MODEL YLAA AIR-COOLED SCROLL CHILLERS WITH BRAZED PLATE HEAT EXCHANGERS STYLE B

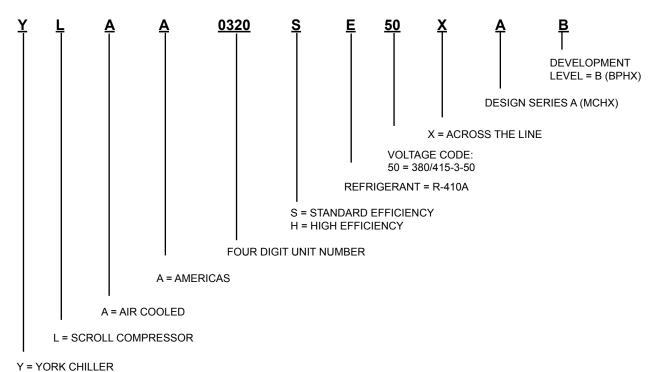
50 – 150 TON 180 – 530 kW 50 Hz R-410A







Nomenclature



Approvals

- ASME Boiler and Pressure Vessel Code Section VIII Division 1
- AHRI Standard 550/590
- UL 1995 Heating and Cooling Equipment
- ASHRAE 15 Safety Code for Mechanical Refrigeration
- ASHRAE Guideline 3 Reducing Emission of Halogenated Refrigerants in Refrigeration and Air-Conditioning Equipment and Systems
- N.E.C. National Electrical Code
- · OSHA Occupational Safety and Health Act







Table Of Contents

INTRODUCTION	5
EQUIPMENT OVERVIEW	7
UNIT COMPONENTS	14
ACCESSORIES AND OPTIONS	15
DESIGN PARAMETERS	18
WATER PRESSURE DROP	19
PHYSICAL DATA AND RATINGS	20
UNIT DIMENSIONS	22
ISOLATOR LOCATIONS	28
ISOLATOR DETAILS	30
ELECTRICAL NOTES	34
WIRING LUGS	36
ELECTRICAL DATA WITHOUT PUMPS	38
WIRING DIAGRAM	40
USER CONTROL WIRING	42
NOTES	44
APPLICATION DATA	46
OUIDE ODEOIEIO ATIONO	40

FORM 150.72-EG8 (519)

THIS PAGE INTENTIONALLY LEFT BLANK.

Introduction

Johnson Controls, the building efficiency leader, is proud to present the YORK Model YLAA Air-Cooled Scroll Chiller.

FEATURES AND BENEFITS

Installation

The YLAA chiller arrives as a factory-assembled package ready to be installed outdoors, either on the roof or at ground level. The air-cooled condensers eliminate the capital, installation and maintenance costs of a cooling-tower circuit.

The YLAA weighs less and has s smaller footprint than other chillers in its class. In fact, it is 20-35% lighter weight than the market average chiller. When the chiller is roof-mounted in new construction, the cost of the support structure can be reduced. In building retrofits, the YLAA can provide the largest capacity in a given space and existing structure.

Power hook-up could not be any easier with the standard single-point connection. A terminal block, disconnect switch or circuit breaker is provided to meet the unique needs of every project and minimize installation time and labor. The factory-installed control transformer steps down the power voltage to the control voltage.

Chilled-water piping is also simple. The water connections are factory-piped to the outside of the unit, for ease of access. Factory-cut grooves, or optional flanges, make piping connections simple. Optional factory-installed pump kits eliminate the time, cost, and mechanical-equipment room space necessary to install chilled-water pumps.

Press the start button with confidence – your YLAA has been run-tested at the factory to ensure that you will have a successful start-up.

Reliability

The YLAA chiller is proven and reliable, designed to reduce service calls. The scroll compressors have logged hundreds of thousands of operating hours in numerous different applications. The corrosive-resistant condenser heat exchangers have been specifically designed for stationary HVAC applications and have undergone extensive laboratory and field testing to extend chiller life and improve performance. They are also more rigid than standard condenser coils, making them less susceptible to damage during rigging, lifting, and installation of the chiller.

Components are designed to keep the chiller up-and-running. A factory-installed water strainer prevents debris from affecting unit flow and/or heat transfer. The rugged thermal-dispersion flow switch is factory-installed at the optimum location in the piping for superior flow sensing, reducing the potential for nuisance trips. Intelligent controls protect the chiller while keeping it online, for maximum uptime. Exterior panels of the chiller are powder-coated with highly durable corrosion-resistant paint.

Introduction (Cont'd)

Efficiency

YLAA high-efficiency chillers, with their innovative control algorithms, offer industry-leading energy efficiency. Real-world energy efficiency is measured by IPLV (off-design) performance, and YLAA chillers provide some of the best IPLVs in their class.

YLAA also offers an efficiency choice. In addition to the high-efficiency units, YLAA chillers are available in standard efficiency models with smaller footprints and lower capital costs.

Only pay for the chiller you need – the multi-efficiency levels of the YLAA allow you to decide the best investment for the job.

Flexibility

The YLAA chiller offers a number of options designed to operate reliably across a wide range of customer needs. It can cool glycol down to 10°F (-12°C). It can provide heat recovery up to 140°F (60°C), with up to 85% of total heat rejection captured.

When factory-mounted pump kits are considered, there are now more pump sizes to choose from. The optional kits come standard with valves, pressure ports, flow switch, and strainer for quick hook-up, and frost protection to prevent freeze-up. There are also more pump options available: variable-speed drives, dual pumps, service shut-off valves, expansion tanks, and additional test ports for temperature and pressure sensing.

Standard low sound and multiple sound attenuation options allow flexibility in locating the chiller, and reduce the cost for field-constructed barriers.

Sustainability

The YLAA makes you a leader in sustainability through innovation, not added cost. With the combination of R-410A refrigerant, which has no ozone-depletion potential, and state-of-the-art heat exchanger technology that allows refrigerant charge to be reduced by as much as 30%, the YLAA chiller provides the most ecologically friendly equipment. Partnered with its low-sound properties for noise pollution prevention, this chiller is a true earth-friendly offering.

Communications

The YLAA chiller comes standard with native communication capability for BACnet (MS/TP), Modbus, and N2, with optional capabilities available for LON. The standard unit capabilities include built-in-scheduling, remote start-stop, remote water temperature reset and up to two steps of demand (load) limiting depending on model. The standard control panel can be directly connected to a Johnson Controls Building Automated System via the standard factory-installed RS232 communication port.

Serviceability

Minimal maintenance is required to keep the unit operating at maximum performance. If service should ever be required, the YLAA chiller has been designed to simplify the work, keeping costs down. The layout of the chiller locates all the major components that can be serviced near the outside edge. The condenser heat exchangers are light enough that no crane is required for replacement. And when it's time to clean them, city tap water, with water pressure typical of a spray from a common garden hose, is all that's needed.

Equipment Overview

The 50 - 150 Ton (180 - 530 kW) YLAA models are shipped complete from the factory ready for installation and use. The unit is pressure-tested, evacuated, and fully charged with a zero Ozone Depletion Potential Refrigerant R-410A and includes an initial oil charge. After assembly, a complete operational test is performed with water flowing through the evaporator to assure that the refrigeration circuit operates correctly.

The unit structure is heavy-gauge, galvanized steel. This galvanized steel is coated with baked-on powder paint, which, when subjected to ASTM B117 1000 hour, salt spray testing, yields a minimum ASTM 1654 rating of "6". Units are designed in accordance with NFPA 70 (National Electric Code), ASHRAE/ANSI 15 Safety code for mechanical refrigeration, ASME and rated in accordance with AHRI Standard 550/590.

COMPRESSORS

The chiller has suction-gas cooled, hermetic scroll compressors. The YLAA compressors incorporate a compliant scroll design in both the axial and radial direction. All rotating parts are statically and dynamically balanced. A large internal volume and oil reservoir provides greater liquid tolerance. Compressor-crankcase heaters are also included for extra protection against liquid migration.



LD18425a

BRAZED PLATE EVAPORATOR

The compact, high efficiency Brazed Plate Heat Exchanger (BPHE) is constructed with 316L stainless steel corrugated channel plates with a filler material between each plate. It offers excellent heat transfer performance with a compact size and low weight, reducing structural steel requirements on the job site.



I D1842

The heat exchanger is manufactured in a precisely controlled vacuum-brazing process that allows the filler material to form a brazed joint at every contact point between the plates, creating complex channels. The arrangement is similar to older plate and frame technology, but without gaskets and frame parts.

