the  (Enter) button. ERASE? displays.
3. Press the  (Enter) button. ALARM ERASED displays.
4. Press the  (Menu up/Exit) button to complete the action and return to the previous menu.

NOTE: If the alarm still exists after clearing it, it is redisplayed within 5 seconds.

#### **Staged Air Volume (SAV™) with Variable Frequency Drive**

The Staged Air Volume (SAV) system utilizes a Variable Frequency Drive (VFD) to automatically adjust the indoor fan motor speed in sequence with the unit's ventilation, cooling and heating operation. Per ASHRAE 90.1 2010 standard section 6.4.3.10.b, during the first stage of cooling operation the SAV system will adjust the fan motor to provide 66% of the design airflow rate for the unit. When the call for the second stage of cooling is required, the SAV system will allow the design airflow rate for the unit established (100%). During the heating mode, the SAV system will allow total design airflow rate (100%) operation. During ventilation mode, the SAV system will operate the fan motor at 66% speed. See Fig. 48 for the VFD and Fig. 49 for the VFD location.

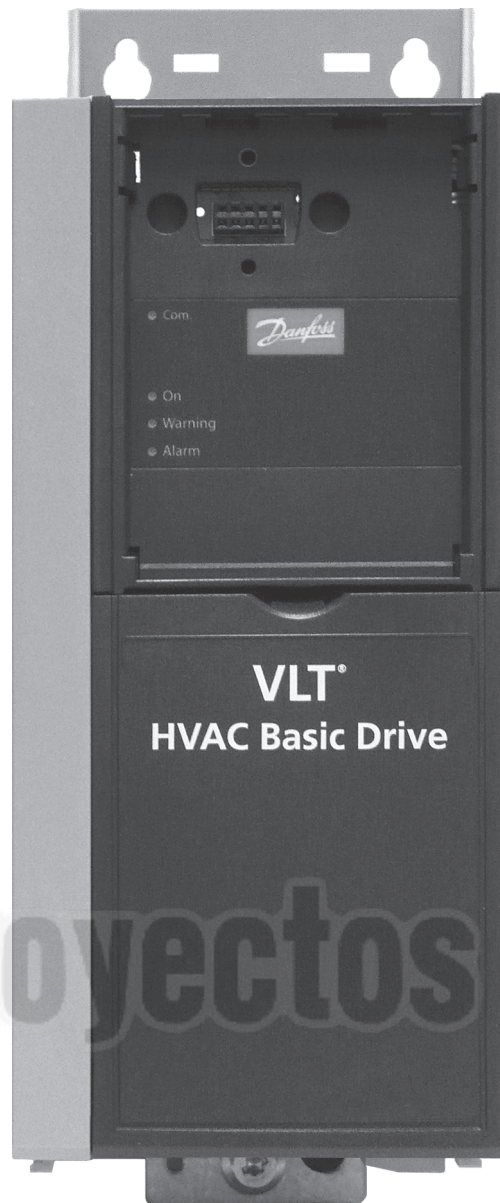
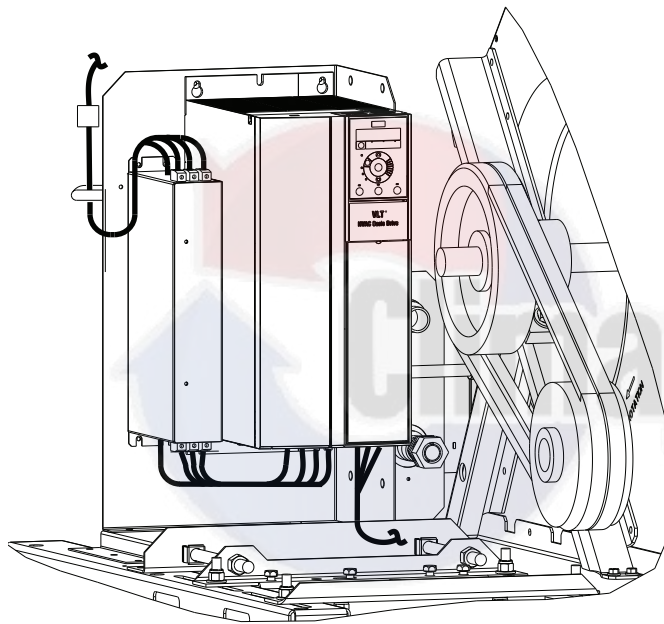
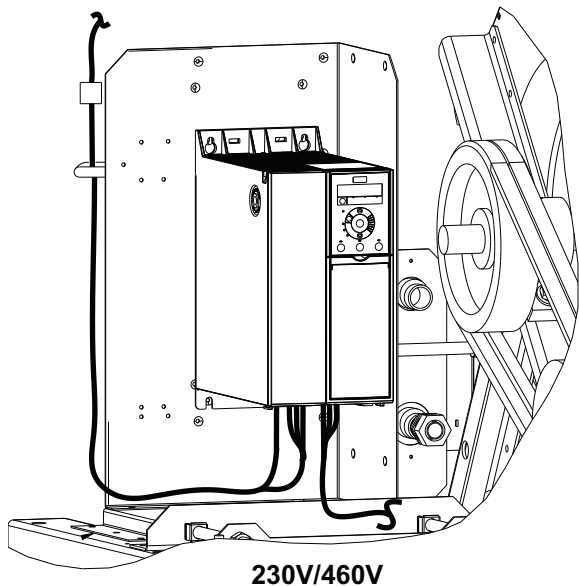


Fig. 48 — Variable Frequency Drive (VFD)



**Fig. 49 — VFD Location**

**Multi-Speed VFD Display Kit (Field-Installed Option)**

NOTE: The Remote VFD Keypad is part of the Multi-Speed VFD display kit (PN: CRDISKIT002A00) which is a field-installed option. It is not included with the 50LC 07-12 base units.

The VFD keypad (as shown in Fig. 50) consists of the following sections.

**ALPHA NUMERIC DISPLAY**

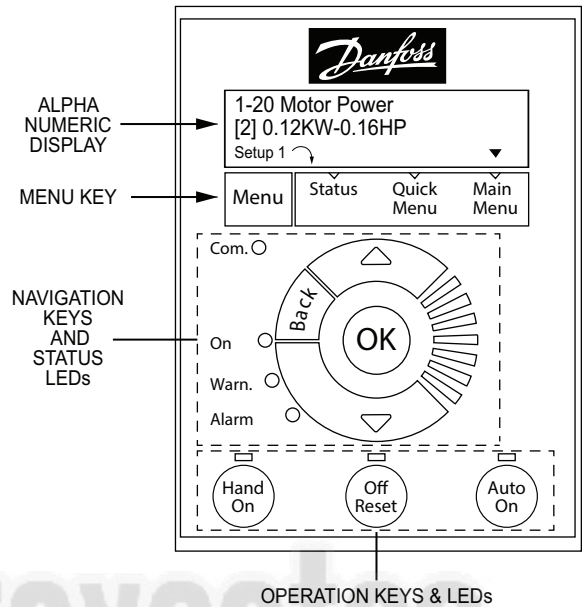
The LCD display is backlit with 2 alpha-numeric lines. All data is displayed on the LCD.

**MENU KEY**

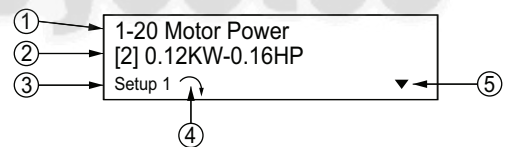
Use the Menu key to select between Status, Quick Menu or Main Menu. The triangle icon at the bottom of the LCD display indicates the currently selected mode. (See number 5 in Fig. 51.)

**NAVIGATION KEYS AND STATUS LEDs**

The Navigation keys and Status LEDs are detailed in Fig. 52.

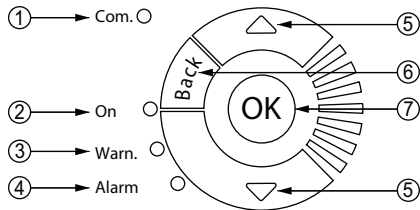


**Fig. 50 — VFD Keypad**



1	Parameter number and name.
2	Parameter value.
3	Setup number shows the active setup and the edit setup. If the same set-up acts as both the active and edit set-up, only that setup number is shown (factory setting). When the active and edit setup differ, both numbers are shown in the display (SETUP 12). The flashing number indicates the edit setup.
4	The symbol in the number 4 position in the figure above indicates motor direction. The arrow point either clockwise or counter-clockwise to show the motor's current direction.
5	The position of the triangle indicates the currently selected menu: Status, Quick Menu or Main Menu.

**Fig. 51 — LCD Alpha Numeric Display**

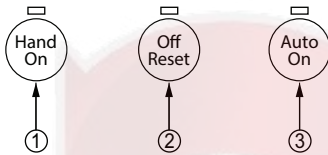


1	<b>Com. LED:</b> Flashes when bus communications is communicating.
2	<b>Green LED/On:</b> Control selection is working.
3	<b>Yellow LED/Warn.:</b> Indicates a warning.
4	<b>Flashing Red LED/Alarm:</b> Indicates an alarm.
5	<b>Arrows ▲ ▼:</b> Use the Up and Down arrow keys to navigate between parameter groups, parameters and within parameters. Also used for setting local reference.
6	<b>Back key:</b> Press to move to the previous step or layer in the navigation structure.
7	<b>OK key:</b> Press to select the currently displayed parameter and for accepting changes to parameter settings.

**Fig. 52 — Navigation Keys and Status LEDs**

### OPERATION KEYS AND LEDS

Figure 53 details the functions of the Operating keys. An illuminated yellow LED above the key indicates the active key.



1	<b>Hand On key:</b> Starts the motor and enables control of the variable frequency drive (VFD) via the VFD Keypad option. <b>NOTE:</b> Please note that terminal 27 Digital Input (5-12 Terminal 27 Digital Input) has coast inverse as default setting. This means that the Hand On key will not start the motor if there is no 24V to terminal 27, so be sure to connect terminal 12 to terminal 27.
2	<b>Off/Reset key:</b> Stops the motor (off). If in alarm mode the alarm will be reset.
3	<b>Auto On key:</b> The variable frequency drive is controlled either via control terminals or serial communication.

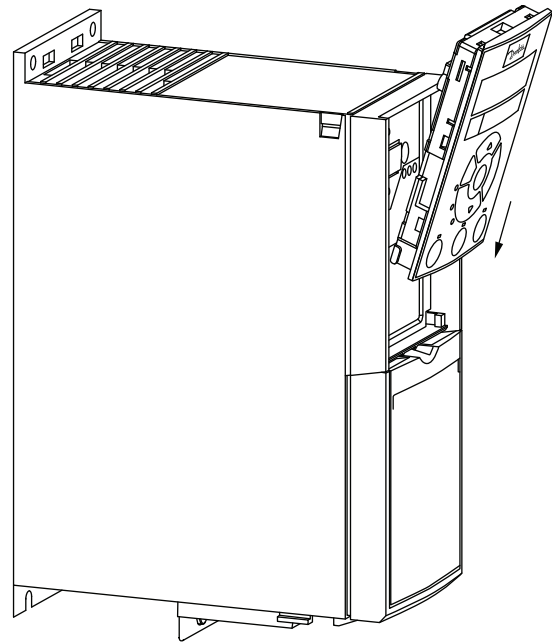
**Fig. 53 — Operating Keys**

### CONNECTING THE KEYPAD TO THE VFD

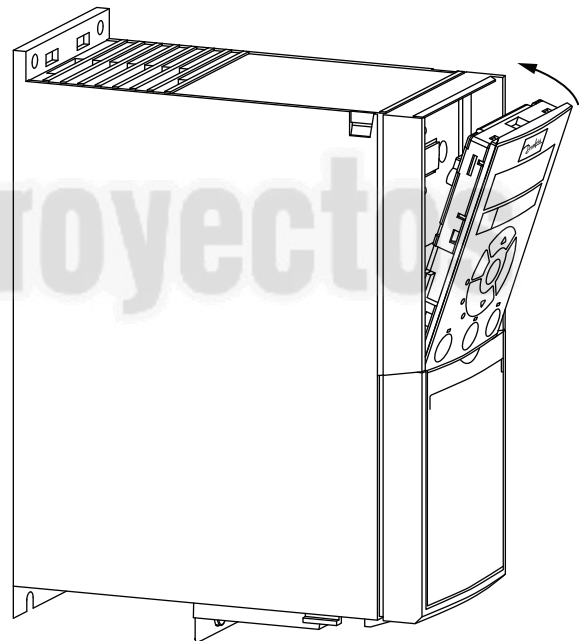
The VFD keypad can be mounted directly to the variable frequency drive, provided there is easy access to the front panel of the VFD. If there is no easy access to the VFD front panel, use the cable included with the kit to connect the keypad to the VFD.

#### Connecting the Keypad Directly to the VFD

1. Place the bottom of the VFD keypad into the variable frequency drive as shown in Fig. 54.
2. Push the top of the VFD keypad into the variable frequency drive as shown in Fig. 55.



**Fig. 54 — Align Bottom of VFD Keypad with Opening in VFD Front Panel**

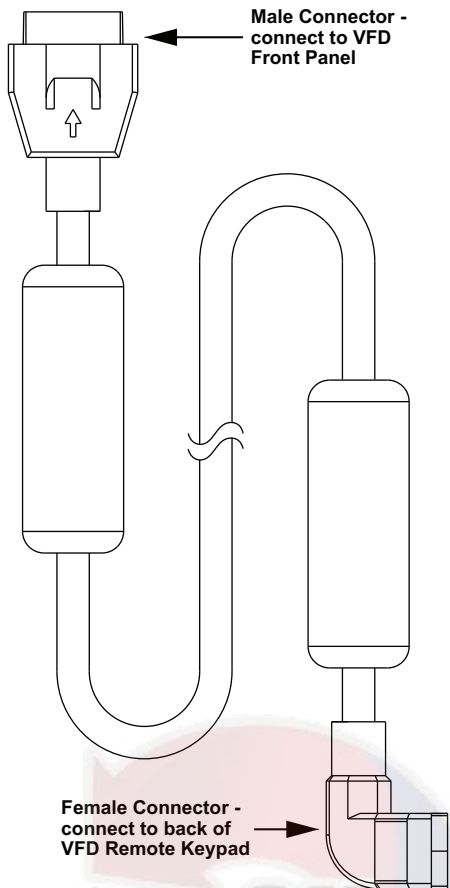


**Fig. 55 — Secure Keypad in Place**

#### Using the Cable to Connect the Keypad to the VFD

The VFD keypad can be connected to the variable frequency drive via the cable included with the Multi-Speed VFD display kit (P/N: CRDISKIT002A00). See Fig. 56.

1. Connect the male end of the cable to the front panel of the variable frequency drive. Use 2 of the screws included with the kit to secure the cable to the VFD.
2. Connect the female end of the cable to the back panel of the VFD Remote keypad. Secure the cable to the remote keypad using the 2 remaining screws from the kit.

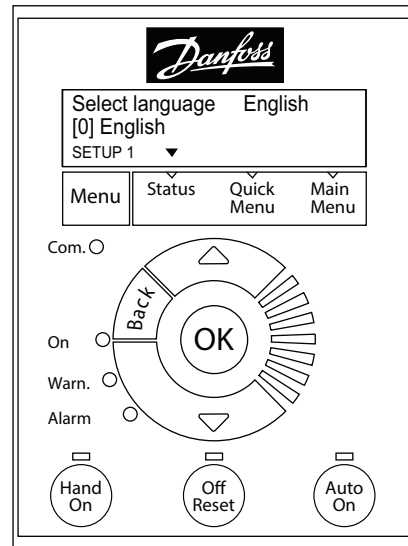


**Fig. 56 — VFD Remote Keypad Cable**

**PROGRAM THE VFD FOR 3 DISCRETE INDOOR FAN SPEEDS**

**IMPORTANT:** The 50LC units are programmed at the factory for 3 discrete indoor fan speeds. The following procedure is only to be used to recover this function after an event such as a system crash.

