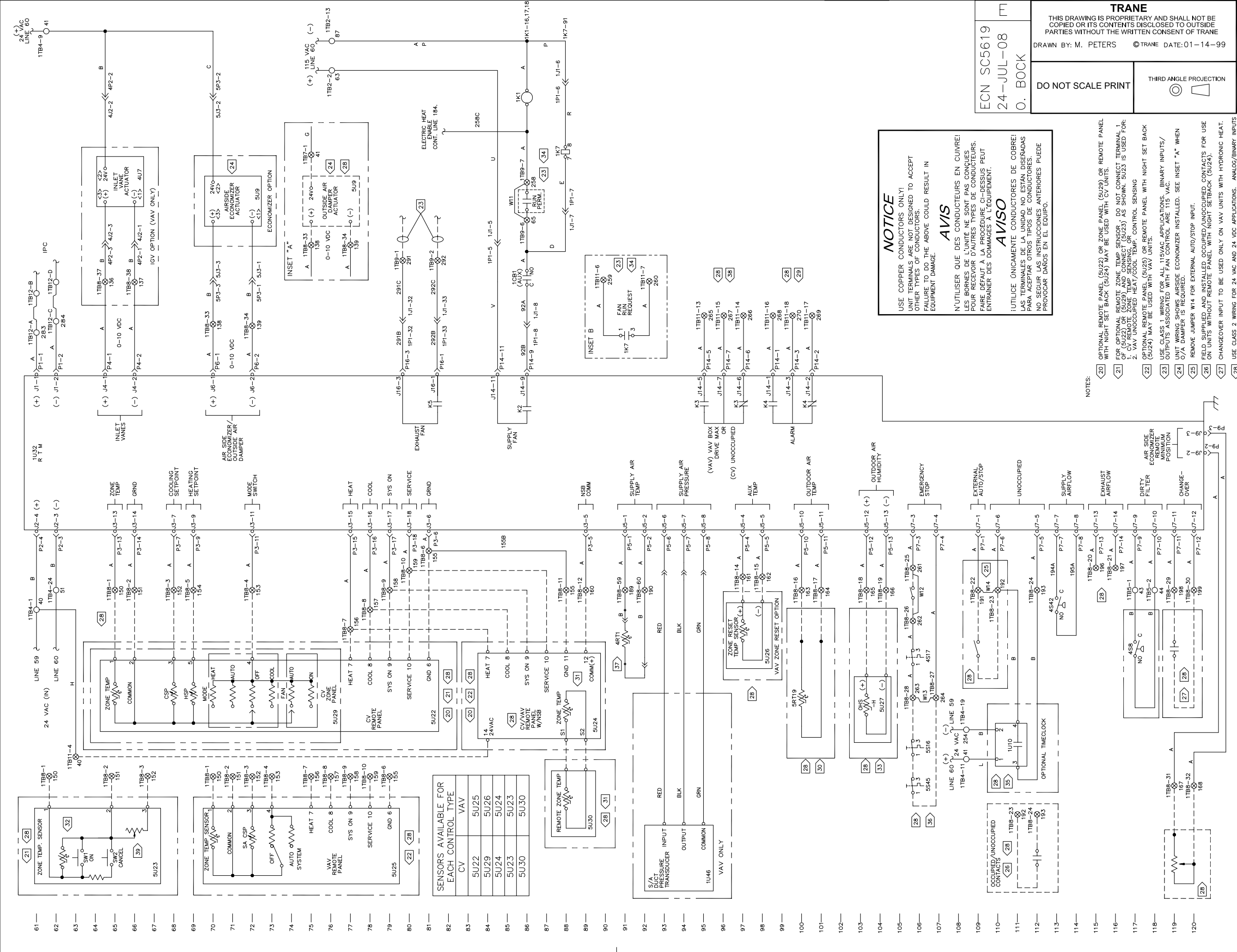




NOTICE

USE COPPER CONDUCTORS ONLY!
UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT
OTHER TYPES OF CONDUCTORS.
FAILURE TO DO THE ABOVE COULD RESULT IN
EQUIPMENT DAMAGE.

AVIS

N'UTILISER QUE DES CONDUCTEURS EN CUIVRE!
LES BORNES DE L'UNITÉ NE SONT PAS CONÇUES
POUR RECEVOIR D'AUTRES TYPES DE CONDUCTEURS.
FAIRE DÉFAUT À LA PROCÉDURE CI-DESSUS PEUT
ENTRAÎNER DES DOMMAGES À L'ÉQUIPEMENT.

AVISO

¡UTILICE ÚNICAMENTE CONDUCTORES DE COBRE!
LAS TERMINALES DE LA UNIDAD NO ESTÁN DISEÑADAS
PARA ACEPTAR OTROS TIPOS DE CONDUCTORES.
NO SEGUIR LAS INSTRUCCIONES ANTERIORES PUEDE
PROVOCAR DAÑOS EN EL EQUIPO.