Water inlet and outlet connections are 3" in diameter and are grooved for compatibility with field supplied ANSI/AWWA C-606 couplings.

A 20 mesh wye-strainer is provided as standard to provide protection at the evaporator inlet, particularly at system start-up when construction debris may be present in the piping system.

The evaporator is equipped with a thermostat-controlled heater. The heater provides freeze protection for the evaporator down to -20°F (-29°C) ambient. The evaporator is covered with 3/4" flexible, closed-cell, foam insulation (K=0.25).

A factory-wired flow switch is standard, installed in a pipe section at the outlet of the evaporator.

CANADIAN REGISTRATION NUMBER (CRN) APPLICATION & PROOF OF CONFORMANCE

See *Table 1* for YLAA brazed plate evaporator Canadian Registration Numbers (CRN) for all Canadian Provinces. Since all YLAA brazed plate evaporators are categorized as pressure "H" fittings per CSA-B51, a CRN label or marking is not provided on the evaporator. According to the Canadian Standards Association's Boiler, pressure vessel, and pressure piping code B-51 (2009 version), a product registered as a category "H" fitting does not require a label or marking displaying the CRN.

TABLE 1 - CANADIAN REGISTRATION NUMBERS

CANADIAN PROVINCE	CRN#			
BC	OH13953.51			
AB	OH13953.52			
ON	OH13953.5			
PQ/MB/SK	OH13953.56			
NB	OH13953.57			
NS	OH13953.58			
PEI	OH13953.59			
NF	OH13953.50			
NU	OH13953.5N			
NWT	OH13953.5T			
YU	OH13953.5Y			

CONDENSER

Coils - Condenser coils are made of a single material to avoid galvanic corrosion due to dissimilar metals. Coils and headers are brazed as one piece. Integral sub cooling is included. The design working pressure of the coil is 650 PSIG (45 bar). Condenser coil is easily washable with clear water up to 100 psi (7 bar).



LD1842

Fans – The condenser fans are composed of corrosion resistant aluminum hub and glass-fiber-reinforced polypropylene composite blades molded into a low-noise airfoil section. They are designed for maximum efficiency and are statically and dynamically balanced for vibration-free operation. They are directly driven by independent motors, and positioned for vertical air discharge. The fan guards are constructed of heavy-gauge, rust-resistant, coated steel. All blades are statically and dynamically balanced for vibration-free operation.



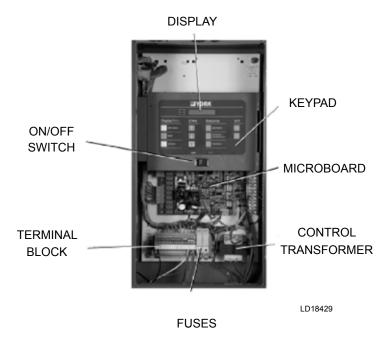
LD18428

Motors – The fans are driven by Totally Enclosed Air-Over, squirrel-cage type, current protected motors. They feature ball bearings that are double-sealed and permanently lubricated.

UNIT CONTROL SYSTEM

The YLAA chiller is designed with an intelligent control system that operates the chiller automatically with maximum reliability, safety and ease of use. The controls are factory tested and with as little user input as a chilled liquid setpoint the chiller will operate to meet the load demand.

The control system includes native BACnet MS/TP, Modbus, and N2 communications, with LON protocol served through an optional eLink communications card.



The operating program is stored in non-volatile memory (EPROM), so power failures and battery discharge will not require reprogramming the chiller. Programmed setpoints are retained in lithium battery-backed RTC memory for 5 years minimum.

Unit alarm contacts are standard. Contacts for remote chilled liquid temperature reset and two steps of demand load limiting are also standard, for projects without BAS or for redundancy.

Maximum reliability is achieved through intelligent control. Run hours and starts are averaged across all compressors automatically, and between both pumps of the optional dual pump hydro-kit. When compressors are cycled off, an anti-recycle timer ensures the motors have time to cool before starting again, for the maximum service life. At unit shutdown, the unit pumps down automatically to prevent liquid refrigerant from entering the compressors at restart, which can cause premature bearing wear and other compressor damage.

Liquid temperature sensors provide feedback to the controller, and logic predicts when additional capacity will be required based on how quickly the unit has loaded or unloaded in the past. This prevents unnecessary compressor cycling and helps maintain setpoint accurately.

If there is a problem that prevents the unit operating properly, the controls are designed to allow the unit to operate safely while making as much capacity as possible. For example, if airflow to the condenser coil is diminished due to a dirty coil, the chiller will unload slightly to provide maximum capacity possible while remaining within the unit operating envelope.

If a fault prevents the unit from starting or causes it to shutdown, the chiller will attempt to restart three times. If it cannot start, a manual reset is required to alert the operator about the fault condition. The fault history is stored in the unit controller RTC memory for the last six fault shutdown conditions. An RS-232 port provides capability to print hard copy reports (printer available separately).

All controls are contained in a NEMA 3R cabinet with a hinged outer door and includes a liquid crystal display (LCD) with light emitting diode (LED) backlighting for outdoor viewing. There are two display lines, each with twenty text characters per line, and a color coded 12-button non-tactile keypad with sections for display, entry and printing.

DISPLAY/PRINT provides quick access to frequently needed information:

- · Chilled liquid temperatures
- · Ambient temperature
- · System pressures (each circuit)
- · Operating hours and starts (each compressor)
- Operating data for the systems

ENTRY section allows entering setpoints or modifying system values.

SETPOINTS updating can be performed to:

- · Chilled liquid temperature setpoint and range
- · Remote reset temperature range
- Set daily schedule/holiday for start/stop
- Manual override for servicing
- · Low and high ambient cut-outs
- · Number of compressors
- Low liquid temperature cut-out

- · Low suction pressure cut-out
- · High discharge pressure cut-out
- Anti-recycle timer (compressor start cycle time)
- Anti-coincident timer (delay compressor starts)

UNIT section to:

- · Set time
- · Set unit options

In addition, the microprocessor control center is capable of displaying the following data points:

- · Return and leaving liquid temperature
- Low leaving liquid temperature cut-out setting
- · Low ambient temperature cut-out setting
- Outdoor air temperature
- · English or Metric data
- Suction pressure cut-out setting
- · Each system suction pressure
- Discharge pressure (optional)
- · Anti-recycle timer status for each system
- · Anti-coincident system start timer condition
- · Compressor run status
- · Day, date, and time
- · Daily start/stop times
- · Holiday status
- Automatic or manual system lead/lag control
- · Lead system definition
- Compressor starts & operating hours (each compressor)
- Status of hot gas valves, evaporator heater and fan operation
- · Run permissive status
- · Number of compressors running
- · Liquid solenoid valve status
- · Load & unload timer status
- · Water pump status

COMMUNICATIONS

- · Native communication capability for BACnet (MS/TP), Modbus, and N2
- · Optional communciation available for LON via eLink option

BUILDING AUTOMATION SYSTEM INTERFACE

In addition to native BACnet, Modbus, and N2, the YLAA chiller accepts a 4-20 milliamp or 0-10VDC input to reset of the leaving chilled liquid temperature. The standard unit capabilities include remote start-stop, remote water temperature reset via up to two steps of demand (load) limiting depending on model. The standard control panel can be directly connected to a Johnson Controls Building Automated System via the standard on-board RS232 communication port. (Factory- installed)

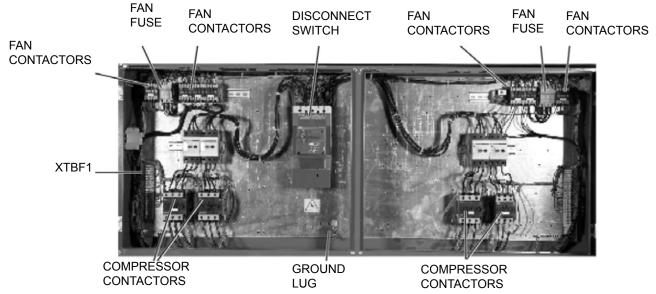
For connection with Johnson Controls Connected Services, an optional interface card (SC-EQUIP) is required and may be factory installed for easier field commissioning. Additional hardware (SC-AP access point), field provided, must be installed remotely from the chiller to interface with the Connected Services remote operations center. Contact your local Johnson Controls office to learn more about Connected Service and to schedule installation during chiller commissioning.