**NOTE:** This procedure requires use of the VFD Keypad which is included as part of the field-installed Multi-Speed VFD display kit (P/N: CRDISKIT002A00). If the VFD keypad is not already installed, install it. See “Connecting the Keypad to the VFD” for details.



**Fig. 57 — Keypad with Power Up Screen Displayed**

**To program the VFD for 3 discrete indoor fan motor speeds**

1. At Power-Up:  
At the first power up, the LCD displays the Select Language screen (see Fig. 57). The default setting is English. To change the language, press the OK key and use the ▲ and ▼ keys to scroll to the desired language and then press OK.
2. Selecting Regional Settings:
  - a. Press the Off Reset key.
  - b. Press the Menu key to move the ▼ (triangle icon) so it is positioned over Main Menu. The display shows the following.

0—** Operation / Display
1—** Load and Motor

- c. Press the OK key and the display changes to:

0—0* Basic Settings
0—1* Set-up Operations

- d. With the top row highlighted, press OK. The display changes to:

0—01 Language
[0] English

**NOTE:** If English is not the desired language, press OK, select the desired language and press OK again.

- e. Press ▼ (Down Arrow key) once; the display changes to:

0—03 Regional Settings
[0] International

- f. Press OK; the [0] is now highlighted.
- g. Press ▼ (Down Arrow) key once; the display changes to:

0—03 Regional Settings
[1] North America

- h. Press OK

**NOTE:** If the Alarm 060 appears, follow Step 3 to clear the alarm. Make sure to press Off Reset when done. If there is no alarm, continue at Step 4.

3. Clearing Alarm 060: External Interlock:
  - a. Press the Menu key twice to position the ▼ (triangle icon) over Main Menu; the display changes to:

0—** Operation / Display
1—** Load and Motor

- b. Press the ▼ (Down Arrow) key until the following display appears:

4—** Limits / Warnings
5—** Digital In/Out

- c. Press OK. The display changes to:

5—0* Digital I/O Mode
5—1* Digital Inputs

- d. Press ▼ (Down Arrow) once to highlight the bottom row and press OK. The display changes to:

5—10 Terminal 18 Digital In...
[8] Start

- e. Press ▼ (Down Arrow) twice; the following display appears:

5—12 Terminal 27 Digital In...
[7] External Interlock

- f. Press OK to highlight the number in the bracket.
- g. Press ▼ (Down Arrow) until the following display appears:

5—12 Terminal 27 Digital In...
[0] No operation

- h. Press OK.
- i. Press Off Reset. The Alarm indicator disappears.

4. Entering Grid Type:

- a. Press the Menu key to move the ▼ (triangle icon) so it is positioned over Main Menu. The display shows the following:

0—0* Basic Settings
0—1* Set-up Operations

- b. Press OK twice; the display changes to:

0—01 Language
[0] English

- c. Press ▼ (Down Arrow) three times to reach the following display:

0—06 Grid Type
[102] 200-240V/60Hz

- d. Press OK to highlight the number in the bracket and then use the ▲ and ▼ (Up and Down Arrow) keys to select the desired voltage and Hertz for the unit.
- e. Press OK to accept the selection and continue.

5. Entering Motor Data:

- a. Press the Menu key to move the ▼ (triangle icon) so it is positioned over Main Menu. The display shows the following:

0—** Operation / Display
1—** Load and Motor

- b. Press (Down Arrow) once to highlight the bottom row.

- c. Press OK, the display changes to:

1—0* General Settings
1—1* Motor Selection

- d. Press ▼ (Down Arrow) twice to reach the following display:

1—1* Motor Selection
1—2* Motor Data

- e. Press OK; the following display appears:

1-20 Motor Power
[9] 1.5kW - 2 hp

NOTE: The number in the bracket may be different from what is shown above.

- f. Press OK and then use the ▲ and ▼ (Up and Down Arrow) keys to scroll to the proper motor horsepower. Press OK again to set the selected hp.
- g. Press ▼ (Down Arrow) once, the following display appears:

1-22 Motor Voltage
230V

- h. Press OK to highlight the voltage value. Use the ▲ and ▼ (Up and Down Arrow) keys to select the nameplate voltage. Press OK again to set the selected voltage.

- i. Press ▼ (Down Arrow) once to display the following:

1-23 Motor Frequency
60Hz

- j. Press OK to highlight the Frequency value and then use the ▲ and ▼ (Up and Down Arrow) keys to select the nameplate Hz. Press OK again to set the selected Hz.

- k. Press ▼ (Down Arrow) once to display the following:

1-24 Motor Current
6.61A

- l. Press OK to highlight the Current value and then use the ▲ and ▼ (Up and Down Arrow) keys to select the Max Amps value provided. Press OK again to set the selected Max Amps.

NOTE: The Max Amps is greater than the nameplate value. Check the VFD Unit Parameters (see Table 24-27 on pages 50-53) and use the value listed for the given unit in the column labeled "Motor Current Must-Hold Amps".

- m. Press ▼ (Down Arrow) once to display the following:

1-25 Motor Nominal Speed
1740rpm

- n. Press OK to highlight the rpm value and then use the ▲ and ▼ (Up and Down Arrow) keys to select the nameplate rpm. Press OK again to set the selected rpm.

6. Entering Parameters for 1-71, 1-73, 1-82, and 1-90:

- a. Press the Menu key to move the ▼ (triangle icon) so it is positioned over Main Menu. The display shows the following:

0—** Operation / Display
1—** Load and Motor

- b. Press ▼ (Down Arrow) once to highlight the bottom row.

- c. Press OK, the display changes to:

1—0* General Settings
1—1* Motor Selection

- d. Press ▼ (Down Arrow) until the following display appears:

1—6* Load Depen. Setting
1—7* Start Adjustments

- e. Press OK, the following display appears:

1-71 Start Delay
2.0s

- f. Press OK to highlight the number and then use the ▲ and ▼ (Up and Down Arrow) keys to select the number provided in Tables 24-27. Press OK again to set the selected value.

- g. Press ▼ (Down Arrow) twice, the following display appears:

1-73 Flying Start
[1] Enabled

- h. Press OK to highlight the number in the bracket and then use the ▲ and ▼ (Up and Down Arrow) keys to select the number provided in Tables 24-27. Press OK again to set the selected value.

- i. Press the Back key once, the following display appears:

1—6* Load Depen. Setting
1—7* Start Adjustments

- j. Press ▼ (Down Arrow) once, the following display appears:

1—7* Start Adjustments
1—8* Stop Adjustments

- k. Press OK, the following display appears:

1-80 Function at Stop
[0] Coast

- l. Press ▼ (Down Arrow) once, the following display appears:

1-82 Min Speed for Functio...
1.0 Hz

- m. Press OK to highlight the number and then use the ▲ and ▼ (Up and Down Arrow) keys to select the number provided in Tables 24-27. Press OK again to set the selected value.

- n. Press the Back key once, the following display appears:

1—7* Start Adjustments
1—8* Stop Adjustments

- o. Press ▼ (Down Arrow) once, the following display appears:

1—8* Stop Adjustments
1—9* Motor Temperature

- p. Press OK, the following display appears:

1-90 Motor Thermal Prote...
[4] ETR trip 1

- q. Press OK to highlight the number in the bracket then use the ▲ and ▼ (Up and Down Arrow) keys to

select the number provided in Tables 24-27. Press OK again to set the selected value.

7. Setting References:

- a. Press the Menu key to move the ▼ (triangle icon) so it is positioned over Main Menu. The display shows the following:

0—** Operation / Display
1—** Load and Motor

- b. Press ▼ (Down Arrow) three times, the following display appears:

2—** Brakes
3—** Reference / Ramps

- c. Press OK, the following display appears:

3—0* Reference Limits
3—1* References

- d. Press OK again, the following display appears:

3-02 Minimum Reference
0.000

NOTE: If the bottom row displays a number other than 0.000, press OK and use the ▲ and ▼ (Up and Down Arrow) key to select 0.000.

- e. Press ▼ (Down Arrow) once, the following display appears:

3-03 Maximum Reference
60.000

NOTE: If the bottom row displays a number other than 60.000, press OK and use the ▲ and ▼ (Up and Down Arrow) key to select 60.000.

- f. Press the Back key until the following display appears:

3—0* Reference Limits
3—1* References

- g. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

3-10 Preset Reference
[0]0.00%

- h. Press OK once to highlight the number in the bracket. Press OK again; the highlight moves to the current percent value.

Use the ▲ and ▼ (Up and Down Arrow) keys and the table below to enter the required Preset Reference values.

[0]0.00%	Stop
[1]LL.LL%	Low Speed (see Tables 24-27, column labeled "Preset References 3—10[1]" for the proper % for each unit)
[2]MM.MM%	Medium Speed (see Tables 24-27, column labeled "Preset References 3—10[2]" for the proper % for each unit)
[3]100%	Override (High Speed)
[4]100%	High Speed (100% or close to 100% to achieve the required CFM at high speed)
[5]0.00%	Stop
[6]0.00%	Stop
[7]0.00%	Stop

8. Setting the Ramp Time:

- a. Press the Back key until the following display appears:

3—0* Reference Limits
3—1* References

- b. Press ▼ (Down Arrow) twice, the following display appears:

3—1* References
3—4* Ramp 1

- c. Press OK, the following display appears:

3-41 Ramp 1 Ramp up Time
3.00s

- d. Press OK again to highlight the bottom row and use the ▲ and ▼ (Up and Down Arrow) keys to select 10.00s. Press OK again to set the selected Ramp up Time.

- e. Press ▼ (Down Arrow) once, the following display appears:

3-42 Ramp 1 Ramp Down Time
3.00s

- f. Press OK again to highlight the bottom row and use the ▲ and ▼ (Up and Down Arrow) keys to select 10.00s. Press OK again to set the selected Ramp Down Time.

9. Setting Limits:

- a. Press the Back key until the following display appears:

2—** Brakes
3—** Reference / Ramps

- b. Press ▼ (Down Arrow) once, the following display appears:

3—** Reference / Ramps
4—** Limits / Warnings

- c. Press OK, the following display appears:

4—1* Motor Limits
4—4* Adj. Warning 2

- d. Press OK again, the following display appears:

4-10 Motor Speed Direction
[2] Both Directions

- e. Press ▼ (Down Arrow) once, the following display appears:

4-12 Motor Speed Low Limi...
0.0Hz

- f. Press ▼ (Down Arrow) again, the following display appears:

4-14 Motor Speed High Limi...
65.0Hz

NOTE: Press OK to highlight the Hz value and then use the ▲ and ▼ (Up and Down Arrow) keys to enter the required values.

- g. Press ▼ (Down Arrow) once, the following display appears:

4-18 Current Limit
110%

NOTE: Press OK to highlight the % value and then use the ▲ and ▼ (Up and Down Arrow) keys to enter the required value. See Tables 24-27 for proper selection of the value for this parameter, then press OK to set the selected value.

- h. Press ▼ (Down Arrow) once, the following display appears:

4-19 Max Output Frequency
65.0Hz

NOTE: Press OK to highlight the Hz value and then use the ▲ and ▼ (Up and Down Arrow) keys to enter the required values.

10. Setting Digital Inputs:

- a. Press the Back key until the following display appears:

3—** Reference / Ramps
4—** Limits / Warnings

- b. Press ▼ (Down Arrow) once, the following display appears:

4—** Limits / Warnings
5—** Digital In/Out

- c. Press OK, the following display appears:

5—0* Digital I/O mode
5—1* Digital Inputs

- d. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

5-10 Terminal 18 Digital In...
[8] Start

- e. Press ▼ (Down Arrow) again. The following display appears:

5-11 Terminal 19 Digital In...
[16] Preset ref bit 0

- f. Press ▼ (Down Arrow) again. The following display appears:

5-12 Terminal 27 Digital In...
[17] Preset ref bit 1

- g. Press ▼ (Down Arrow) again. The following display appears:

5-13 Terminal 29 Digital In...
[18] Preset ref bit 2

NOTE: By pressing OK, the number in the bracket can be changed until the desired number appears. Press OK again to set the selected value.

11. Setting Analog Inputs:

- a. Press the Back key until the following display appears:

4—** Limits / Warnings
5—** Digital In/Out

- b. Press ▼ (Down Arrow) until the following display appears:

5—** Digital In/Out
6—** Analog In/Out

- c. Press OK, the following display appears:

6—** Analog In/Out
6—1* Analog Input 53



- d. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

6-10 Terminal 53 Low Voltage 2V
------------------------------------

- e. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

6-11 Terminal 53 High Voltage [10V]
--

- f. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

6-14 Set Min Reference [0 Hz]
----------------------------------

- g. Press ▼ (Down Arrow) once to move the highlight to the bottom row and then press OK. The following display appears:

6-15 Set Max Reference [60 Hz]
-----------------------------------

12. Setting Reset Mode and RFI Filter:

- a. Press the Back key until the following display appears:

0—** Operation / Display
1—** Load and Motor

- b. Press ▼ (Down Arrow) until the following display appears:

13—** Smart Logic
14—** Special Functions

- c. Press OK, the following display appears:

14—0* Inverter Switching
14—1* Mains On/Off

- d. Press ▼ (Down Arrow) twice. The following display appears:

14—1* Mains On/Off
14—2* Reset Functions

- e. Press OK, the following display appears:

14-20 Reset Mode [0] Manual reset
--------------------------------------

- f. Press OK to highlight the number in the bracket.  
g. Use the ▲ and ▼ (Up and Down Arrow) keys to change the number to 3 for 3 automatic resets and then press OK. The display changes to:

14-20 Reset Mode [3] Automatic reset x 3
---

- h. Press ▼ (Down Arrow) once, the following display appears:

14-21 Automatic Restart T... 10s
-------------------------------------

- i. Press OK to highlight the number of seconds and use the ▲ and ▼ (Up and Down Arrow) keys to select 600 seconds. Press OK again to set the selected value.  
j. Press the Back key once, the following display appears:

14—1* Mains On/Off
14—2* Reset Functions

- k. Press ▼ (Down Arrow) twice, the following display appears:

14—4* Energy Optimising
14—5* Environment

- l. Press OK, the following display appears:

14-50 RFI Filter [1] On
----------------------------

- m. Press OK to highlight the number in the bracket and use the ▲ and ▼ (Up and Down Arrow) keys to select [0]. Press OK again to set the selected value.

13. To Complete Reprogramming:

- a. Press the Auto On key before disconnecting the VFD Remote Keypad from the variable frequency drive.