- NOTES:
- OPTIONAL REMOTE PANEL (5U22) OR ZONE PANEL (5U29) OR REMOTE PANEL WITH NIGHT SET BACK (5U24) MAY BE USED WITH CV UNITS.
 - FOR OPTIONAL REMOTE ZONE TEMP SENSOR, DO NOT CONNECT TERMINAL 1 OF (5U23) OR (5U29) AND CONNECT (5U23) AS SHOWN. 5U23 IS USED FOR:
 - CV REMOTE ZONE TEMP SENSING, OR
 - VAV UNOCCUPIED HEAT/COOL TEMP. CONTROL SENSING
 - OPTIONAL REMOTE PANEL (5U25) OR REMOTE PANEL WITH NIGHT SET BACK (5U24) MAY BE USED WITH VAV UNITS.
 - USE CLASS 1 WIRING FOR ALL 115VAC APPLICATIONS. BINARY INPUTS/OUTPUTS ASSOCIATED WITH FAN CONTROL ARE 115 VAC.
 - UNIT WIRING SHOWS AIRSIDE ECONOMIZER CONTROL. SEE INSET "A" WHEN O/A DAMPER IS REQUIRED.
 - REMOVE JUMPER W14 FOR EXTERNAL AUTO/STOP INPUT.
 - FELD SUPPLIED AND INSTALLED OCCUPIED/UNOCCUPIED CONTACTS FOR USE ON UNITS WITHOUT REMOTE PANEL WITH NIGHT SETBACK (5U24).
 - CHANGEOVER INPUT TO BE USED ONLY ON VAV UNITS WITH HYDRONIC HEAT.
 - USE CLASS 2 WIRING FOR 24 VAC AND 24 VDC APPLICATIONS. ANALOG/BINARY INPUTS AND ANALOG OUTPUTS ARE 24 VDC. BINARY OUTPUTS ARE 24 VAC.
 - ALARM OUTPUT SWITCHES DURING ANY MANUAL RESET DIAGNOSTIC.
 - O/A TEMPERATURE SENSOR REQUIRED FOR AIRSIDE ECONOMIZER OPERATION. LOW AMBIENT LOCK-OUT, AND AIR COOLED LOW PRESSURE CUT-OUT TIME DELAY.
 - WHEN 5U30 REMOTE ZONE TEMP SENSOR IS USED, ATTACH IT TO 5U24 TERMINALS S1 AND S2.
 - OPTIONAL TIMED OVERRIDE INITIATE BUTTON.
 - O/A HUMIDITY SENSOR REQUIRED FOR AIRSIDE ECONOMIZER OPERATION.
 - REMOVE JUMPER W11 FOR RUN PERMISSION CONTROL. IF THIS CONTROL OPTION IS DESIRED, CUSTOMER CONNECTIONS MUST ALSO BE MADE FOR THE FAN RUN REQUEST CIRCUIT. SEE INSET B.
 - CONTACTS CONNECTED TO THE UNOCCUPIED INPUT ARE CUSTOMER SUPPLIED WHEN THE CONTACT IS CLOSED.
 - REMOVE JUMPER W13 WHEN EMERGENCY STOP INPUT IS DESIRED. REMOVE JUMPER W13 WHEN SUPPLY AIR FLOW HIGH TEMP. (STAT AND/OR PLENUM HIGH STATIC PRESSURE SWITCH OPTION) IS DESIRED.
 - WHEN ELECTRIC HEAT IS INSTALLED, MOVE THE SUPPLY AIR TEMP. SENSOR DOWN STREAM OF THE ELECTRIC HEATERS.
 - FOR CV UNITS, CONTACTS BEFORE ENERGIZED ONCE THE MWU TERMINATE POINT HAS BEEN REACHED. FOR VAV UNITS, THE FAN RUN REQUEST AND VENTILATION FAN RUN REQUEST MUST BE SET TO ZERO FOR TRUE UNOCCUPIED MODE STATUS REPORTING.
 - ONLY ZONE TEMP. SENSOR MAY BE ORDERED. 3 DIFFERENT WAYS: 1) TEMP. THERMISTOR ONLY, 2) TEMP. THERMISTOR WITH OVERRIDE AND CANCEL, 3) TEMP. THERMISTOR WITH OVERRIDE/CANCEL BUTTONS AND VARIABLE SETPOINT POTENTIOMETER.

WARNING

HAZARDOUS VOLTAGE!
DISCONNECT ALL ELECTRIC POWER INCLUDING REMOTE DISCONNECTS AND FOLLOW LOCK-OUT AND TAG PROCEDURES BEFORE SERVICING. INSURE THAT ALL MOTOR CAPACITORS HAVE DISCHARGED STORED VOLTAGE. UNITS WITH VARIABLE SPEED DRIVE, REFER TO DRIVE INSTRUCTIONS FOR CAPACITOR DISCHARGE. FAILURE TO DO THE ABOVE BEFORE SERVICING COULD RESULT IN DEATH OR SERIOUS INJURY.

AVERTISSEMENT

TENSION DANGEREUSE!
COUPER TOUTES LES TENSIONS ET OUVRIR LES SECTIONNEURS A DISTANCE, SUIVRE LES PROCÉDURES DE VERROUILLAGE ET DES ÉTIQUETTES AVANT TOUTE INTERVENTION. VÉRIFIER QUE TOUS LES CONDENSATEURS DES MOTEURS SONT DÉCHARGÉS. DANS LE CAS D'UNITÉS COMPORTANT DES ENTRAÎNEMENTS À VITESSE VARIABLE, SE RÉFÉRER AUX INSTRUCTIONS DE L'ENTRAÎNEMENT POUR DÉCHARGER LES CONDENSATEURS. EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.

ADVERTENCIA

¡VOLTAJE PELIGROSO!
DESCONECTE TODA LA ENERGÍA ELÉCTRICA, INCLUSO LAS DESCONEXIONES REMOTAS Y SIGA LOS PROCEDIMIENTOS DE CIERRE Y ETIQUETADO ANTES DE PROCEDER AL SERVICIO. ASEGÚRESE DE QUE TODOS LOS CAPACITORES DEL MOTOR HAYAN DESCARGADO EL VOLTAJE ALMACENADO. PARA LAS UNIDADES CON EJE DE DIRECCIÓN DE VELOCIDAD VARIABLE, CONSULTE LAS INSTRUCCIONES PARA LA DESCARGA DEL CONDENSADOR. EL NO REALIZAR LO ANTERIORMENTE INDICADO, PODRÍA OCASIONAR LA MUERTE O SERIAS LESIONES PERSONALES.