POWER PANEL

Each panel contains:

- · Compressor power terminals
- Compressor motor starting contactors per I.E.C.
- Control power terminals to accept incoming for 115-1-60 control power
- · Fan contactors & overload current protection

The power wiring is routed through liquid-tight conduit to the compressors and fans.



LD18430A

Unit Components

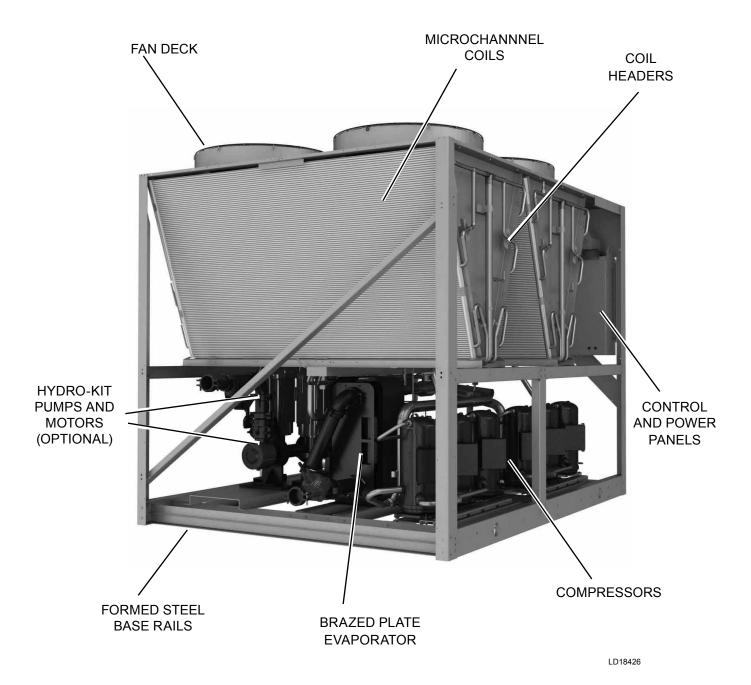


FIGURE 1 - GENERAL UNIT COMPONENTS

Accessories and Options

All accessories and options are factory installed unless otherwise noted.

POWER OPTIONS:

Unit Power Connections – Single-point terminal block connections are provided as standard. The following power connections are available as options. (See electrical data for specific voltage and options availty.)

Single-Point Supply Terminal Block – Includes enclosure, terminal-block and interconnecting wiring to the compressors. Separate external protection must be supplied, by others, in the incoming compressor-power wiring. (Do not include this option if either the Single-Point Non-Fused Disconnect Switch or Single-Point Circuit Breaker options have been included.)

Single-Point Non-Fused Disconnect Switch – Unit-mounted disconnect switches with external, lockable handle (in compliance with Article 440-14 of N.E.C.)can be supplied to isolate the unit power voltage for servicing. Separate external fusing must be supplied, by others in the power wiring, which must comply with the National Electrical Code and/or local codes.

Single-Point Circuit Breaker – A unit mounted circuit breaker with external, lockable handle (in compliance with NEC Article 440-14), can be supplied to isolate the power voltage for servicing. (This option includes the Single-Point Power connection.)

Multiple Point Supply With Individual System Circuit Breakers – Two unit-mounted circuit breakers, with external lockable handles (in compliance with NEC Article 440-14), can be supplied to isolate the power voltage for servicing. **(SQ only)**

Control Transformer – Converts unit power voltage to 115-1-60 (0.5 or 1.0 kVA capacity). Factory mounting includes primary and secondary wiring between the transformer and the control panel.

Power Factor Correction Capacitors – Corrects unit compressor power factors to a 0.90-0.95.

CONTROL OPTIONS:

High Ambient Kit – Allows units to operate when the ambient temperature is above 46°C (115°F). Includes sun shield panels and discharge pressure transducers.

Low Ambient Kit – Standard units will operate to -1°C (30°F). This accessory includes all necessary components to permit chiller operation to -18°C (0°F). (This option includes the discharge pressure transducer/readout capability option.) For proper head pressure control in applications below -1°C (30°F) where wind gusts may exceed 8 kph (5 mph), it is recommended that optional condenser louvered enclosure panels also be included.

Language LCD And Keypad Display – Spanish, French, German, and Italian unit LCD controls and keypad display available. Standard language is English.

Accessories and Options (Cont'd)

COMPRESSOR, PIPING, EVAPORATOR OPTIONS:

Low Temperature Glycol – Replaces standard Thermostatic Expansion Valves with Electronic Expansion Valves to achieve leaving glycol temperatures as low as -12°C (10°F). Required for any leaving liquid temperature below -1°C (30°F). Electronic Expansion Valves permit operation at both low temperatures and comfort cooling applications without a capacity loss or derate at either condition.

Chicago Code Relief Valves – Unit will be provided with relief valves to meet Chicago code requirements.

Service Suction Isolation Valve – Service suction discharge (ball-type) isolation valves are added to unit per system (discharge service ball-type isolation valve is standard on each circuit).

Hot Gas By-Pass – Permits continuous, stable operation at capacities below the minimum step of compressor unloading to as low as 5% capacity (depending on both the unit and operating conditions) by introducing an artificial load on the evaporator. Hot gas bypass is installed on only refrigerant system #1.

Thermal Dispersion Flow Switch – A thermal dispersion type flow switch provides accurate, low maintenance flow proving and is included standard. It is factory wired and installed in the extension pipe between evaporator outlet and edge of chiller. The extension pipe is secured to the chiller frame for shipping to avoid risk of damage to evaporator and is easily attached to the evaporator at startup using the supplied ANSI/AWWA C-606 connector. The flow switch can be deleted if alternate or existing flow switch is field supplied.

Evaporator Nozzle Extension Kit – Pipe and ANSI/AWWA C-606 fittings to extend the evaporator connections to the outside of the chiller. Includes the Thermal Dispersion Flow Switch. Provided as standard on all chillers but can be deleted if alternate or existing piping and flow switch is field supplied. The extension pipe is secured to the chiller frame for shipping to avoid risk of damage to evaporator and is easily attached to the evaporator at startup using the supplied ANSI/AWWA C-606 connector. A support bracket for the extension kit or field piping is standard on all chillers.

Heat Recovery Condenser – A partially condensing refrigerant to liquid condenser recovers heat off both refrigerant circuits and rejects into a single liquid circuit. Factory installed between the compressor discharge and the condenser (air) coils to capture the maximum amount of heat. Capable of recovering up to 85% total heat of rejection (cooling load plus work input); temperatures as high as 60°C (140°F) are possible.

Hydro-Kit – Factory installed Hydro-Kit suitable for water glycol systems with up to 35% glycol at leaving temperatures down to 20°F. The hydro-kit option is available in a single or dual configuration (dual as standby duty only), with totally enclosed permanently lubricated pump motors.

The hydro-kit option comes standard with a balancing valve, discharge check valve, discharge shutoff valve, thermal dispersion flow switch, pressure ports, inlet wye-strainer, bleed and drain valves, and frost protection.

Service shut off valves, additional pressure ports and expansion tanks are optional within the hydro-kit option.

Accessories and Options (Cont'd)

CONDENSER AND CABINET OPTIONS:

Condenser coil protection against corrosive environments is available by choosing any of the following options. For additional application recommendations, contact your local Johnson Controls office.

Environment Guard Premium – Microchannel condenser coils coated with an electro-deposited and baked flexible epoxy coating that is finished with a polyurethane UV resistant top-coat.

Environment Guard Basic – Microchannel condenser coils treated with immersion bath-applied chemical treatment.

Microchannel condenser shall be provided with a 5-year warranty against corrosion damage.

Enclosure Panels (Unit) – Tamperproof enclosure panels prevent unauthorized access to units. Enclosure panels can provide an aesthetically pleasing alternative to expensive fencing. Additionally, for proper head pressure control, Johnson Controls recommends the use of Condenser Louvered Panels for winter applications where wind gusts may exceed 8 kph (5 mph). The following types of enclosure panels are available:

Wire Panels (Full Unit) – Consists of welded wire-mesh guards mounted on the exterior of the unit. Prevents unauthorized access, yet provides free air flow.

Wire/Louvered Panels – Consists of welded wire-mesh panels on the bottom part of unit and louvered panels on the condenser section of the unit.

Louvered Panels (Condenser Coil Only) – Louvered panels are mounted on the sides and ends of the condenser coils for protection.