Table 24 — 50LC\*\*07 VFD Unit Parameters

					REGIONAL SETTINGS	GRID TYPE	MOTOR POWER	MOTOR VOLTAGE	MOTOR FREQUENCY (Hz)	MOTOR CURRENT (MUST-HOLD AMPS)	MOTOR NOMINAL SPEED (RPM)
Motor Option	Voltage	Motor P/N	VFD Carrier P/N	VFD Mfr P/N	0-03	0-06	1-20	1-22	1-23	1-24	1-25
STD	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
MID	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
HIGH	208/203	HD58FE654	HK30WA371	131L9796	[1]	[102]	[10]	230	60	9.2	1735
	460	HD58FE654	HK30WA377	131L9864	[1]	[122]	[10]	460	60	4.2	1735
	575	HD58FE577	HK30WA383	131N0227	[1]	[132]	[11]	575	60	4.9	1710

		START DELAY (sec)	FLYING START	MIN SPEED FOR FUNCTION (Hz)	MOTOR THERMAL PROTECTION	PRESET REFERENCE							
Motor Option	Voltage	1-71	1-73	1-82	1-90	3-10 [0]	3-10 [1]	3-10 [2]	3-10 [3]	3-10 [4]	3-10 [5]	3-10 [6]	3-10 [7]
STD	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
MID	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
HIGH	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%

		RAMP UP TIME (sec)	RAMP DOWN TIME (sec)	CURRENT LIMIT	TERMINAL 18 DIGITAL INPUT	TERMINAL 19 DIGITAL INPUT	TERMINAL 27 DIGITAL INPUT	TERMINAL 29 DIGITAL INPUT	RESET MODE	AUTO. RESTART TIME (sec)	RFI FILTER
Motor Option	Voltage	3-41	3-42	4-18	5-10	5-11	5-12	5-13	14-20	14-21	14-50
STD	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
MID	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
HIGH	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]

Table 25 — 50LC\*\*08 VFD Unit Parameters

					REGIONAL SETTINGS	GRID TYPE	MOTOR POWER	MOTOR VOLTAGE	MOTOR FREQUENCY (Hz)	MOTOR CURRENT (MUST-HOLD AMPS)	MOTOR NOMINAL SPEED (RPM)
Motor Option	Voltage	Motor P/N	VFD Carrier P/N	VFD Mfr P/N	0-03	0-06	1-20	1-22	1-23	1-24	1-25
STD	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
MID	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
HIGH	208/203	HD58FE654	HK30WA371	131L9796	[1]	[102]	[10]	230	60	9.2	1735
	460	HD58FE654	HK30WA377	131L9864	[1]	[122]	[10]	460	60	4.2	1735
	575	HD58FE577	HK30WA383	131N0227	[1]	[132]	[11]	575	60	4.9	1710
ULTRA	208/203	HD60FE656	HK30WA372	131L9797	[1]	[102]	[11]	230	60	11.7	1750
	460	HD60FE656	HK30WA378	131L9865	[1]	[122]	[11]	460	60	5.4	1750
	575	HD58FE577	HK30WA383	131N0227	[1]	[132]	[11]	575	60	4.9	1710

		START DELAY (sec)	FLYING START	MIN SPEED FOR FUNCTION (Hz)	MOTOR THERMAL PROTECTION	PRESET REFERENCE							
Motor Option	Voltage	1-71	1-73	1-82	1-90	3-10 [0]	3-10 [1]	3-10 [2]	3-10 [3]	3-10 [4]	3-10 [5]	3-10 [6]	3-10 [7]
STD	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
MID	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
HIGH	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
ULTRA	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%

		RAMP UP TIME (sec)	RAMP DOWN TIME (sec)	CURRENT LIMIT	TERMINAL 18 DIGITAL INPUT	TERMINAL 19 DIGITAL INPUT	TERMINAL 27 DIGITAL INPUT	TERMINAL 29 DIGITAL INPUT	RESET MODE	AUTO. RESTART TIME (sec)	RFI FILTER
Motor Option	Voltage	3-41	3-42	4-18	5-10	5-11	5-12	5-13	14-20	14-21	14-50
STD	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
MID	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
HIGH	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
ULTRA	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]

Table 26 — 50LC\*\*09 VFD Unit Parameters

					REGIONAL SETTINGS	GRID TYPE	MOTOR POWER	MOTOR VOLTAGE	MOTOR FREQUENCY (Hz)	MOTOR CURRENT (MUST-HOLD AMPS)	MOTOR NOMINAL SPEED (RPM)
Motor Option	Voltage	Motor P/N	VFD Carrier P/N	VFD Mfr P/N	0-03	0-06	1-20	1-22	1-23	1-24	1-25
STD	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
MID	208/203	HD56FR233	HK30WA370	131L9795	[1]	[102]	[9]	230	60	5.8	1695
	460	HD56FR463	HK30WA376	131L9863	[1]	[122]	[9]	460	60	2.9	1690
	575	HD56FR579	HK30WA382	131N0225	[1]	[132]	[9]	575	60	3.1	1690
HIGH	208/203	HD60FE656	HK30WA372	131L9797	[1]	[102]	[11]	230	60	11.7	1750
	460	HD60FE656	HK30WA378	131L9865	[1]	[122]	[11]	460	60	5.4	1750
	575	HD58FE577	HK30WA383	131N0227	[1]	[132]	[11]	575	60	4.9	1710
ULTRA	208/203	HD60FK658	HK30WA372	131L9797	[1]	[102]	[13]	230	60	13.6	1745
	460	HD60FK658	HK30WA379	131L9866	[1]	[122]	[13]	460	60	6.8	1745
	575	HD60FE576	HK30WA387	134F0217	[1]	[132]	[13]	575	60	6.0	1745

		START DELAY (sec)	FLYING START	MIN SPEED FOR FUNCTION (Hz)	MOTOR THERMAL PROTECTION	PRESET REFERENCE							
Motor Option	Voltage	1-71	1-73	1-82	1-90	3-10 [0]	3-10 [1]	3-10 [2]	3-10 [3]	3-10 [4]	3-10 [5]	3-10 [6]	3-10 [7]
STD	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
MID	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
HIGH	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
ULTRA	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%

		RAMP UP TIME (sec)	RAMP DOWN TIME (sec)	CURRENT LIMIT	TERMINAL 18 DIGITAL INPUT	TERMINAL 19 DIGITAL INPUT	TERMINAL 27 DIGITAL INPUT	TERMINAL 29 DIGITAL INPUT	RESET MODE	AUTO. RESTART TIME (sec)	RFI FILTER
Motor Option	Voltage	3-41	3-42	4-18	5-10	5-11	5-12	5-13	14-20	14-21	14-50
STD	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
MID	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
HIGH	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
ULTRA	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]

Table 27 — 50LC\*\*12 VFD Unit Parameters

					REGIONAL SETTINGS	GRID TYPE	MOTOR POWER	MOTOR VOLTAGE	MOTOR FREQUENCY (Hz)	MOTOR CURRENT (MUST-HOLD AMPS)	MOTOR NOMINAL SPEED (RPM)
Motor Option	Voltage	Motor P/N	VFD Carrier P/N	VFD Mfr P/N	0-03	0-06	1-20	1-22	1-23	1-24	1-25
STD	208/203	HD56FE653	HK30WA371	131L9796	[1]	[102]	[10]	230	60	7.9	1680
	460	HD56FE653	HK30WA377	131L9864	[1]	[122]	[10]	460	60	3.6	1680
	575	HD56FE577	HK30WA382	131N0225	[1]	[132]	[11]	575	60	3.8	1680
MID	208/203	HD58FE654	HK30WA371	131L9796	[1]	[102]	[10]	230	60	9.2	1735
	460	HD58FE654	HK30WA377	131L9864	[1]	[122]	[10]	460	60	4.2	1735
	575	HD58FE577	HK30WA383	131N0227	[1]	[132]	[11]	575	60	4.9	1710
HIGH	208/203	HD60FK658	HK30WA372	131L9797	[1]	[102]	[13]	230	60	13.6	1745
	460	HD60FK658	HK30WA379	131L9866	[1]	[122]	[13]	460	60	6.8	1745
	575	HD60FE576	HK30WA387	134F0217	[1]	[132]	[13]	575	60	6.0	1745

		START DELAY (sec)	FLYING START	MIN SPEED FOR FUNCTION (Hz)	MOTOR THERMAL PROTECTION	PRESET REFERENCE							
Motor Option	Voltage	1-71	1-73	1-82	1-90	3-10 [0]	3-10 [1]	3-10 [2]	3-10 [3]	3-10 [4]	3-10 [5]	3-10 [6]	3-10 [7]
STD	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
MID	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
HIGH	208/203	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	460	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%
	575	2.0	[1]	1.0	[4]	0%	66.50%	66.50%	100%	100%	0%	0%	0%

		RAMP UP TIME (sec)	RAMP DOWN TIME (sec)	CURRENT LIMIT	TERMINAL 18 DIGITAL INPUT	TERMINAL 19 DIGITAL INPUT	TERMINAL 27 DIGITAL INPUT	TERMINAL 29 DIGITAL INPUT	RESET MODE	AUTO. RESTART TIME (sec)	RFI FILTER
Motor Option	Voltage	3-41	3-42	4-18	5-10	5-11	5-12	5-13	14-20	14-21	14-50
STD	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
MID	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
HIGH	208/203	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	460	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]
	575	10.00	10.00	100%	[8]	[16]	[17]	[18]	[3]	600	[0]

## FASTENER TORQUE VALUES

See Table 28 for torque values.

**Table 28 — Torque Values**

LOCATION	TORQUE VALUES	
Supply fan motor mounting	120 ± 12 in-lb	13.5 ± 1.4 Nm
Supply fan motor adjustment plate	120 ± 12 in-lb	13.5 ± 1.4 Nm
Motor pulley setscrew	72 ± 5 in-lb	8.1 ± 0.6 Nm
Fan pulley setscrew	72 ± 5 in-lb	8.1 ± 0.6 Nm
Blower wheel hub setscrew	72 ± 5 in-lb	8.1 ± 0.6 Nm
Bearing locking collar setscrew	65 to 70 in-lb	7.3 to 7.9 Nm
Compressor mounting bolts	65 to 75 in-lb	7.3 to 7.9 Nm
Condenser fan motor mounting bolts	20 ± 2 in-lb	2.3 ± 0.2 Nm
Condenser fan hub setscrew	84 ± 12 in-lb	9.5 ± 1.4 Nm



## APPENDIX A — MODEL NUMBER NOMENCLATURE

Position:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Example:	5	0	L	C	D	0	1	2	A	1	A	5	-	0	A	0	A	0

**Unit Heat Type**

50 - Electric Cooling/Heating  
Packaged Rooftop

**Model Series - WeatherExpert®**

LC - Ultra High Efficiency

**Heat Options**

0 = Standard - No Electric Heat  
D = Low Electric Heat  
E = Medium Electric Heat  
F = High Electric Heat

**Refrig. Systems Options**

0 = Three stage cooling capacity control with TXV  
A = Three stage cooling capacity control with TXV and Humidi-MiZer® System

**Cooling Tons**

07 - 6 ton  
08 - 7.5 ton  
09 - 8.5 ton  
12 - 10 ton

**Sensor Options**

A = None  
B = RA Smoke Detector  
C = SA Smoke Detector  
D = RA + SA Smoke Detector  
E = CO<sub>2</sub>  
F = RA Smoke Detector and CO<sub>2</sub>  
G = SA Smoke Detector and CO<sub>2</sub>  
H = RA + SA Smoke Detector and CO<sub>2</sub>  
J = Condensate Overflow Switch  
K = Condensate Overflow Switch and RA Smoke Detector  
L = Condensate Overflow Switch and RA + SA Smoke Detectors

**Indoor Fan Options**

1 = Standard Static Belt Drive with VFD controller  
2 = Medium Static Belt Drive with VFD controller  
3 = High Static Belt Drive with VFD controller  
4 = Ultra High Static Belt Drive with VFD controller (08, 09 only)

**Coil Options: Fin/Tube (Condenser – Evaporator – Hail Guard)**

A = Al/Cu – Al/Cu  
B = Precoat Al/Cu – Al/Cu  
C = E-coat Al/Cu – Al/Cu  
D = E-coat Al/Cu – E-coat Al/Cu  
E = Cu/Cu – Al/Cu  
F = Cu/Cu – Cu/Cu  
M = Al/Cu – Al/Cu – Louvered Hail Guard  
N = Precoat Al/Cu – Al/Cu – Louvered Hail Guard  
P = E-coat Al/Cu – Al/Cu – Louvered Hail Guard  
Q = E-coat Al/Cu – E-coat Al/Cu – Louvered Hail Guard  
R = Cu/Cu – Al/Cu – Louvered Hail Guard  
S = Cu/Cu – Cu/Cu – Louvered Hail Guard

**Packaging**

0 = Standard  
1 = LTL

**Electrical Options**

A = None  
B = HACR Circuit Breaker  
C = Non-Fused Disconnect  
D = Thru-The-Base Connections  
E = HACR Circuit Breaker and Thru-The Base Connections  
F = Non-Fused Disconnect and Thru-The-Base Connections

**Service Options**

0 = None  
1 = Unpowered Convenience Outlet  
2 = Powered Convenience Outlet  
3 = Hinged Panels  
4 = Hinged Panels and Unpowered Convenience Outlet  
5 = Hinged Panels and Powered Convenience Outlet

**Intake / Exhaust Options**

A = None  
B = Low Leak Temperature Economizer with Barometric Relief  
E = Low Leak Enthalpy Economizer with Barometric Relief  
N = Ultra Low Leak Temperature Economizer with Barometric Relief  
R = Ultra Low Leak Enthalpy Economizer with Barometric Relief

**Base Unit Controls**

0 = Electro-mechanical Controls  
1 = RTU Open Multi-Protocol Controller  
4 = SystemVu™ Controller

**Design Revision**

- = Factory Design Revision

**Voltage**

1 = 575/3/60  
5 = 208-230/3/60  
6 = 460/3/60

**Fig. A — 50LC\*\*07-12 Model Number Nomenclature**

**APPENDIX B — PHYSICAL DATA**

**Table A — 50LC\*\*07-12 Physical Data (6 ton 10 Tons)**

		50LC*007	50LC*008	50LC*009	50LC*012
<b>REFRIGERATION SYSTEM</b>					
	# Circuits / # Comp. / Type	1/2/Scroll	1/2/Scroll	1/2/Scroll	1/2/Scroll
	RTPF models R-410A charge A/B (lbs - oz)	15 - 8	22 - 5	25-11	24-15
	Alternate (Humidi-MiZer) R-410A charge A/B (lbs - oz)	23-5	27-6	34-0	31-8
	oil A/B (oz)	25/42	42/42	42/42	42/42
	Metering device	TXV	TXV	TXV	TXV
	High-press. Trip / Reset (psig)	630 / 505	630 / 505	630 / 505	630 / 505
	Low-press. Trip / Reset (psig)	—	—	54/117	54/117
	Loss of charge Trip / Reset (psig)	27 / 44	27 / 44	—	—
<b>EVAP. COIL</b>					
	Material	Cu / Al	Cu / Al	Cu / Al	Cu / Al
	Coil type	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF
	Coil length (in.)	40	52.5	52.5	52.5
	Coil height (in.)	40	48	48	48
	Rows / FPI	4 / 15	4 / 15	4 / 15	4 / 15
	Total face area (ft <sup>2</sup> )	11.1	17.5	17.5	17.5
	Condensate drain conn. size	<sup>3</sup> / <sub>4</sub> -in.	<sup>3</sup> / <sub>4</sub> -in.	<sup>3</sup> / <sub>4</sub> -in.	<sup>3</sup> / <sub>4</sub> -in.
<b>HUMIDI-MIZER COIL</b>					
	Material	Cu / Al	Cu / Al	Cu / Al	Cu / Al
	Coil type	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF
	Coil length (in.)	38	49.5	49.5	49.5
	Coil height (in.)	32	40	40	40
	Rows / FPI	2 / 18	1 / 18	1 / 18	1 / 18
	Total face area (ft <sup>2</sup> )	8.4	13.8	13.8	13.8
<b>EVAP. FAN AND MOTOR</b>					
<b>Standard Static 3 phase</b>	Motor qty / Drive type	1 / Belt	1 / Belt	1 / Belt	1 / Belt
	Max BHP	1.7	1.7	1.7	2.4
	RPM range	356-534	338-507	338-507	375-563
	Motor frame size	56	56	56	56Z
	Fan qty / Type	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal
	Fan diameter (in.)	15.5 x 15	18.5 x 18	18.5 x 18	18.5 X 18
<b>Medium Static 3 phase</b>	Motor qty / Drive type	1 / Belt	1 / Belt	1 / Belt	1 / Belt
	Max BHP	1.7	1.7	1.7	2.9
	RPM range	539-809	488-675	488-675	547-757
	Motor frame size	56	56	56	56
	Fan qty / Type	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal
	Fan diameter (in.)	15.5 x 15	18.5 x 18	18.5 x 18	18.5 X 18
<b>High Static 3 phase</b>	Motor qty / Drive type	1 / Belt	1 / Belt	1 / Belt	1 / Belt
	Max BHP	2.9	2.9	3.7	4.9
	RPM range	799-1054	623-863	675-863	760-960
	Motor frame size	56	56	56HZ	145TZ
	Fan qty / Type	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal	1 / Centrifugal
	Fan diameter (in.)	15.5 x 15	18.5 x 18	18.5 x 18	18.5 X 18
<b>Ultra Static 3 phase</b>	Motor qty / Drive type	—	1 / Belt	1 / Belt	—
	Max BHP (208/230/460/575v)	—	3.7	4.9	—
	RPM range	—	847-1150	832-1021	—
	Motor frame size	—	56HZ	145TZ	—
	Fan qty / Type	—	1 / Centrifugal	1 / Centrifugal	—
	Fan diameter (in.)	—	18.5 x 18	18.5 x 18	—
<b>CONDENSOR COIL 1</b>					
	Material	Cu / Al	Cu / Al	Cu / Al	Cu / Al
	Coil type	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF
	Coil length (in.)	82	100	64	64
	Coil height (in.)	44	52	52	52
	Rows / FPI	2 / 18	2 / 18	2/18	2/18
	Total face area (ft <sup>2</sup> )	25.1	36.1	23.1	23.1



## APPENDIX B — PHYSICAL DATA

**Table A — 50LC\*\*07-12 Physical Data (6 ton 10 Tons) (cont)**

	50LC*007	50LC*008	50LC*009	50LC*012
<b>CONDENSOR COIL 2</b>				
Material	—	—	Cu / Al	Cu / Al
Coil type	—	—	<sup>5</sup> / <sub>16</sub> -in. RTPF	<sup>5</sup> / <sub>16</sub> -in. RTPF
Coil length (in.)	—	—	64	64
Coil height (in.)	—	—	52	52
Rows / FPI	—	—	2/18	2/18
Total face area (ft <sup>2</sup> )	—	—	23.1	23.1
<b>CONDENSOR FAN/MOTOR</b>				
Qty / Motor drive type	2 / direct	3 / direct	3 / direct	3 / direct
Motor HP / RPM	<sup>1</sup> / <sub>3</sub> / 1000	<sup>1</sup> / <sub>3</sub> / 1000	<sup>1</sup> / <sub>3</sub> / 1000	<sup>1</sup> / <sub>3</sub> / 1000
Fan diameter (in.)	22	22	22	22
<b>FILTERS</b>				
RA filter # / Size (in.)	4 / 20 x 20 x 2	6 / 18 x 24 x 2	6 / 18 x 24 x 2	6 / 18 x 24 x 2
OA inlet screen # / Size (in.)	V 2 / 24 x 27 x 1 H 1 / 30 x 39 x1	V 2 / 24 x 27 x 1 H 1 / 30 x 39 x1	V 2 / 24 x 27 x 1 H 1 / 30 x 39 x2	V 2 / 24 x 27 x 1 H 1 / 30 x 39 x2



## APPENDIX C — FAN DATA

### GENERAL FAN PERFORMANCE NOTES

1. Interpolation is permissible. Do not extrapolate.
2. External static pressure is the static pressure difference between the return duct and the supply duct plus the static pressure caused by any FIOPs or accessories.
3. Tabular data accounts for pressure loss due to clean filters, unit casing, and wet coils. Factory options and accessories may add static pressure losses. Selection software is available, through your salesperson, to help you select the best motor/drive combination for your application.
4. The Fan Performance tables offer motor/drive recommendations. In cases when two motor/drive combinations would work, Carrier recommends the lower horsepower option.
5. For information on the electrical properties of Carrier motors, please see the Electrical information section of this book.
6. For more information on the performance limits of Carrier motors, see the application data section of this book.
7. The EPACT (Energy Policy Act) regulates energy requirements for specific types of indoor fan motors. Motors regulated by EPACT include any general purpose, T-frame (three-digit, 143 and larger), single-speed, foot mounted, polyphase, squirrel cage induction motors of NEMA (National Electrical Manufacturers Association) design A and B, manufactured for use in the United States. Ranging from 1 to 200 Hp, these continuous-duty motors operate on 230 and 460 volt, 60 Hz power. If a motor does not fit into these specifications, the motor does not have to be replaced by an EPACT compliant energy-efficient motor. Variable-speed motors are exempt from EPACT compliance requirements.



## APPENDIX C — FAN DATA

### Table B — 50LC\*\*07 Horizontal Supply (6 tons)

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
1800	366	0.19	466	0.30	555	0.42	635	0.55	707	0.69
1950	379	0.22	474	0.33	560	0.46	638	0.60	709	0.75
2100	394	0.26	483	0.38	566	0.51	642	0.65	711	0.80
2250	409	0.31	493	0.43	573	0.56	647	0.71	715	0.87
2400	426	0.36	505	0.48	581	0.62	652	0.77	719	0.94
2550	443	0.41	517	0.54	590	0.68	659	0.84	724	1.01
2700	460	0.48	531	0.61	600	0.75	667	0.92	730	1.09
2850	478	0.55	545	0.68	611	0.83	675	1.00	737	1.17
3000	497	0.62	560	0.76	623	0.92	685	1.09	744	1.27

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
1800	772	0.84	833	1.00	890	1.16	943	1.33	994	1.50
1950	774	0.90	834	1.06	891	1.23	944	1.40	995	1.58
2100	776	0.96	836	1.13	892	1.31	945	1.49	995	1.67
2250	778	1.03	838	1.21	894	1.39	946	1.57	996	1.76
2400	782	1.11	840	1.29	895	1.47	948	1.66	998	1.86
2550	785	1.19	843	1.37	898	1.56	950	1.76	999	1.96
2700	790	1.27	847	1.46	901	1.66	952	1.86	1001	2.07
2850	795	1.36	851	1.56	904	1.76	955	1.97	1004	2.18
3000	802	1.46	856	1.66	909	1.87	959	2.08	1007	2.30

Standard static: 356-534 rpm; 1.7 max BHP

Mid static: 539-809 rpm; 1.7 max BHP

High static: 799-1054 rpm; 2.9 max BHP

### Table C — 50LC\*\*07 Vertical Supply (6 tons)

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
1800	392	0.22	492	0.33	580	0.46	658	0.59	729	0.74
1950	408	0.25	502	0.37	587	0.51	664	0.65	733	0.80
2100	425	0.30	514	0.42	596	0.56	670	0.71	739	0.87
2250	442	0.35	526	0.48	605	0.62	678	0.78	745	0.94
2400	460	0.41	540	0.54	616	0.69	686	0.85	752	1.02
2550	479	0.47	555	0.61	627	0.77	696	0.93	760	1.11
2700	499	0.55	570	0.69	640	0.85	706	1.02	768	1.20
2850	519	0.63	587	0.77	653	0.94	717	1.12	778	1.30
3000	539	0.71	604	0.87	667	1.04	729	1.22	788	1.41

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
1800	793	0.89	854	1.05	910	1.22	963	1.39	1013	1.57
1950	798	0.96	857	1.13	913	1.30	966	1.48	1016	1.66
2100	802	1.04	861	1.21	917	1.39	969	1.57	1019	1.76
2250	807	1.12	866	1.30	921	1.48	973	1.67	1022	1.87
2400	813	1.20	871	1.39	926	1.58	977	1.78	1026	1.98
2550	820	1.29	877	1.49	931	1.68	982	1.89	1031	2.10
2700	827	1.39	883	1.59	936	1.79	987	2.00	1035	2.22
2850	835	1.50	890	1.70	943	1.91	993	2.13	1040	2.35
3000	844	1.61	898	1.82	949	2.04	999	2.26	1046	2.49

Standard static: 356-534 rpm; 1.7 max BHP

Mid static: 539-809 rpm; 1.7 max BHP

High static: 799-1054 rpm; 2.9 max BHP

## APPENDIX C — FAN DATA

**Table D — 50LC\*\*08 Horizontal Supply (7.5 tons)**

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2250</b>	<b>317</b>	<b>0.21</b>	426	0.41	511	0.65	583	0.91	644	1.18
<b>2438</b>	<b>323</b>	<b>0.24</b>	429	0.44	515	0.69	587	0.95	649	1.24
<b>2625</b>	<b>331</b>	<b>0.27</b>	433	0.48	519	0.73	591	1.00	654	1.30
<b>2813</b>	339	0.30	438	0.51	522	0.77	595	1.05	658	1.36
<b>3000</b>	348	0.34	443	0.55	526	0.82	598	1.11	662	1.42
<b>3188</b>	358	0.38	448	0.60	530	0.87	602	1.17	666	1.49
<b>3375</b>	369	0.43	455	0.65	534	0.92	606	1.23	669	1.56
<b>3563</b>	380	0.48	462	0.71	539	0.98	610	1.29	673	1.63
<b>3750</b>	392	0.54	469	0.77	544	1.04	614	1.36	677	1.70

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2250</b>	700	1.48	750	1.78	797	2.11	840	2.44	881	2.79
<b>2438</b>	705	1.54	756	1.86	803	2.19	847	2.54	888	2.90
<b>2625</b>	710	1.61	762	1.94	809	2.28	853	2.64	895	3.01
<b>2813</b>	715	1.68	767	2.02	814	2.38	859	2.74	901	3.12
<b>3000</b>	719	1.76	771	2.11	819	2.47	864	2.84	906	3.23
<b>3188</b>	723	1.83	776	2.19	824	2.56	869	2.95	912	3.35
<b>3375</b>	727	1.91	780	2.28	828	2.66	874	3.05	916	3.46
<b>3563</b>	731	1.99	783	2.36	832	2.76	878	3.16	921	3.58
<b>3750</b>	734	2.07	787	2.46	836	2.86	882	3.27	926	3.70

- Standard static: 338-507 rpm; 1.7 max BHP
- Mid static: 488-675 rpm; 1.7 max BHP
- High static: 623-863 rpm; 2.9 max BHP
- Ultra high static: 847-1150 rpm; 3.7 max BHP

**Boldface** indicates field-supplied drive is required (standard motor, motor pulley = KR11HY151, blower pulley = AK114 1 3/16, belt = A47) 308-462 rpm.

## APPENDIX C — FAN DATA

### Table E — 50LC\*\*08 Vertical Supply (7.5 tons)

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2250</b>	<b>328</b>	<b>0.23</b>	438	0.44	521	0.68	588	0.93	647	1.19
<b>2438</b>	<b>335</b>	<b>0.25</b>	443	0.48	527	0.73	596	0.99	655	1.27
<b>2625</b>	342	0.28	448	0.51	533	0.77	602	1.05	662	1.34
<b>2813</b>	349	0.32	454	0.56	538	0.83	608	1.12	669	1.42
<b>3000</b>	358	0.36	459	0.60	543	0.88	614	1.18	675	1.50
<b>3188</b>	367	0.40	465	0.65	548	0.94	620	1.25	681	1.58
<b>3375</b>	378	0.45	471	0.70	554	1.00	625	1.32	687	1.66
<b>3563</b>	388	0.50	477	0.75	559	1.06	630	1.39	693	1.75
<b>3750</b>	400	0.56	484	0.82	564	1.13	635	1.47	698	1.83

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2250</b>	699	1.47	746	1.76	790	2.06	830	2.36	869	2.68
<b>2438</b>	707	1.56	755	1.86	799	2.17	840	2.49	879	2.81
<b>2625</b>	715	1.64	764	1.96	808	2.28	850	2.61	889	2.95
<b>2813</b>	723	1.73	772	2.06	817	2.40	859	2.74	898	3.09
<b>3000</b>	730	1.83	779	2.16	825	2.51	867	2.87	907	3.24
<b>3188</b>	737	1.92	786	2.27	832	2.63	875	3.00	915	3.38
<b>3375</b>	743	2.01	793	2.38	840	2.75	883	3.14	923	3.53
<b>3563</b>	749	2.11	800	2.49	846	2.88	890	3.27	931	3.68
<b>3750</b>	754	2.21	806	2.60	853	3.00	897	3.41	938	3.83

Standard static: 338-507 rpm; 1.7 max BHP

Mid static: 488-675 rpm; 1.7 max BHP

High static: 623-863 rpm; 2.9 max BHP

Ultra high static: 847-1150 rpm; 3.7 max BHP

**Boldface** indicates field-supplied drive is required (standard motor, motor pulley = KR11HY151, blower pulley = AK114 1 3/16, belt = A47) 308-462 rpm.

*Italics* indicate field-supplied motor and drive are required (Motor = HD60FK658, motor pulley = KR11HY213, blower pulley = KR11AK215, belt = KR29AF048) 836-1006 rpm.

## APPENDIX C — FAN DATA

**Table F — 50LC\*\*09 Horizontal Supply (8.5 tons)**

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2550</b>	<b>328</b>	<b>0.25</b>	432	0.46	517	0.71	589	0.98	652	1.28
<b>2763</b>	<b>337</b>	<b>0.29</b>	437	0.50	521	0.76	594	1.04	657	1.34
<b>2975</b>	347	0.33	442	0.55	526	0.81	598	1.10	661	1.42
<b>3188</b>	358	0.38	448	0.60	530	0.87	602	1.17	666	1.49
<b>3400</b>	371	0.44	456	0.66	535	0.93	606	1.24	670	1.57
<b>3613</b>	384	0.50	464	0.72	541	1.00	611	1.31	674	1.65
<b>3825</b>	397	0.57	473	0.79	547	1.07	615	1.39	678	1.74
<b>4038</b>	411	0.64	483	0.87	554	1.15	621	1.48	683	1.83
<b>4250</b>	426	0.73	493	0.96	561	1.24	626	1.57	687	1.93

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>2550</b>	708	1.59	759	1.91	807	2.25	851	2.60	<b>892</b>	<b>2.96</b>
<b>2763</b>	714	1.67	765	2.00	813	2.35	857	2.71	899	3.09
<b>2975</b>	719	1.75	771	2.09	819	2.46	863	2.83	906	3.22
<b>3188</b>	723	1.83	776	2.19	824	2.56	869	2.95	912	3.35
<b>3400</b>	727	1.92	780	2.29	829	2.67	874	3.07	917	3.48
<b>3613</b>	732	2.01	785	2.39	834	2.78	879	3.19	922	3.61
<b>3825</b>	736	2.11	789	2.49	838	2.90	884	3.32	927	3.75
<b>4038</b>	740	2.21	793	2.60	842	3.02	888	3.45	932	3.89
<b>4250</b>	744	2.31	797	2.72	846	3.14	893	3.58	936	4.03

- Standard static: 338-507 rpm; 1.7 max BHP
- Mid static: 488-675 rpm; 1.7 max BHP
- High static: 675-863 rpm; 3.7 max BHP
- Ultra high static: 832-1021 rpm; 4.9 max BHP

**Boldface** indicates field-supplied drive is required (standard motor, motor pulley = KR11HY151, blower pulley = AK114 1 3/16, belt = A47) 308-462 rpm.