Louvered Panels (Full Unit) – Louvered panels surround the front, back, and sides of the unit. They prevent unauthorized access and visually screen unit components. Unrestricted air flow is permitted through generously sized louvered openings. This option is applicable for any outdoor design ambient temperature up to 46°C (115°F).

Coil End Hail Guard – Louvered panel attached to exposed coil end.

SOUND ATTENUATION:

One or both of the following sound attenuation options are recommended for residential or other similar sound sensitive locations.

Compressor Acoustic Sound Blanket – Each compressor is individually enclosed by an acoustic sound blanket. The sound blankets are made with one layer of acoustical absorbent textile fiber of 15mm (5/8") thickness; one layer of heavy duty anti-vibration material thickness of 3mm (1/8"). Both are closed by two sheets of welded PVC, reinforced for temperature and UV resistance.

Ultra Quiet Fans – Lower RPM, 8-pole fan motors are used with steeper-pitch fans.

VIBRATION ISOLATION:

Vibration Isolators – Level adjusting, spring type 1" (25.4mm), 2" (50.8 mm) deflection, or neoprene isolators for mounting under unit base rails. (**Field installed**)

Design Parameters

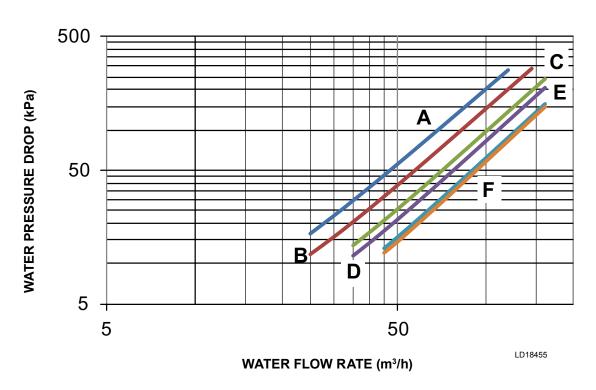
NOMINAL EVAPORATOR WATER FLOW								
UNIT	TEMPERA	TURE (°C)	WATER F	LOW (I/s)		NDENSER C)		
DESIGNATION	MIN ¹	MAX ²	MIN	MAX	MIN ³	′ MAX⁴		
		STANDA	RD EFFICIEN	NCY				
YLAA0180SE	4.4	12.8	3.8	20.5	-23.3	51.7		
YLAA0210SE	4.4	12.8	3.8	20.5	-23.3	51.7		
YLAA0241SE	4.4	12.8	3.8	20.5	-23.3	51.7		
YLAA0286SE	4.4	12.8	6.3	22.1	-23.3	51.7		
YLAA0320SE	4.4	12.8	6.3	25.2	-23.3	51.7		
YLAA0360SE	4.4	12.8	6.3	25.2	-23.3	51.7		
YLAA0400SE	4.4	12.8	8.7	33.1	-23.3	51.7		
YLAA0435SE	4.4	12.8	8.7	33.1	-23.3	51.7		
YLAA0485SE	4.4	12.8	9.5	39.4	-23.3	51.7		
		HIGH	EFFICIENCY	1				
YLAA0195HE	4.4	12.8	6.3	22.1	-23.3	51.7		
YLAA0221HE	4.4	12.8	6.3	22.1	-23.3	51.7		
YLAA0262HE	4.4	12.8	6.3	33.4	-23.3	51.7		
YLAA0301HE	4.4	12.8	6.3	25.2	-23.3	51.7		
YLAA0350HE	4.4	12.8	8.7	33.1	-23.3	51.7		
YLAA0392HE	4.4	12.8	8.7	33.1	-23.3	51.7		
YLAA0442HE	4.4	12.8	9.5	39.4	-23.3	51.7		
YLAA0457HE	4.4	12.8	8.7	33.1	-23.3	51.7		
YLAA0517HE	4.4	12.8	12.6	41.0	-23.3	51.7		

NOTES:

- 1. For leaving liquid temperature below 40°F (4°C) (to 10°F [-12°C]) optional low temperature glycol kit required. Contact your nearest Johnson Controls Office for application requirements.
- 2. For leaving liquid temperature higher than 55°F (13°C), contact the nearest Johnson Controls Office for application guidelines.
- 3. The evaporator is protected against freezing to -20 $^{\circ}$ F (-29 $^{\circ}$ C) with an electric heater as standard.
- 4. For operation at temperatures below 30°F (-1°C), install the optional Low Ambient Kit on the system.
- 5. For operation at temperatures below $0^{\circ}F$ (-18°C), install the optional Low Ambient Kit with Variable Speed Fans on the system.

Water Pressure Drop

YLAA EVAPORATOR PRESSURE DROP CURVE



EVAPORATOR	YLAA MODELS				
Α	0180SE, 0210SE, 0241SE				
B 0286SE, 0195HE, 0221HE					
С	0320SE, 0360SE, 0262HE, 0301HE				
D	0400SE, 0435SE, 0350HE, 0392HE, 0455HE, 0457HE				
E	0485SE, 0442HE				
F 0517HE					

Physical Data and Ratings

DEEDIGEDANT D. 440A	YLAA								
REFRIGERANT R-410A	STANDARD EFFICIENCY UNITS								
GENERAL UNIT DATA	0180SE	0210SE	0241SE	0286SE	0320SE	0360SE	0400SE	0435SE	0485SE
Nominal Capacity (kW)	189.5	206.6	218.2	273.1	312.6	350.9	391.5	423.8	477.5
COP (kW/kW)	3.00	2.42	2.77	2.63	2.43	2.58	2.44	2.58	2.47
IPLV (kW/kW)	4.66	3.99	4.25	4.52	4.29	4.51	4.41	4.51	4.44
Length (mm)	2911	2911	2911	2911	2911	3690	3690	3690	3690
Width (mm)	2242	2242	2242	2242	2242	2242	2242	2242	2242
Height (mm)	2393	2393	2393	2393	2393	2393	2393	2393	2393
Number of Refrigerant		2	2	2	2	2	2	2	2
Circuits	2		2	2				2	
REFRIGERANT CHARGE, OPE	RATING			•	•	'			
Refrigerant Charge,	21/15	22/15	21/21	24/26	26/26	30/24	31/27	31/29	32/30
Circuit 1/Circuit 2 (kg)									
Oil Charge, Circuit 1/Circuit 2 (liter)	10/5	11/5	10/10	10/11	11/11	16/10	16/11	16/16	16/16
Shipping Weight (kg)	1661	1704	1764	1828	1904	2781	2834	2604	2704
Operating Weight (kg)	1681	1704	1784	1853	1904	2814	2872	2642	2755
COMPRESSORS, SCROLL TYPE		1725	1704	1000	1931	2014	2012	2042	2755
Compressor Number,									
Circuit 1/Circuit 2 (piece)	3/2	2/2	3/3	3/2	2/2	3/3	3/2	3/3	3/3
CONDENSER		J.	ı	ı		J.			
Total Face Area (m²)	10	10	10	10	10	13	13	15	15
Number of Rows	1	1	1	1	1	1	1	1	1
CONDENSER FANS									
Number of Fans,	0/0	0/0	0/0	0/0	0/0	0.10	0.10	0.40	0.0
Circuit 1/Circuit 2 (piece)	2/2	2/2	2/2	2/2	2/2	3/2	3/2	3/3	3/3
Fan Power (hp)	2	2	2	2	2	2	2	2	2
Fan RPM	950	950	950	950	950	950	950	950	950
Total Air Flow Rate (m ³ /s)	20	20	28	28	28	35	35	42	42
EVAPORATOR									
Water Volume (liter)	20.4	20.4	20.4	25.2	33.2	33.2	38.0	38.0	50.0
Maximum Water Side	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3
Pressure (bar)	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.5
Maximum Refrigerant Side	31	31	31	31	31	31	31	31	31
Pressure (bar)	31	31	31	31	31	31	31	31	31
Water Connections	3	3	3	3	3	3	3	3	3
Size (inch)									

NOTES:

- 1. Standard Rating Conditions per AHRI Standard 550/590.
- 2. COP = Chiller COP (includes power from compressors, fans, and the control panels).
- 3. Rated in accordance with AHRI Standard 550/590 at an air on condenser temperature of 95°F and a leaving chilled water temperature of 44°F.