## APPENDIX C — FAN DATA

**Table G — 50LC\*\*09 Vertical Supply (8.5 tons)**

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
2550	339	0.27	446	0.50	530	0.76	600	1.03	659	1.31
2763	347	0.31	452	0.54	537	0.81	607	1.10	667	1.40
2975	357	0.35	458	0.59	543	0.87	613	1.17	675	1.49
3188	367	0.40	465	0.65	548	0.94	620	1.25	681	1.58
3400	379	0.46	471	0.71	554	1.01	626	1.33	688	1.67
3613	391	0.52	479	0.77	560	1.08	631	1.41	694	1.77
3825	405	0.59	488	0.84	566	1.16	637	1.50	700	1.87
4038	418	0.66	497	0.92	573	1.24	643	1.60	706	1.98
4250	432	0.75	507	1.01	580	1.33	649	1.70	712	2.09

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
2550	712	1.61	760	1.92	805	2.23	846	2.56	885	2.90
2763	721	1.71	770	2.03	815	2.36	856	2.71	895	3.06
2975	729	1.81	778	2.15	824	2.50	866	2.85	906	3.22
3188	737	1.92	786	2.27	832	2.63	875	3.00	915	3.38
3400	744	2.03	794	2.39	841	2.77	884	3.15	924	3.55
3613	750	2.14	801	2.52	848	2.91	892	3.31	933	3.72
3825	757	2.25	808	2.65	855	3.05	899	3.47	941	3.89
4038	763	2.37	814	2.78	862	3.20	907	3.63	948	4.06
4250	769	2.49	821	2.92	869	3.35	913	3.79	955	4.24

- Standard static: 338-507 rpm; 1.7 max BHP
- Mid static: 488-675 rpm; 1.7 max BHP
- High static: 675-863 rpm; 3.7 max BHP
- Ultra high static: 832-1021 rpm; 4.9 max BHP



## APPENDIX C — FAN DATA

**Table H — 50LC\*\*12 Horizontal Supply (10 tons)**

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>3000</b>	<b>348</b>	<b>0.34</b>	443	0.55	526	0.82	598	1.11	662	1.42
<b>3250</b>	<b>362</b>	<b>0.40</b>	450	0.62	532	0.88	603	1.19	667	1.51
<b>3500</b>	377	0.46	459	0.69	538	0.96	608	1.27	672	1.61
<b>3750</b>	392	0.54	469	0.77	544	1.04	614	1.36	677	1.70
<b>4000</b>	409	0.63	481	0.86	552	1.14	620	1.46	682	1.81
<b>4250</b>	426	0.73	493	0.96	561	1.24	626	1.57	687	1.93
<b>4500</b>	443	0.84	506	1.07	571	1.36	634	1.69	693	2.05
<b>4750</b>	461	0.96	521	1.20	582	1.49	642	1.82	700	2.19
<b>5000</b>	480	1.10	536	1.34	594	1.64	651	1.97	708	2.34

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>3000</b>	719	1.76	<b>771</b>	2.11	819	2.47	864	2.84	906	3.23
<b>3250</b>	724	1.86	<b>777</b>	2.22	825	2.59	871	2.98	913	3.39
<b>3500</b>	729	1.96	<b>782</b>	2.34	831	2.72	877	3.13	920	3.54
<b>3750</b>	734	2.07	<b>787</b>	2.46	836	2.86	882	3.27	926	3.70
<b>4000</b>	739	2.19	<b>792</b>	2.58	841	3.00	888	3.42	931	3.86
<b>4250</b>	744	2.31	<b>797</b>	2.72	846	3.14	893	3.58	936	4.03
<b>4500</b>	749	2.45	<b>802</b>	2.86	851	3.29	897	3.74	941	4.21
<b>4750</b>	755	2.59	<b>807</b>	3.01	856	3.45	902	3.91	946	4.39
<b>5000</b>	761	2.75	<b>813</b>	3.18	861	3.63	907	4.09	951	4.58

Standard static: 375-563 rpm; 2.4 max BHP

Mid static: 547-757 rpm; 2.9 max BHP

High static: 760-960 rpm; 4.9 max BHP  
At 575v, BHP is 4.7

**Boldface** indicates field-supplied drive is required (Standard motor, motor pulley = KR11HY161, blower pulley = AK134 1 3/16, belt =KR30AE051) 340-470 rpm.



## APPENDIX C — FAN DATA

Table I — 50LC\*\*12 Vertical Supply (10 tons)

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	0.2		0.4		0.6		0.8		1.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>3000</b>	<b>358</b>	<b>0.36</b>	459	0.60	543	0.88	614	1.18	675	1.50
<b>3250</b>	<b>371</b>	<b>0.42</b>	467	0.66	550	0.96	621	1.27	683	1.61
<b>3500</b>	385	0.48	475	0.74	557	1.04	628	1.37	691	1.72
<b>3750</b>	400	0.56	484	0.82	564	1.13	635	1.47	698	1.83
<b>4000</b>	416	0.65	495	0.91	572	1.23	642	1.58	705	1.96
<b>4250</b>	432	0.75	507	1.01	580	1.33	649	1.70	712	2.09
<b>4500</b>	450	0.86	519	1.13	590	1.45	657	1.82	719	2.22
<b>4750</b>	468	0.99	533	1.26	600	1.58	665	1.96	726	2.37
<b>5000</b>	486	1.13	547	1.40	611	1.73	674	2.11	733	2.53

CFM	AVAILABLE EXTERNAL STATIC PRESSURE (in. wg)									
	1.2		1.4		1.6		1.8		2.0	
	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP	RPM	BHP
<b>3000</b>	730	1.83	779	2.16	825	2.51	867	2.87	907	3.24
<b>3250</b>	739	1.95	789	2.31	835	2.67	878	3.05	918	3.43
<b>3500</b>	747	2.08	798	2.45	844	2.83	887	3.23	928	3.63
<b>3750</b>	754	2.21	806	2.60	853	3.00	897	3.41	938	3.83
<b>4000</b>	762	2.35	813	2.76	861	3.17	905	3.60	947	4.03
<b>4250</b>	769	2.49	821	2.92	869	3.35	913	3.79	955	4.24
<b>4500</b>	775	2.65	828	3.08	876	3.53	921	3.99	<b>963</b>	<b>4.46</b>
<b>4750</b>	782	2.80	834	3.25	883	3.72	928	4.19	<b>971</b>	<b>4.68</b>
<b>5000</b>	789	2.97	841	3.44	890	3.91	936	4.40	<b>978</b>	<b>4.90</b>

Standard static: 375-563 rpm; 2.4 max BHP

Mid static: 547-757 rpm; 2.9 max BHP

High static: 760-960 rpm; 4.9 max BHP  
At 575v, BHP is 4.7

**Boldface** indicates field-supplied drive is required (Standard motor, motor pulley = KR11HY161, blower pulley = AK134 1 3/16, belt = KR30AE051) 340-470 rpm.

*Italics* indicate field-supplied drive is required (High Static motor, motor pulley = KR11HY213, blower pulley = KR51BH615, belt = KR29BF047) 880-1080 rpm.

## APPENDIX C — FAN DATA

### Table J — Pulley Adjustment

50LC UNIT		MOTOR/DRIVE COMBO	MOTOR PULLEY TURNS OPEN												
			0	0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6
07	3 phase	Standard Static	534	516	498	481	463	445	427	409	392	374	356	—	—
		Medium Static	809	782	755	728	701	674	647	620	593	566	539	—	—
		High Static	—	—	1054	1022	990	958	927	895	863	831	799	—	—
08	3 phase	Standard Static	507	490	473	456	439	423	406	389	372	355	338	—	—
		Medium Static	675	656	638	619	600	582	563	544	525	507	488	—	—
		High Static	863	839	815	791	767	743	719	695	671	647	623	—	—
		Super Static	—	—	1150	1120	1089	1059	1029	999	968	938	908	877	847
09	3 phase	Standard Static	507	490	473	456	439	423	406	389	372	355	338	—	—
		Medium Static	675	656	638	619	600	582	563	544	525	507	488	—	—
		High Static	863	844	825	807	788	769	750	731	713	694	675	—	—
		Super Static	1021	1002	983	964	945	927	908	889	870	851	832	—	—
12	3 phase	Standard Static	563	544	525	507	488	469	450	431	413	394	375	—	—
		Medium Static	757	736	715	694	673	652	631	610	589	568	547	—	—
		High Static	—	—	960	940	920	900	880	860	840	820	800	780	760

Factory setting



## APPENDIX D — WIRING DIAGRAMS

### Table K — Wiring Diagrams

SIZE	VOLTAGE	CONTROL			POWER	
		ELECTRO-MECH.	RTU OPEN	SYSTEMVU	ELECTRO-MECH. AND RTU OPEN	SYSTEMVU
50LC**07	208/230	48LC500460 - E (page 68)	48LC500465 - E (page 69)	48LC500543 - D (page 70)	48LC500462 - E (page 74)	48LC500547 - E (page 75)
	460					
	575					
50LC**08	208/230	48LC500467 - D (page 71)	48LC500155 - F (page 72)	48LC500545 - D (page 73)	48LC500443 - A (page 76)	48LC500551 - A (page 78)
	460				48LC500456 - E (page 77)	48LC500550 - E (page 79)
	575					
50LC**09	208/230	48LC500467 - D (page 71)	48LC500155 - F (page 72)	48LC500545 - D (page 73)	48LC500443 - A (page 76)	48LC500551 - A (page 78)
	460				48LC500456 - E (page 77)	48LC500550 - E (page 79)
	575					
50LC**12	208/230	48LC500467 - D (page 71)	48LC500155 - F (page 72)	48LC500545 - D (page 73)	48LC500443 - A (page 76)	48LC500551 - A (page 78)
	460				48LC500456 - E (page 77)	48LC500550 - E (page 79)
	575					



# APPENDIX D — WIRING DIAGRAMS

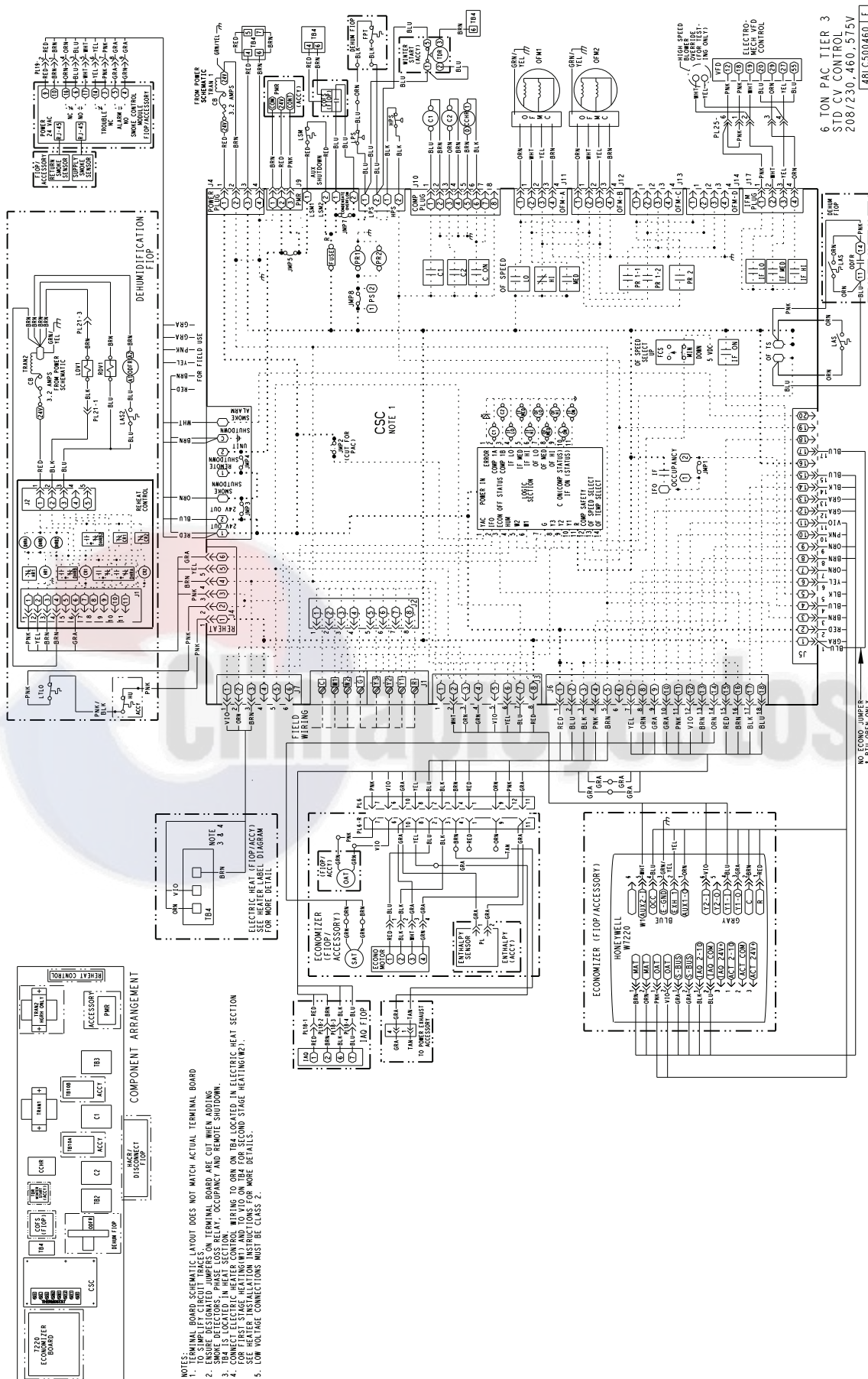
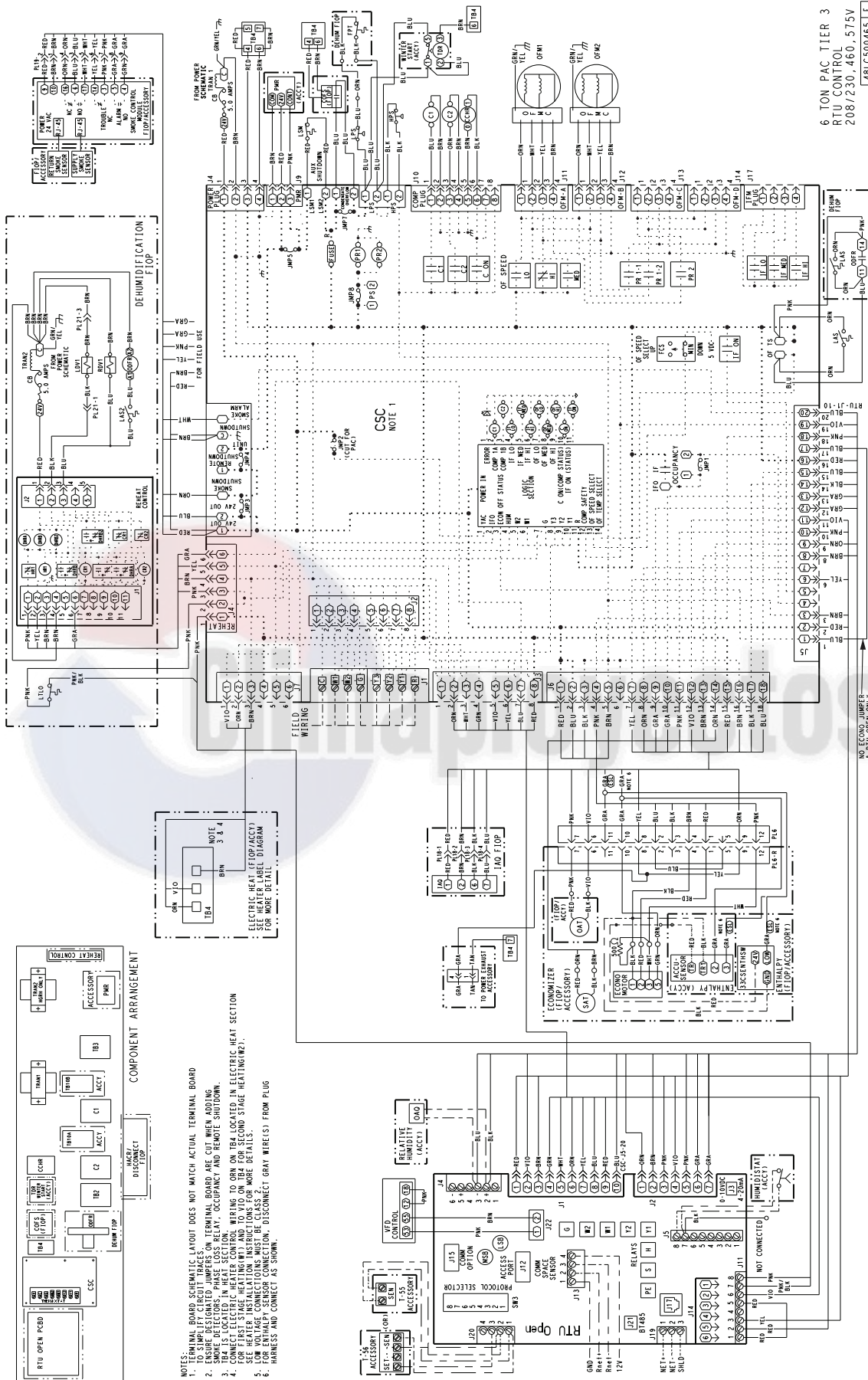


Fig. B — 50LC\*\*07 Control Wiring Diagram

# APPENDIX D — WIRING DIAGRAMS



- NOTES:
1. TO SIMPLIFY CREDIT TRACES, TERMINAL BOARD ARE OBTAINING.
  2. SMOKE DETECTOR, PHASE LOSS RELAY, OCCUPANCY AND REMOTE SHUTDOWN.
  3. TRAIL IS LOCATED IN HEAT SECTION. WIRING TO BURN ON TRAIL OCCURS IN ELECTRIC HEAT SECTION.
  4. FOR FIRST STAGE HEATING WIRING AND TO VIO ON TRAIL FOR SECOND STAGE HEATING TRAIL.
  5. SEE HEATER INSTALLATION INSTRUCTIONS FOR MORE DETAILS.
  6. FOR ENTHALPY SENSOR CONNECTION, DISCONNECT GRAY WIRE(S) FROM PLUG HARNESS AND CONNECT AS SHOWN.

Fig. C — 50LC\*\*07 RTU Open Control Wiring Diagram

APPENDIX D — WIRING DIAGRAMS

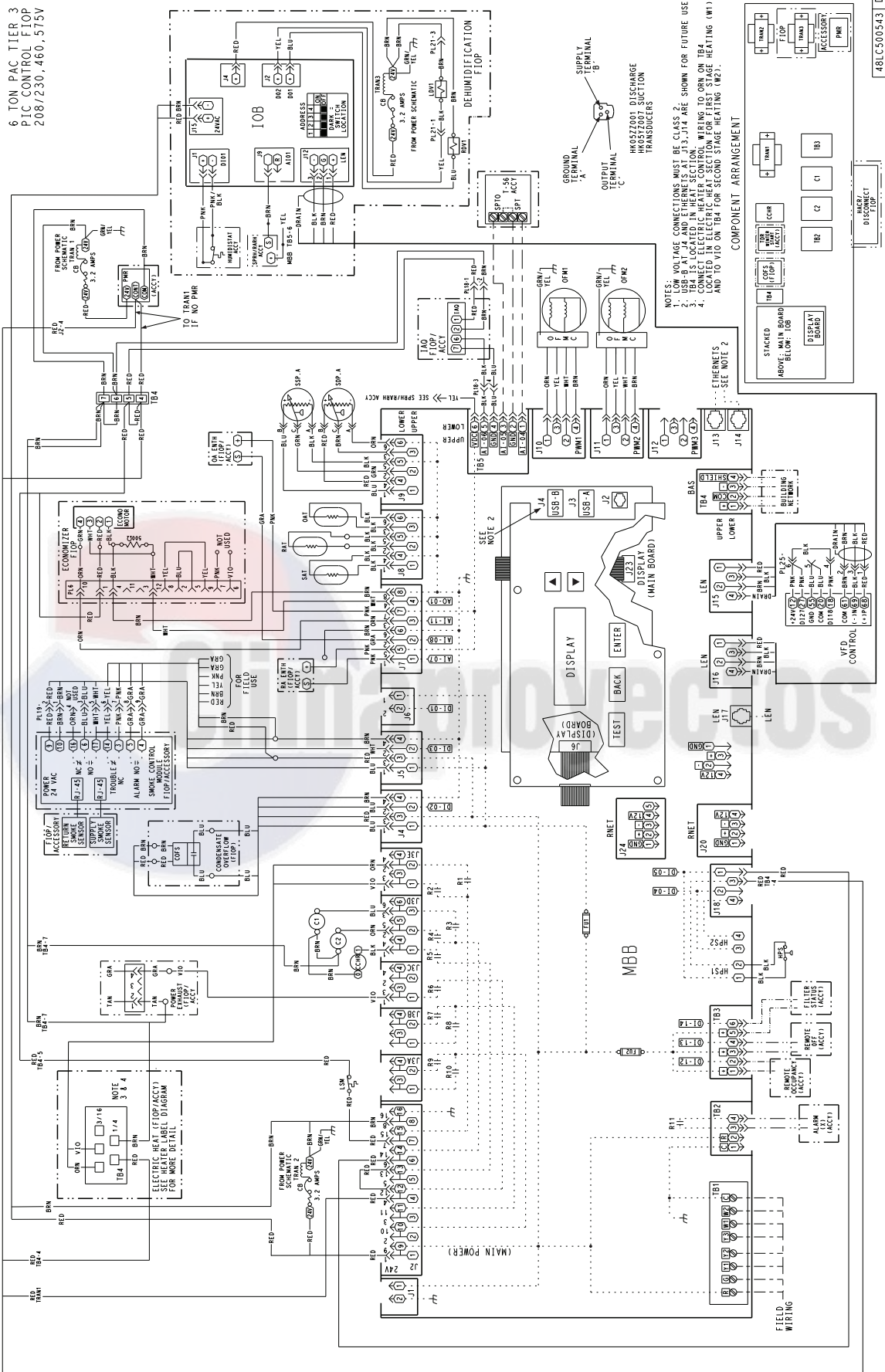
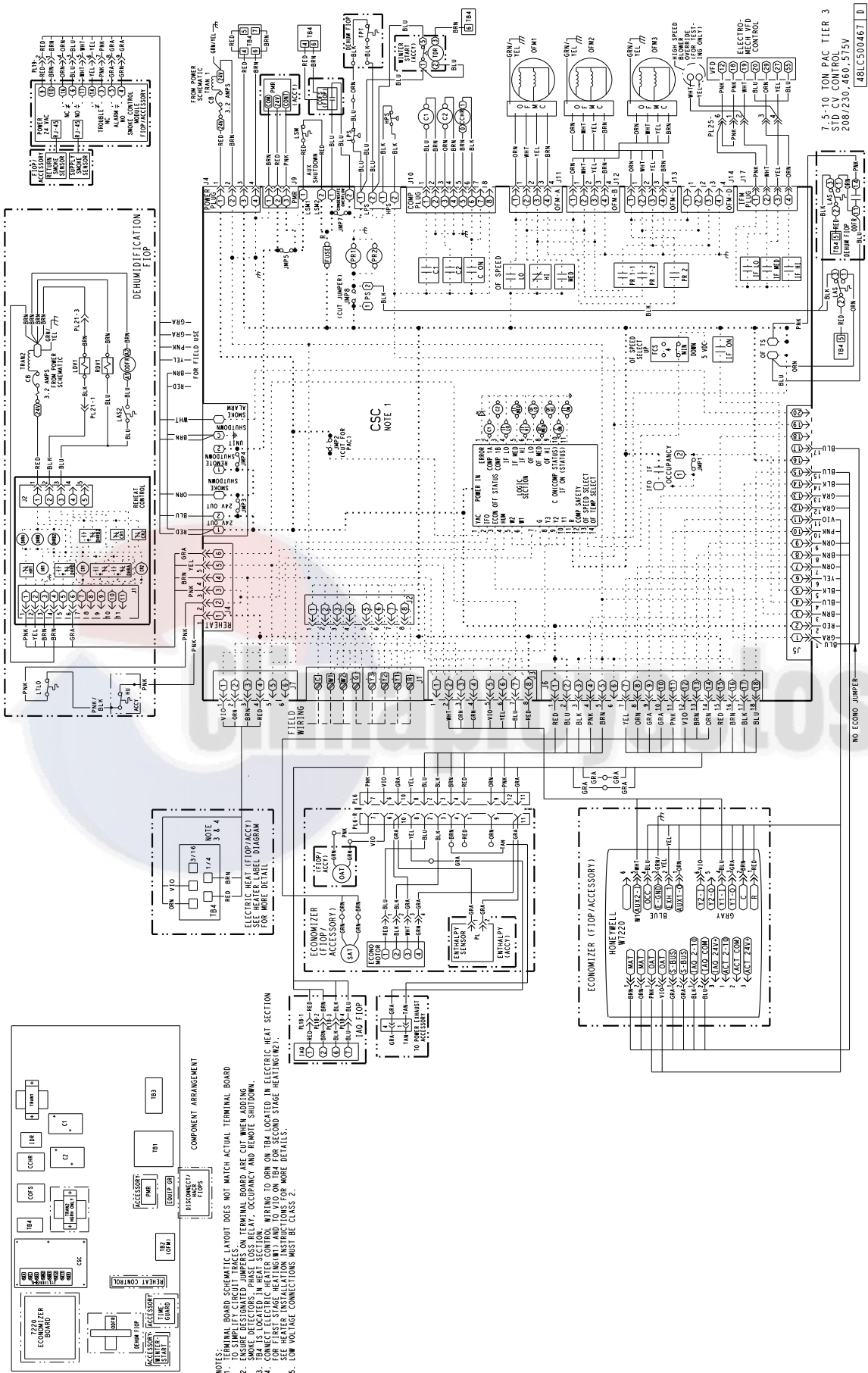