4. Additional rating information can be provided by your local Johnson Controls Sales Office.

Physical Data and Ratings (Cont'd)

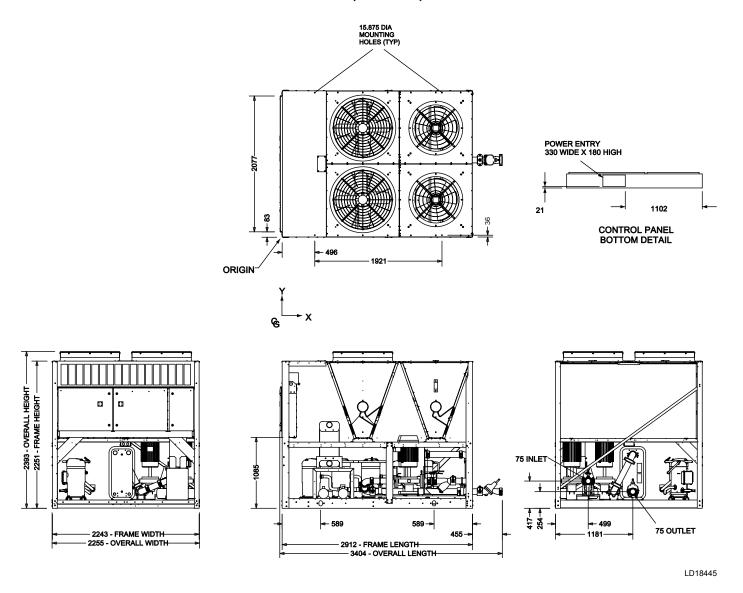
					YLAA				
REFRIGERANT R-410A				HIGH EI	FFICIENC	Y UNITS			
GENERAL UNIT DATA	0195HE	0221HE	0262HE	0301HE	0350HE	0392HE	442HE	0457HE	0517HE
Nominal Capacity (kW)	197.9	211.1	243.9	297.2	347.6	379.2	431.2	457.1	525
COP (kW/kW)	3.12	3.23	3.06	3.00	2.96	2.98	2.95	2.95	2.95
IPLV (kW/kW)	4.94	4.85	4.69	4.62	4.58	4.98	4.83	4.80	4.96
Length (mm)	2911	2911	2911	3690	3690	3690	4807	4807	4807
Width (mm)	2242	2242	2242	2242	2242	2242	2242	2242	2242
Height (mm)	2393	2393	2393	2393	2393	2393	2393	2393	2393
Number of Refrigerant	2	_	_	_	_	0		_	0
Circuits	2	2	2	2	2	2	2	2	2
REFRIGERANT CHARGE, OPI	RATING				,				
Refrigerant Charge,	24/47	25/22	24/24	25/20	20/27	20/20	20/20	27/25	40/20
Circuit 1/Circuit 2 (kg)	24/17	25/23	24/24	25/28	29/27	29/29	38/28	37/35	40/39
Oil Charge,	10/5	40/0	10/10	10/11	44/44	10/11	40/44	10/10	40/40
Circuit 1/Circuit 2 (liter)	10/5	10/6	10/10	10/11	11/11	16/11	16/11	16/16	16/16
Shipping Weight (kg)	1681	1696	1818	2087	2301	2467	3294	3443	3560
Operating Weight (kg)	1706	1721	1852	2120	2339	2517	3343	3481	3615
COMPRESSORS, SCROLL TY	PE	•							
Compressor Number,		0.10	0.10	0.10	0.10	0.10	0.10	0.40	0.10
Circuit 1/Circuit 2 (piece)	3/2	3/2	3/3	3/2	2/2	3/2	3/2	3/3	3/3
CONDENSER		ı	l.	<u> </u>					
Total Face Area (m²)	10	10	10	13	15	15	18	20	20
Number of Rows	1	1	1	1	1	1	1	1	1
CONDENSER FANS			Į.	l.					
Number of Fans,	2/2	2/2	212	212	212	212			
Circuit 1/Circuit 2 (piece)	2/2	2/2	2/2	2/3	3/3	3/3	4/3	4/4	4/4
Fan Power (hp)	2	2	2	2	2	2	2	2	2
Fan RPM	950	950	950	950	950	950	950	950	950
Total Air Flow Rate (m³/s)	20	28	28	35	42	42	50	57	57
EVAPORATOR			l .	l.					
Water Volume (liter)	25.2	25.2	33.2	33.2	38.0	50.0	50.0	38.0	54.0
Maximum Water Side									
Pressure (bar)	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3
Maximum Refrigerant Side	6.4	0.4	0.1	0.1	0.1	0.1	0.1	0.4	0.1
Pressure (bar)	31	31	31	31	31	31	31	31	31
Water Connections			_	_	_				_
Size (inch)	3	3	3	3	3	3	4	4	4
	·								

NOTES:

- 1. Standard Rating Conditions per AHRI Standard 550/590.
- 2. COP = Chiller COP (includes power from compressors, fans, and the control panels).
- 3. Rated in accordance with AHRI Standard 550/590 at an air on condenser temperature of 95°F and a leaving chilled water temperature of 44°F.
- 4. Additional rating information can be provided by your local Johnson Controls Sales Office.

Unit Dimensions

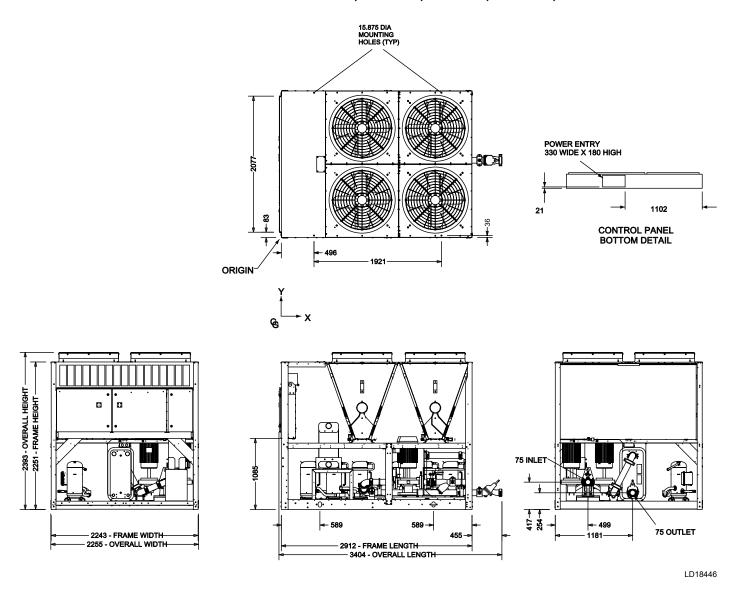
YLAA0180SE, 0210SE, 0195HE



NOTE:

Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top - no obstructions allowed; distance between adjacent units - 10'. No more than one adjacent wall may be higher than the unit

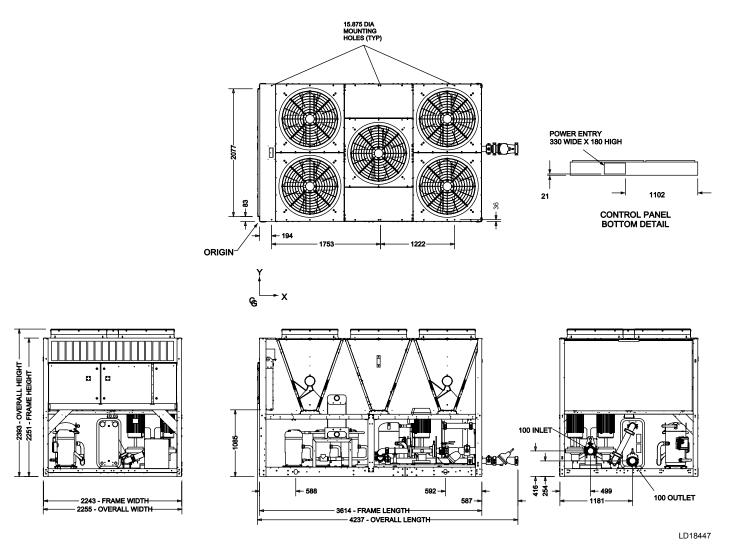
YLAA0241SE, 0286SE, 0320SE, 0221HE, 0262HE



NOTE:

Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top -n0 obstructions allowed; distance between adjacent units -101. No more than one adjacent wall may be higher than the unit

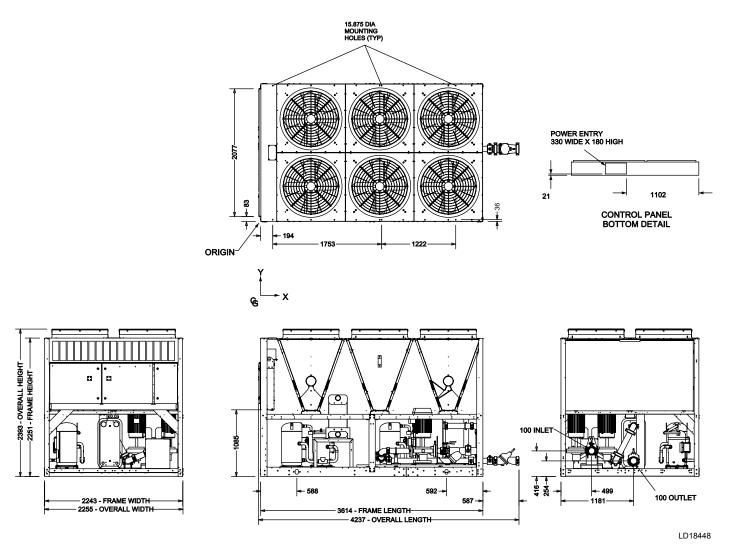
YLAA0360SE, 0400SE, 0301HE



NOTE:

Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top -1.2m (4'0"); top -1.2m (4'0"); top -1.2m (6'); rear to wall may be higher than the unit

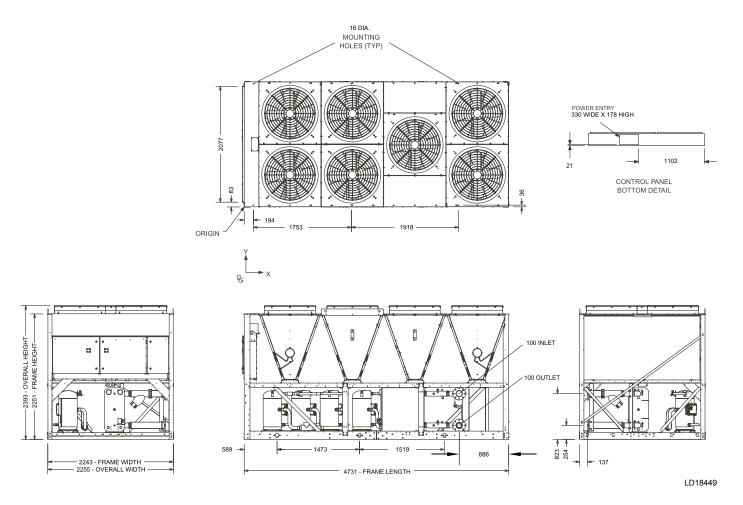
YLAA0435SE, 0485SE, 0350HE, 0392HE



NOTE:

Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top - no obstructions allowed; distance between adjacent units - 10'. No more than one adjacent wall may be higher than the unit.

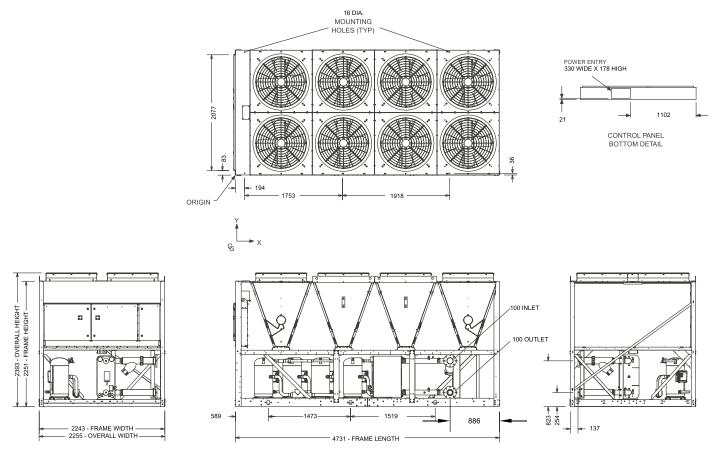
YLAA0442HE



NOTE:

Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top - no obstructions allowed; distance between adjacent units - 10'. No more than one adjacent wall may be higher than the unit.

YLAA0457HE AND YLAA0517HE



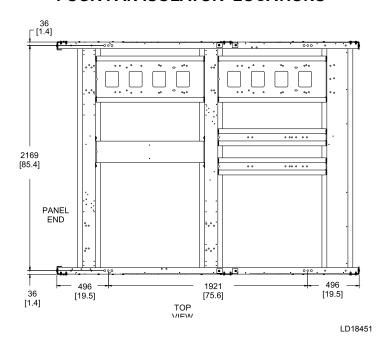
LD18450

NOTE:

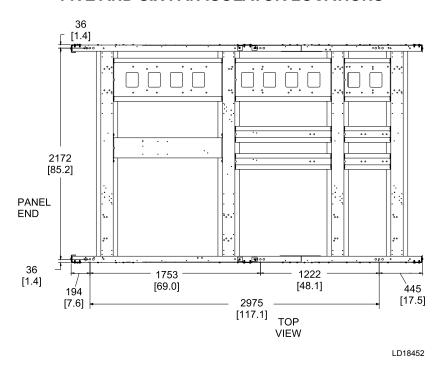
Placement on a level surface of free of obstructions (including snow, for winter operation) or air circulation ensures rated performance, reliable operation, and ease of maintenance. Site restrictions may compromise minimum clearances indicated below, resulting in unpredictable airflow patterns and possible diminished performance. Johnson Controls's unit controls will optimize operation without nuisance high-pressure safety cutouts; however, the system designer must consider potential performance degradation. Access to the unit control center assumes the unit is no higher than on spring isolators. Recommended minimum clearances: Side to wall -2m (6'); rear to wall -2m (6'); control panel to end wall -1.2m (4'0"); top - no obstructions allowed; distance between adjacent units - 10'. No more than one adjacent wall may be higher than the unit.

Isolator Locations

FOUR FAN ISOLATOR LOCATIONS



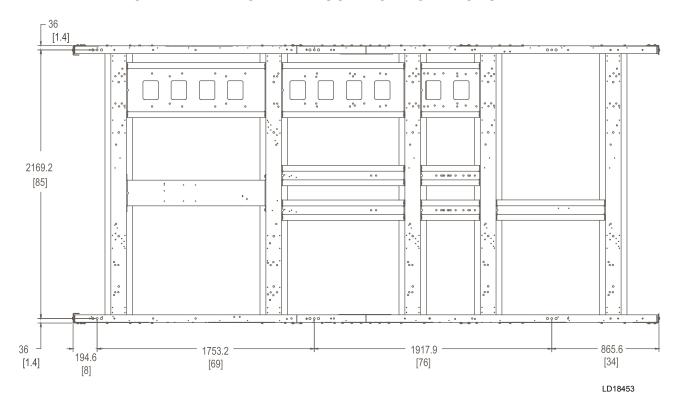
FIVE AND SIX FAN ISOLATOR LOCATIONS



All dimensions are millimeters [inches] unless otherwise specified.

Isolator Locations (Cont'd)

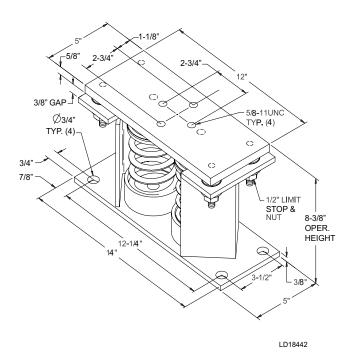
SEVEN AND EIGHT FAN ISOLATOR LOCATIONS



All dimensions are millimeters [inches] unless otherwise specified.