Fig. D — 50LC\*\*07 SystemVu Control Wiring Diagram

# APPENDIX D — WIRING DIAGRAMS



**Fig. E — 50LC\*\*08-12 Control Wiring Diagram**

# APPENDIX D — WIRING DIAGRAMS

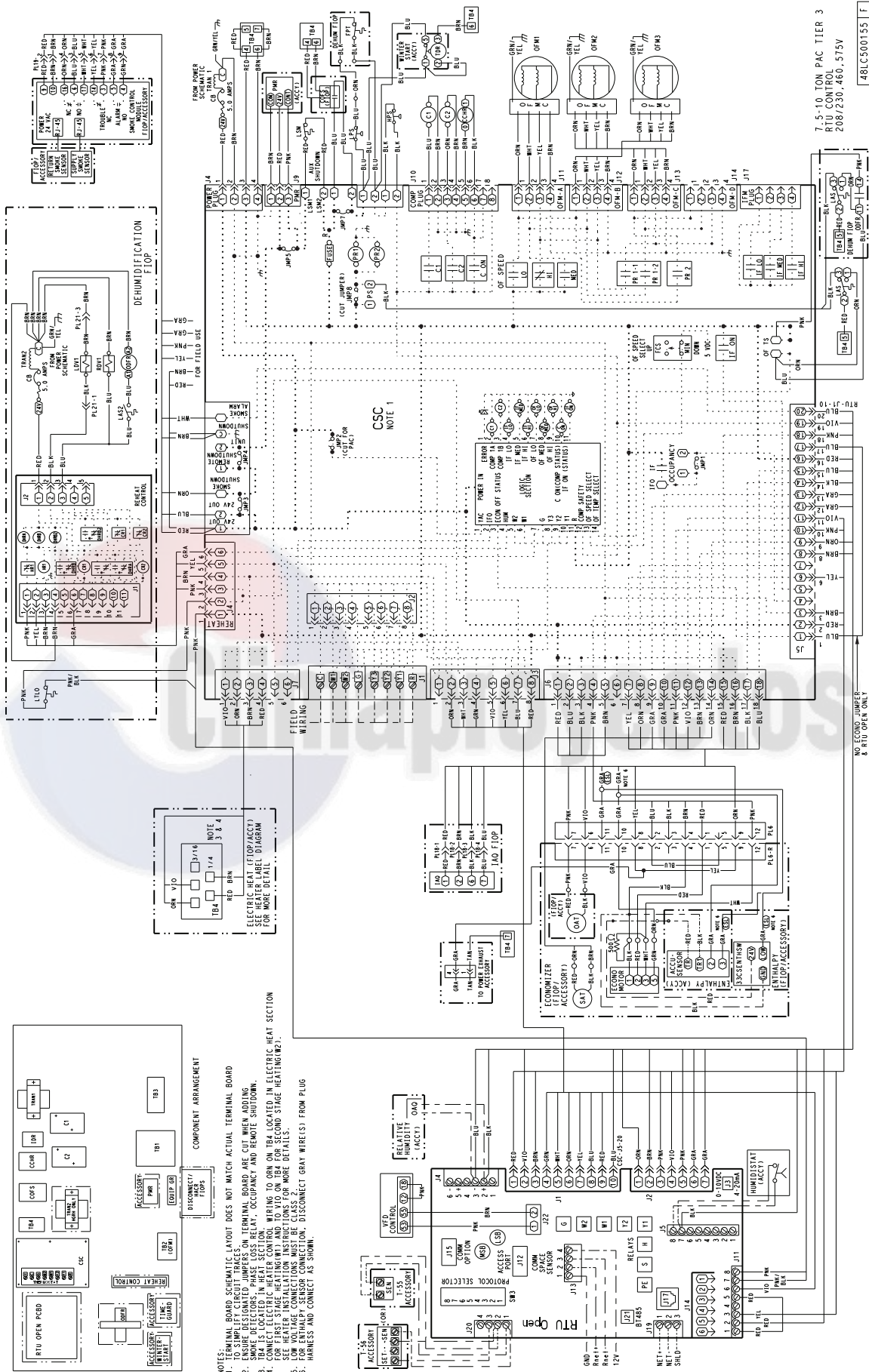


Fig. F — 50LC\*\*08-12 RTU Open Control Wiring Diagram



# APPENDIX D — WIRING DIAGRAMS

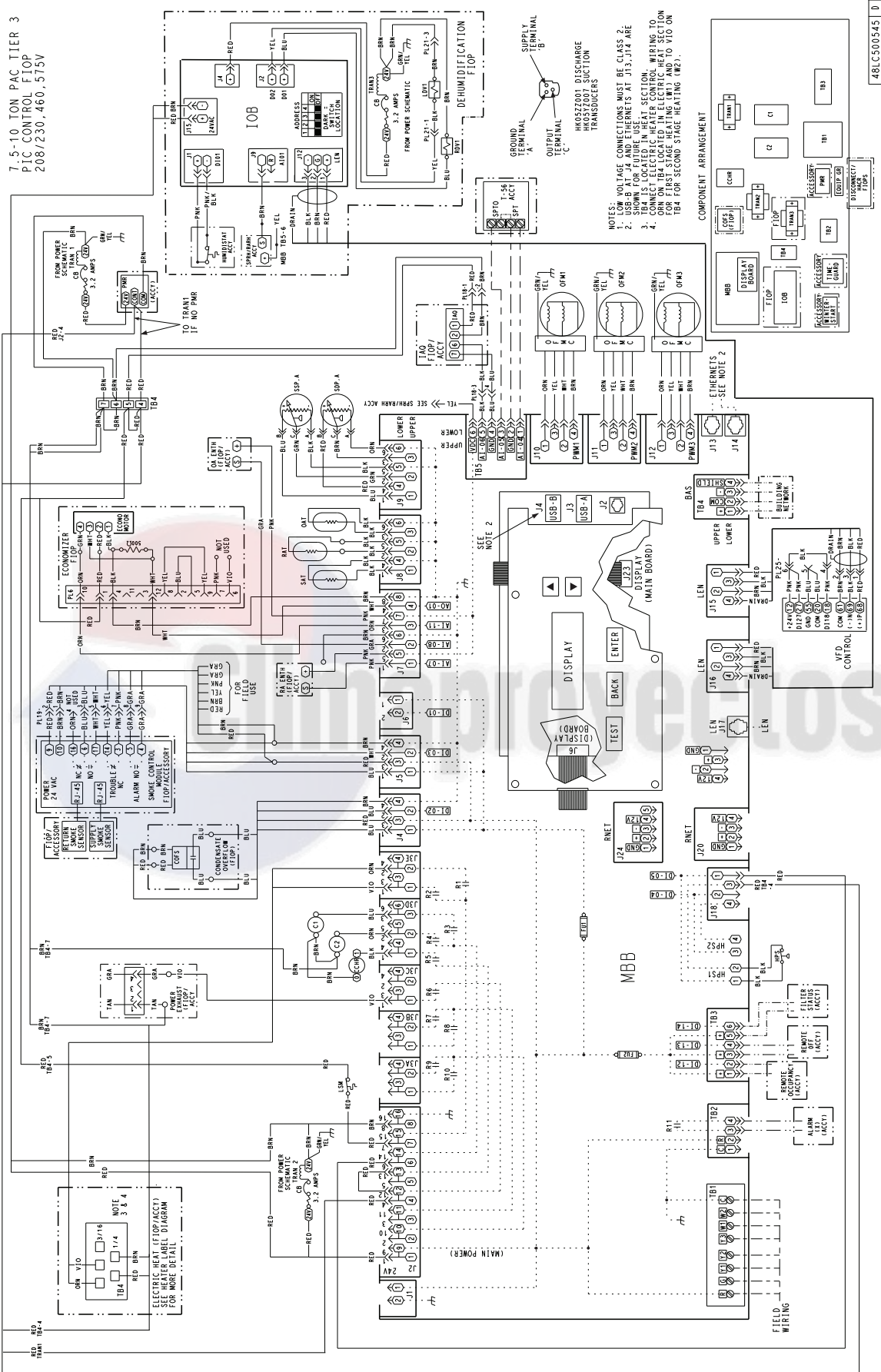
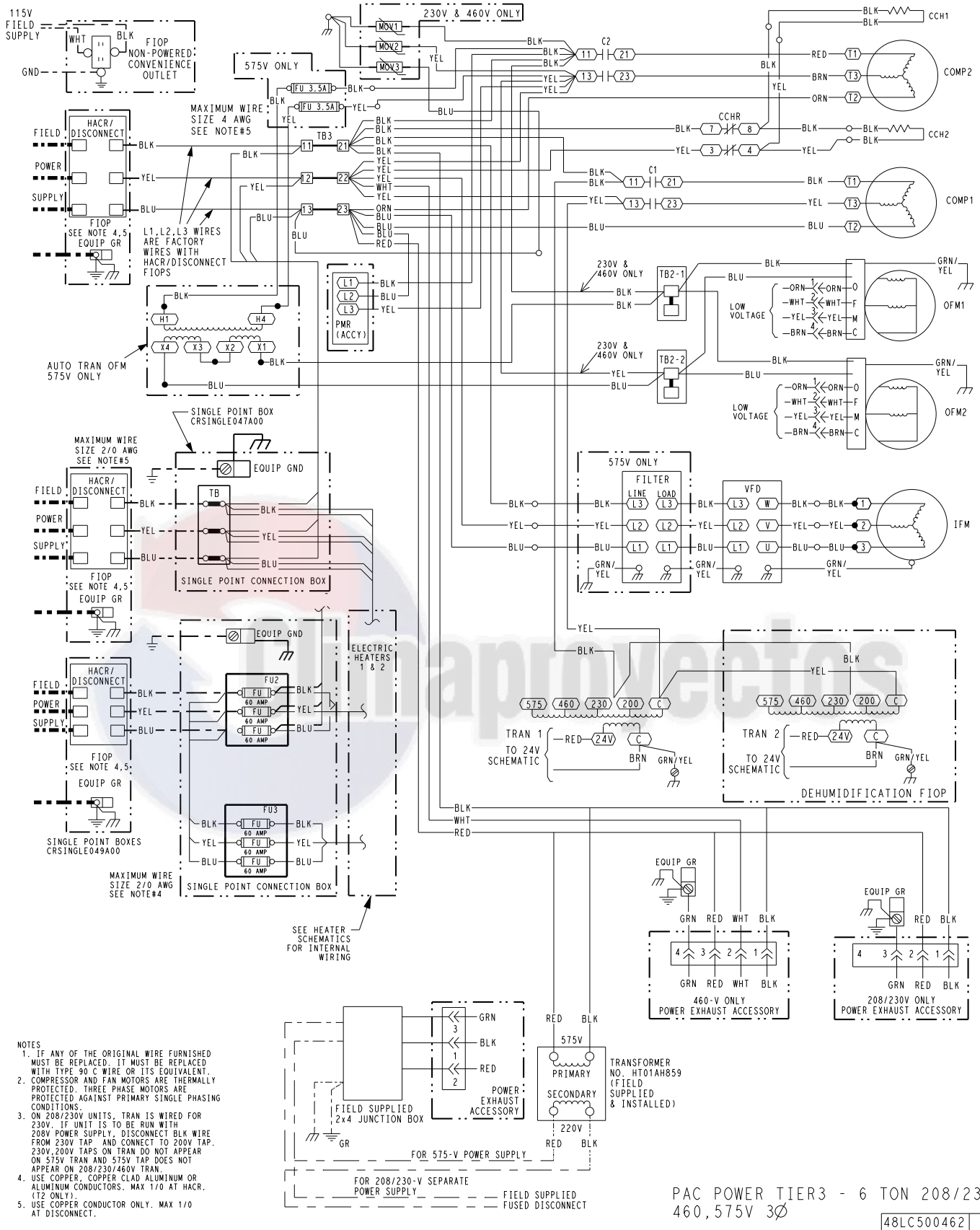
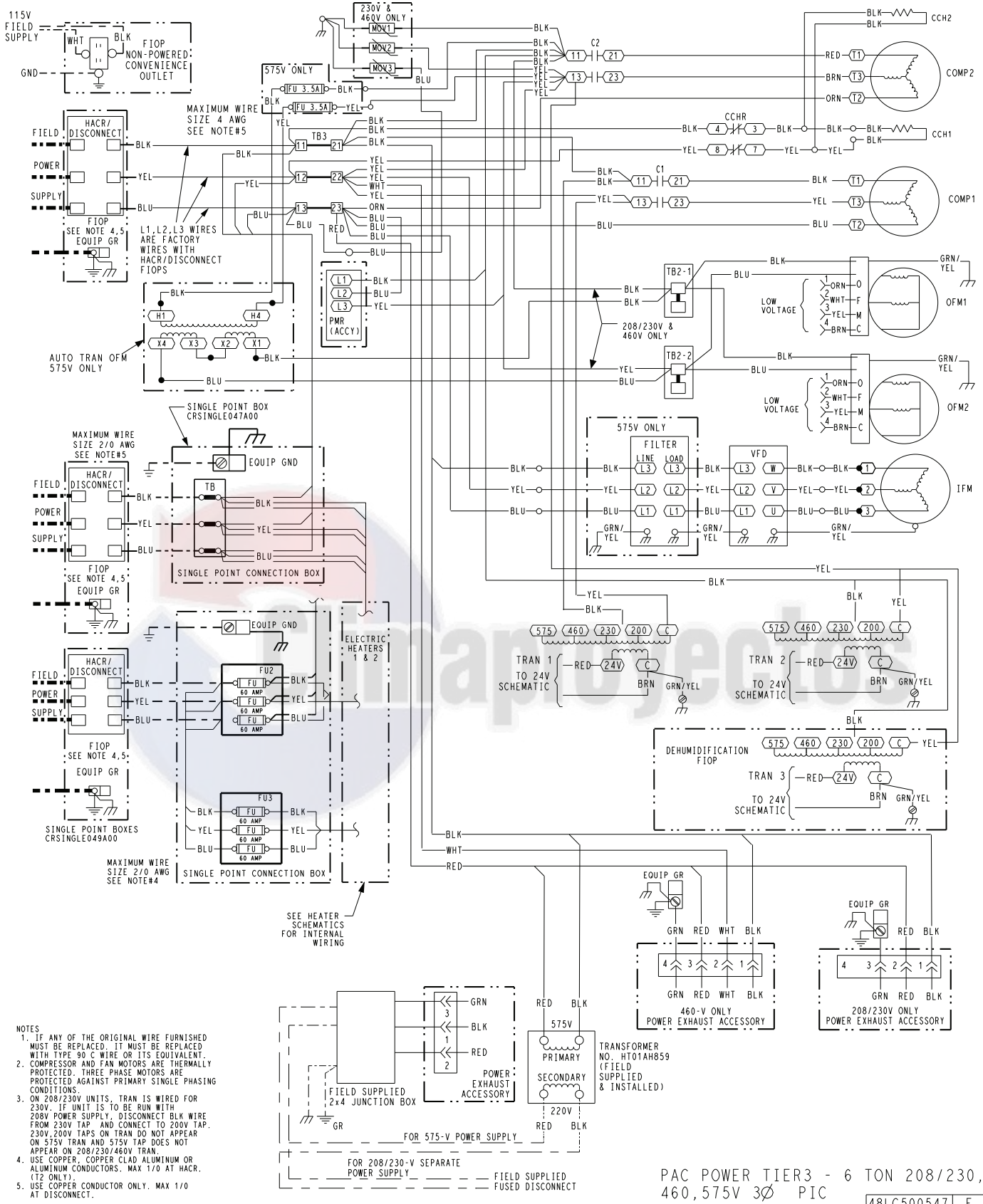


Fig. G — 50LC\*\*08-12 SystemVu Control Wiring Diagram

# APPENDIX D — WIRING DIAGRAMS



# APPENDIX D — WIRING DIAGRAMS



- NOTES**
1. IF ANY OF THE ORIGINAL WIRE FURNISHED MUST BE REPLACED, IT MUST BE REPLACED WITH TYPE 90 C WIRE OR ITS EQUIVALENT.
  2. COMPRESSOR AND FAN MOTORS ARE THERMALLY PROTECTED. THREE PHASE MOTORS ARE PROTECTED AGAINST PRIMARY SINGLE PHASING CONDITIONS.
  3. ON 208/230V UNITS, TRAN IS WIRED FOR 230V. IF UNIT IS TO BE RUN WITH 208V POWER SUPPLY, DISCONNECT BLK WIRE FROM 230V TAP AND CONNECT TO 200V TAP. 230V, 200V TAPS ON TRAN DO NOT APPEAR ON 575V TRAN AND 575V TAP DOES NOT APPEAR ON 208/230/460V TRAN.
  4. USE COPPER, COPPER CLAD ALUMINUM OR ALUMINUM CONDUCTORS. MAX 1/0 AT HACR. (LT2 ONLY).
  5. USE COPPER CONDUCTOR ONLY. MAX 1/0 AT DISCONNECT.

**Fig. I — 50LC\*\*07 SystemVu Power Wiring Diagram**

PAC POWER TIER3 - 6 TON 208/230, 460, 575V 3Ø PIC  
 848LC500547 E

# APPENDIX D — WIRING DIAGRAMS

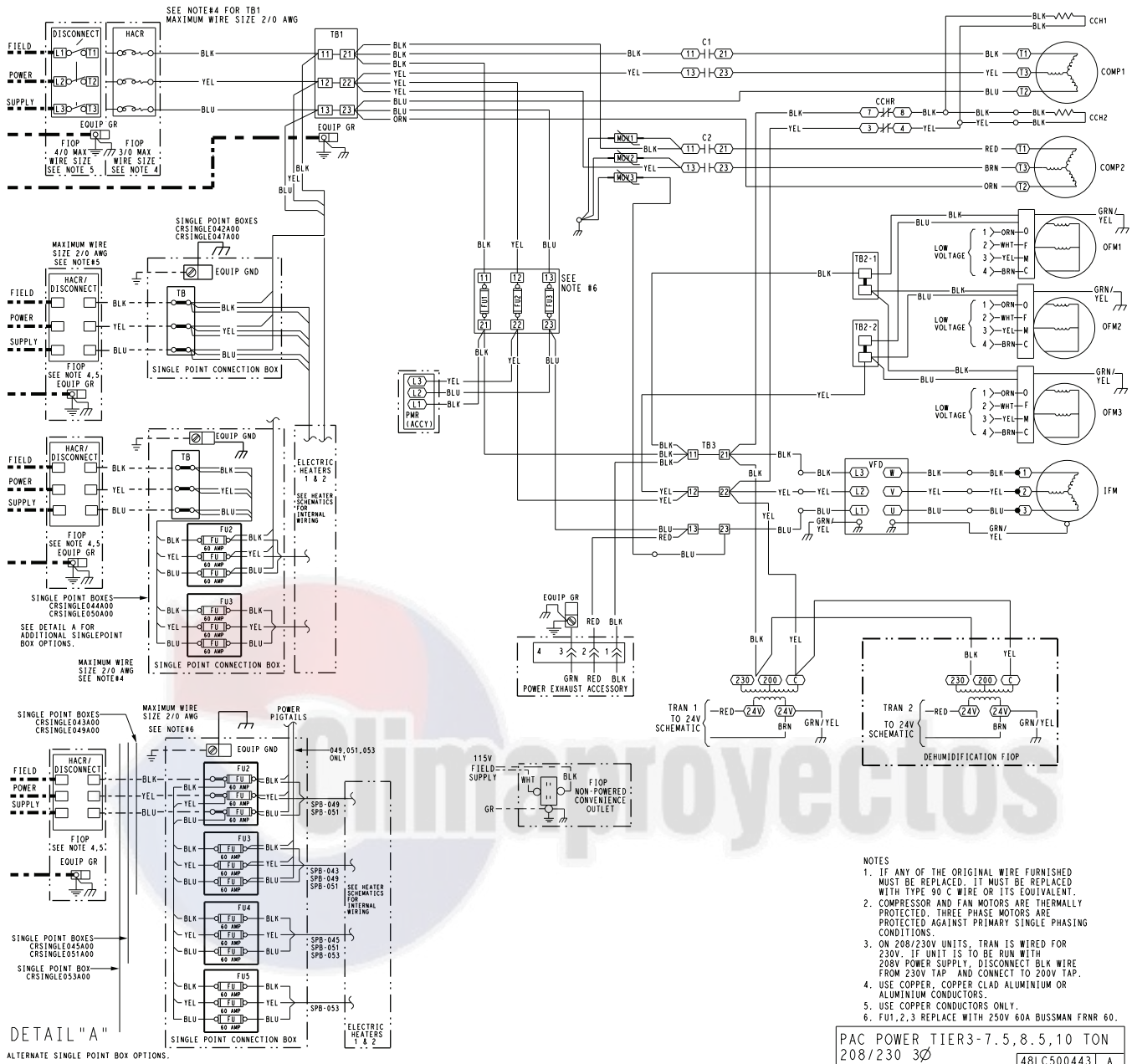
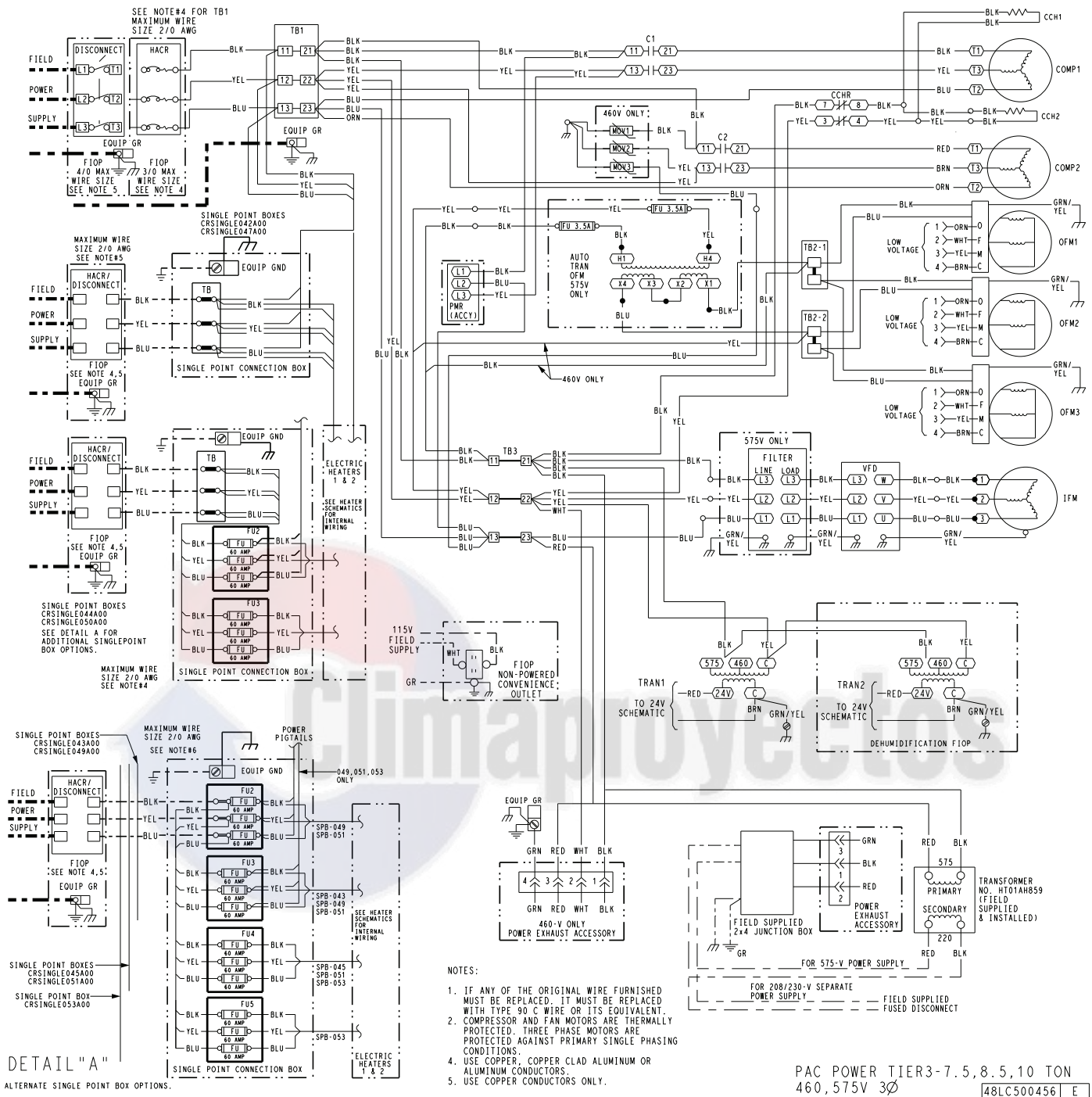