Isolator Details

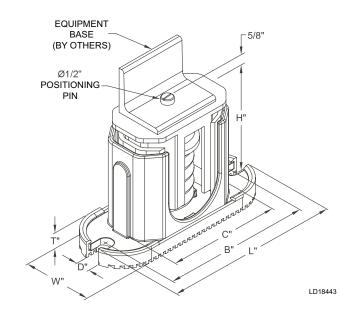
TWO INCH DEFLECTION, SPRING ISOLATOR (Y2RS-)



MO	MODEL Y2RSI-2D RESTRAINED VIBRATION ISOLATOR FOR 2 INCH DEFLECTION								
MOUNT	RATED LOAD LBS (KG)	RATED DEFLECTION IN (MM)	SPRING RATE LBS/IN (N/M)	SOLID LOAD LBS (KG)	COLOR CODE	ALLOWABLE G RATING HORIZONTAL			
Y2RSI-2D-150	150 (68)	2.4 (61)	62 (7)	234 (106)	WHITE	34.7			
Y2RSI-2D-320	320 (145)	2.3 (58)	140 (16)	490 (222)	YELLOW	16.3			
Y2RSI-2D-460	460 (209)	2.3 (58)	200 (23)	688 (312)	GREEN	11.3			
Y2RSI-2D-710	710 (322)	2.2 (56)	330 (37)	1072 (486)	DK BROWN	7.3			
Y2RSI-2D-870	870 (395)	1.9 (48)	460 (52)	1312 (595)	RED	6.0			
Y2RSI-2D-1200N	1200 (544)	1.9 (48)	638 (72)	1818 (825)	RED/BLACK	4.3			
Y2RSI-2D-1450	1450 (658)	1.8 (46)	900 (102)	2450 (1111)	TAN	3.6			
Y2RSI-2D-1690	1690 (767)	1.7 (43)	1140 (129)	2892 (1312)	PINK	3.1			
Y2RSI-2D-2000N	2000 (907)	1.7 (43)	1318 (149)	3342 (1516)	PINK/BLACK	2.6			
Y2RSI-2D-2640N	2640 (1197)	1.5 (38)	1854 (209)	4283 (1943)	PINK/GRAY	2.0			
Y2RSI-2D-2870N	3080 (1397)	1.5 (38)	2004 (226)	4629 (2100)	PINK/GRAY/ ORANGE	1.7			
Y2RSI-2D-3280N	3740 (1696)	1.8 (46)	2134 (241)	4930 (2236)	PINK/GRAY/ DK. BROWN	1.4			

Isolator Details (Cont'd)

ONE INCH DEFLECTION SPRING ISOLATOR (CPX-X-)



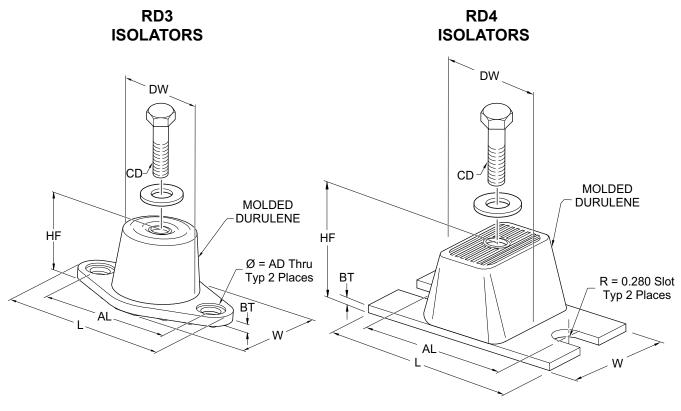
		DIMENSION DATA INCHES (MM)							
MOUNT		D	L	В	С	Т	Н		
CP1	3 (76)	0.625 (16)	7.75 (197)	6.5 (165)	4.75 (121)	0.5 (13)	4.625 (117)		
CP2	3 (76)	0.625 (16)	10.5 (267)	9.25 (235)	7.75 (197)	0.5625 (14)	6 (152)		

MOUNT	RATED CAPACITY	DEFLECTION	COLOR CODE
	LBS (KG)	RATED IN (MM)	
CP1-1D-85	85 (39)	1020 (463)	LT. PURPLE
CP1-1D-120	120 (54)	1.2 (30)	DK. YELLOW
CP1-1D-175	175 (79)	1.17 (30)	DK. BLUE
CP1-1D-250	250 (113)	1.4 (36)	YELLOW
CP1-1D-340	340 (154)	1.13 (29)	RED
CP1-1D-510	510 (231)	1.02 (26)	BLACK
CP1-1D-675	675 (306)	1.32 (34)	DK. PURPLE
CP1-1D-900	900 (408)	1.02 (26)	DK. GREEN
CP1-1D-1200	1200 (544)	0.9 (23)	GRAY
CP1-1D-1360	1360 (617)	0.77 (20)	WHITE
CP1-1D-1785N	1785 (810)	0.88 (22)	GRAY/RED

MOUNT	RATED CAPACITY LBS (KG)	DEFLECTION RATED IN (MM)	COLOR CODE
CP2-1D-1020	1020 (463)	1.020 (46)	BLACK
CP2-1D-1350	1350 (612)	1.32 (34)	DK. PURPLE
CP2-1D-1800	1800 (816)	1.02 (26)	DK. GREEN
CP2-1D-2400	2400 (1089)	0.9 (23)	GRAY
CP2-1D-2720	2720 (1234)	0.77 (20)	WHITE
CP2-1D-3570N	3570 (1619)	0.88 (22)	GRAY/RED

Isolator Details (Cont'd)

ELASTOMERIC ISOLATOR



LD17304

MOUNT		DIMENSION DATA INCHES (mm)							
TYPE	L	W	HF	AL	AD	BT	CD	DW	
RD3-WR	5.5	3.38	2.88	4.13	0.56	0.25	1/2-13 UNC X 1	2.5	
KD3-WK	(139.7)	(85.85)	(73.15)	(104.90)	(14.22)	(6.35)	1/2-13 UNC X 1	(63.5)	
DD4 WD	6.25	4.63	2.75	5.00	0.56	0.38	4/0.40 LING V.4	3.00	
RD4-WR	(158.7)	(117.60)	(69.85)	(127)	(14.22)	(9.65)	1/2-13 UNC X 1	(76.2)	

RD3	RATED CAPACITY LBS (KG)	RATED DEFLECTION INCHES (MM)	DURO (± 5)
RD3-BROWN-WR	250 (113)	0.5 (12)	40
RD3-BRICK RED-WR	525 (238)	0.5 (12)	50
RD3-LIME-WR	750 (340)	0.5 (12)	60
RD3-CHARCOAL-WR	1100 (499)	0.5 (12)	70

RD4	RATED CAPACITY	RATED DEFLECTION	DURO (± 5)
	LBS (KG)	INCHES (MM)	
RD4-BROWN-WR	1500 (680)	0.5 (12)	40
RD4-BRICK RED-WR	2250 (1021)	0.5 (12)	50
RD4-LIME-WR	3000 (1361)	0.5 (12)	60
RD4-CHARCOAL-WR	4000 (1814)	0.5 (12)	70

THIS PAGE INTENTIONALLY LEFT BLANK.

Electrical Notes

NOTES:

- 1. Minimum Circuit Ampacity (MCA) is based on 125% of the rated load amps for the largest motor plus 100% of the rated load amps for all other loads included in the circuit, per N.E.C. Article 430-24. If the optional Factory Mounted Control Transformer is provided, add the following MCA values to the electrical tables for the system providing power to the transformer: -50 = 380/415-3-50, add 1 amps.
- 2. The minimum recommended disconnect switch is based on 115% of the rated load amps for all loads included in the circuit, per N.E.C. Article 440.
- 3. Minimum fuse size is based upon 150% of the rated load amps for the largest motor plus 100% of the rated load amps for all other loads included in the circuit to avoid nuisance trips at start-up due to lock rotor amps. It is not recommended in applications where brown outs, frequent starting and stopping of the unit, and/or operation at ambient temperatures in excess of 35°C (95°F) is anticipated.
- Maximum fuse size is based upon 225% of the rated load amps for the largest motor plus 100% of the rated load amps for all other loads included in the circuit, per N.E.C. Article 440-22.
- 5. Circuit breakers must be UL listed and CSA certified and maximum size is based on 225% of the rated load amps for the largest motor plus 100% of the rated load amps for all other loads included in the circuit. Otherwise, HACR-type circuit breakers must be used. Maximum HACR circuit breaker rating is based on 225% of the rated load amps for the largest motor plus 100% of the rated load amps for all other loads included in the circuit.
- 6. The "INCOMING WIRE RANGE" is the minimum and maximum wire size that can be accommodated by the unit wiring lugs. The (2) preceding the wire range indicates the number of termination points available per phase of the wire range specified. Actual wire size and number of wires per phase must be determined based on the National Electrical Code, <u>using copper connectors only</u>. Field wiring must also comply with local codes.
- A ground lug is provided for each compressor system to accommodate a field grounding conductor per N.E.C. Table 250-95. A control circuit grounding lug is also supplied.
- 8. The supplied disconnect is a "Disconnecting Means" as defined in the N.E.C. 100, and is intended for isolating the unit for the available power supply to perform maintenance and troubleshooting. This disconnect is not intended to be a Load Break Device.
- 9. Field Wiring by others which complies to the National Electrical Code & Local Codes.