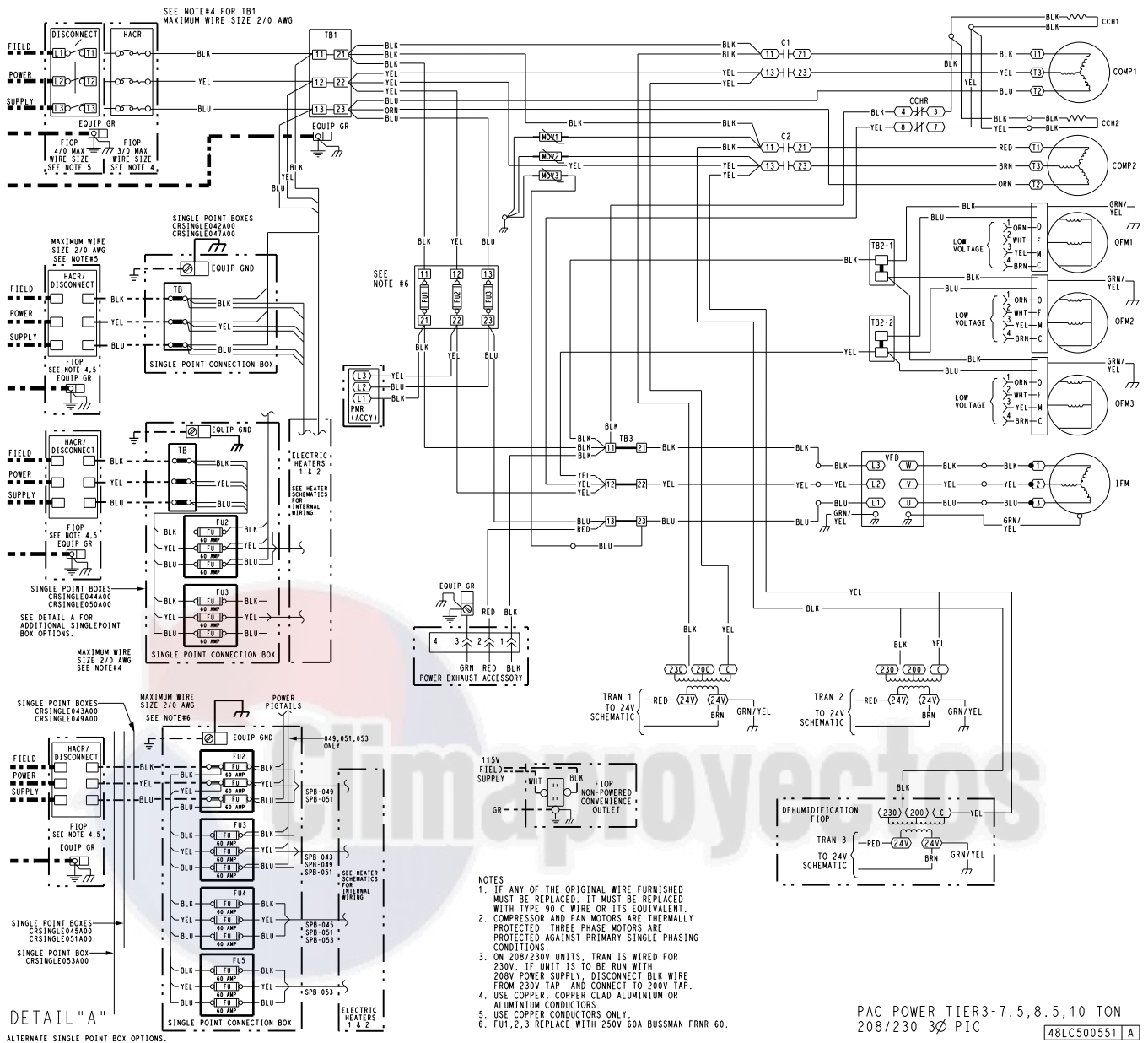
Fig. J — 50LC\*\*08-12 Power Wiring Diagram (208/230-3-60 Unit Shown)

# APPENDIX D — WIRING DIAGRAMS



**Fig. K — 50LC\*\*08-12 Power Wiring Diagram (460-3-60, 575-3-60 Units Shown)**

# APPENDIX D — WIRING DIAGRAMS



**Fig. L — 50LC\*\*08-12 SystemVu Power Wiring Diagram (208/230-3-60 Unit Shown)**

# APPENDIX D — WIRING DIAGRAMS

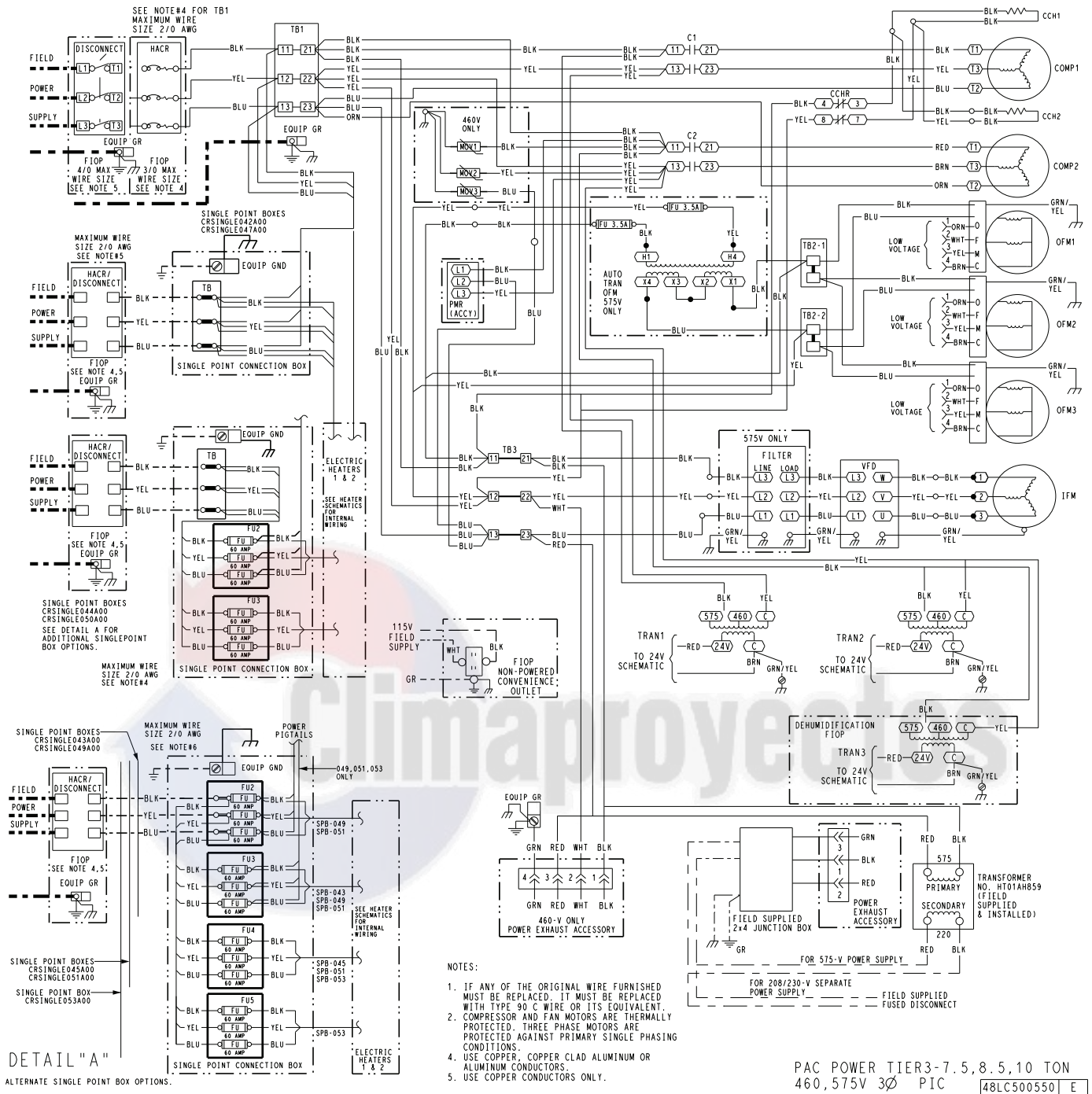


Fig. M — 50LC\*\*08-12 SystemVu Power Wiring Diagram (460-3-60, 575-3-60 Units Shown)









# START-UP CHECKLIST FOR 50LC SINGLE PACKAGE ROOFTOP COOLING ONLY

(Remove and Store in Job File)

**NOTE: To avoid injury to personnel and damage to equipment or property when completing the procedures listed in this start-up checklist, use good judgment, follow safe practices, and adhere to the safety considerations/information as outlined in preceding sections of this Installation Instruction document.**

## I. PRELIMINARY INFORMATION

MODEL NO. \_\_\_\_\_

JOB NAME \_\_\_\_\_

SERIAL NO. \_\_\_\_\_

ADDRESS \_\_\_\_\_

START-UP DATE \_\_\_\_\_

TECHNICIAN NAME \_\_\_\_\_

ADDITIONAL ACCESSORIES \_\_\_\_\_

## II. PRE-START-UP

Verify that all packaging materials have been removed from unit (Y/N) \_\_\_\_\_

Verify installation of outdoor air hood (Y/N) \_\_\_\_\_

Verify that condensate connection is installed per instructions (Y/N) \_\_\_\_\_

Verify that all electrical connections and terminals are tight (Y/N) \_\_\_\_\_

Check that indoor-air filters are clean and in place (Y/N) \_\_\_\_\_

Check that outdoor-air inlet screens are in place (Y/N) \_\_\_\_\_

Verify that unit is level (Y/N) \_\_\_\_\_

Check fan wheels and propeller for location in housing/orifice and verify setscrew is tight (Y/N) \_\_\_\_\_

Verify that fan sheaves are aligned and belts are properly tensioned (Y/N) \_\_\_\_\_

Verify that scroll compressors are rotating in the correct direction (Y/N) \_\_\_\_\_

Verify installation of thermostat (Y/N) \_\_\_\_\_

## III. START-UP

### ELECTRICAL

Supply Voltage L1-L2 \_\_\_\_\_ L2-L3 \_\_\_\_\_ L3-L1 \_\_\_\_\_

Compressor Amps 1 L1 \_\_\_\_\_ L2 \_\_\_\_\_ L3 \_\_\_\_\_

Compressor Amps 2 L1 \_\_\_\_\_ L2 \_\_\_\_\_ L3 \_\_\_\_\_

Supply Fan Amps L1 \_\_\_\_\_ L2 \_\_\_\_\_ L3 \_\_\_\_\_

### TEMPERATURES

Outdoor-air Temperature \_\_\_\_\_ °F DB (Dry Bulb)

Return-air Temperature \_\_\_\_\_ °F DB \_\_\_\_\_ °F Wb (Wet Bulb)

Cooling Supply Air Temperature \_\_\_\_\_ °F

### PRESSURES

Refrigerant Suction CIRCUIT A \_\_\_\_\_ PSIG

CIRCUIT B \_\_\_\_\_ PSIG

Refrigerant Discharge CIRCUIT A \_\_\_\_\_ PSIG

CIRCUIT B \_\_\_\_\_ PSIG

Verify Refrigerant Charge using Charging Charts (Y/N) \_\_\_\_\_

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

**GENERAL**

Economizer minimum vent and changeover settings to job requirements (if equipped) (Y/N) \_\_\_\_\_

Verify smoke detector unit shutdown by utilizing magnet test (Y/N) \_\_\_\_\_

**IV. HUMIDI-MIZER® START-UP**

NOTE: Units equipped with either SystemVu™ or RTU Open controls have Service Test menus or modes that can assist with the Humidi-MiZer System Start-Up function and provide the means to make the observations listed for this start-up.

**STEPS**

- 1. Check CTB for jumper 5, 6, 7 (Jumper 5, 6, 7 must be cut and open) (Y/N) \_\_\_\_\_
- 2. Open humidistat contacts (Y/N) \_\_\_\_\_
- 3. Start unit In cooling (Close Y1) (Y/N) \_\_\_\_\_

**OBSERVE AND RECORD**

- A. Suction pressure \_\_\_\_\_ PSIG
  - B. Discharge pressure \_\_\_\_\_ PSIG
  - C. Entering air temperature \_\_\_\_\_ ° F
  - D. Liquid line temperature at outlet or reheat coil \_\_\_\_\_ ° F
  - E. Confirm correct rotation for compressor (Y/N) \_\_\_\_\_
  - F. Check for correct ramp-up of outdoor fan motor as condenser coil warms (Y/N) \_\_\_\_\_
4. Check unit charge per charging chart (Y/N) \_\_\_\_\_  
(Jumper 32L Motormaster® temperature sensor during this check. Remove jumper when complete.)
5. Switch unit to high-latent mode (sub-cooler) by closing humidistat with Y1 closed (Y/N) \_\_\_\_\_

**OBSERVE**

- A. Reduction in suction pressure (5 to 7 psi expected) (Y/N) \_\_\_\_\_
  - B. Discharge pressure unchanged (Y/N) \_\_\_\_\_
  - C. Liquid temperature drops to 50°F to 55°F range (Y/N) \_\_\_\_\_
  - D. LSV solenoid energized (valve closes) (Y/N) \_\_\_\_\_
6. Switch unit to dehumid (reheat) by opening Y1 (Y/N) \_\_\_\_\_

**OBSERVE**

- A. Suction pressure increases to normal cooling level
  - B. Discharge pressure decreases (35 to 50 psi) (Limited by Motormaster control)
  - C. Liquid temperature returns to normal cooling level
  - D. LSV solenoid energized (valve closes)
  - E. DSV solenoid energized, valve opens
7. With unit in dehumid mode close W1 compressor and outdoor fan stop; LSV and DSV solenoids de-energized (Y/N) \_\_\_\_\_
8. Open W1 restore unit to dehumid mode (Y/N) \_\_\_\_\_
9. Open humidistat input compressor and outdoor fan stop; LSV and DSV solenoids de-energized (Y/N) \_\_\_\_\_
10. Restore set-points for thermostat and humidistat (Y/N) \_\_\_\_\_

**REPEAT PROCESS FOR 2 COMPRESSOR SYSTEMS.**

CUT ALONG DOTTED LINE

CUT ALONG DOTTED LINE