Electrical Notes (Cont'd)

LEGEND

ACR-LINE ACROSS THE LINE START C.B. **CIRCUIT BREAKER** D.E. DISC SW FACT MOUNT CB **DUAL ELEMENT FUSE**

DISCONNECT SWITCH FACTORY MOUNTED CIRCUIT BREAKER

FLA **FULL LOAD AMPS**

HΖ **HERTZ** MAX **MAXIMUM**

MCA MINIMUM CIRCUIT AMPACITY

MIN MINIMUM

MIN NF MINIMUM NON FUSED RATED LOAD AMPS RLA S.P. WIRE SINGLE POINT WIRING

UNIT MTD SERV SW UNIT MOUNTED SERVICE (NON-FUSED DISCONNECT

SWITCH)

LRA LOCKED ROTOR AMPS

VOLTAGE CODE

-50 = 380/415-3-50

Wiring Lugs

MODEL YLAA	VOLT	HZ	LUGS		
			ETL TB 1XX	ETL NFDS 2XX	ETL CB 3XX
0180SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(1) #6 AWG - 350 kcmil
0210SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0241SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0286SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0320SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0360SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0400SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/2 AWG - 250 kcmil	(2) #3/2 AWG - 250 kcmil
0435SE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0485SE	400	50	(2) #6 AWG - 500 kcmil	(2) 250 - 500 kcmil	(2) #3/0 AWG - 250 kcmil
0195HE	400	50	(1) #6 AWG - 500 kcmil	(1) #6 AWG - 350 kcmil	(1) #6 AWG - 350 kcmil
0221HE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0262HE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0301HE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0350HE	400	50	(1) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0392HE	400	50	(2) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0442HE	400	50	(2) #6 AWG - 500 kcmil	(2) #3/0 AWG - 250 kcmil	(2) #3/0 AWG - 250 kcmil
0457HE	400	50	(2) #6 AWG - 500 kcmil	(2) 250 - 500 kcmil	(2) #3/0 AWG - 250 kcmil
0517HE	400	50	(2) #6 AWG - 500 kcmil	(2) 250 - 500 kcmil	(2) #3/0 AWG - 250 kcmil

THIS PAGE INTENTIONALLY LEFT BLANK.

Electrical Data Without Pumps

			MCA			MAX				SY	STEM	# 1			
			(DOES		MIN	DUAL	COM	PR 1	COM	PR 2	COM	PR 3	STD	FLOW	FANS
MODEL YLAA	VOLT	HZ	NOT INCLUDE XFR AMPS)	MIN N/F DISC SW	DUAL ELEM FUSE & MIN CB	ELEM FUSE MAX CB	RLA	LRA	RLA	LRA	RLA	LRA	QTY	FLA	LRA
0180SE	400	50	147	200	150	150	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0195HE	400	50	147	200	150	150	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0210SE	400	50	198	400	250	250	61.7	278	61.7	278			2	4.0	19.0
0221HE	400	50	157	200	175	175	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0241SE	400	50	184	250	200	200	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0262HE	400	50	184	250	200	200	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0286SE	400	50	236	400	250	250	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0301HE	400	50	240	400	300	300	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0320SE	400	50	278	400	300	300	61.7	278	61.7	278			2	4.0	19.0
0350HE	400	50	286	400	300	300	61.7	278	61.7	278			3	4.0	19.0
0360SE	400	50	301	400	350	350	61.7	278	61.7	278	61.7	278	3	4.0	19.0
0392HE	400	50	290	400	350	350	42.4	254	42.4	254	42.4	254	3	4.0	19.0
0400SE	400	50	344	600	400	400	61.7	278	61.7	278	61.7	278	3	4.0	19.0
0435SE	400	50	352	600	400	400	61.7	278	61.7	278	61.7	278	3	4.0	19.0
0442HE	400	50	352	600	400	400	61.7	278	61.7	278	61.7	278	4	4.0	19.0
0457HE	400	50	360	600	400	400	61.7	278	61.7	278	61.7	278	4	4.0	19.0
0485SE	400	50	410	600	450	450	61.7	278	61.7	278	61.7	278	3	4.0	19.0
0517HE	400	50	418	600	450	450	61.7	278	61.7	278	61.7	278	4	4.0	19.0

NOTES:

- 1. Reference PIN 59 for pump models.
- 2. Use this table along with Pump Electrical Data to determine electrical data of the unit plus the pump.
- 3. This table does not include data for options on the YLAA to include pump kits, fans other than standard, or control transformer.

	PUMP ELECTRICAL DATA					
PUMP MODEL	НР	RPM	400V-3	3-50HZ		
POWP WODEL	ПР	KPIVI	FLA	LRA		
A, G, L	10.0	3600	13.7	85.8		
B, H, N	15.0	3600	19.7	132.0		
С	3.0	3600	4.4	31.4		
D, I	N/A	3600	N/A	N/A		
E, J	5.0	3600	6.8	47.6		
F, K	7.5	3600	10.2	131.0		
М	3.0	1800	4.5	31.4		
0	20.0	3600	27.2	162.4		
Р	N/A	1800	N/A	N/A		

Electrical Data Without Pumps (Cont'd)

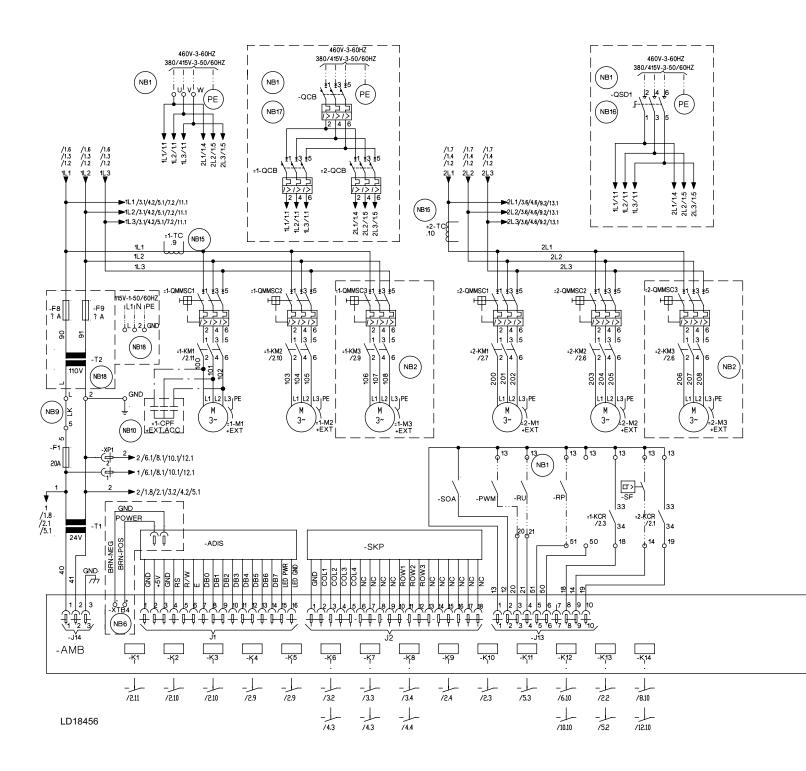
			SYSTEM#2								
			COM	PR 1	COM	IPR 2	COM	PR 3	STI	D FLOW FA	NS
MODEL YLAA	VOLT	HZ	RLA	LRA	RLA	LRA	RLA	LRA	QTY	FLA	LRA
0180SE	400	50	24.4	145	24.4	145			2	1.4	3.4
0195HE	400	50	24.4	145	24.4	145			2	1.4	3.4
0210SE	400	50	24.4	145	24.4	145			2	1.4	3.4
0221HE	400	50	26.9	172	26.9	172			2	4.0	19.0
0241SE	400	50	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0262HE	400	50	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0286SE	400	50	61.7	278	61.7	278			2	4.0	19.0
0301HE	400	50	61.7	278	61.7	278			3	4.0	19.0
0320SE	400	50	61.7	278	61.7	278			2	4.0	19.0
0350HE	400	50	61.7	278	61.7	278			3	4.0	19.0
0360SE	400	50	26.9	172	26.9	172	26.9	172	2	4.0	19.0
0392HE	400	50	61.7	278	61.7	278			3	4.0	19.0
0400SE	400	50	61.7	278	61.7	278			2	4.0	19.0
0435SE	400	50	42.4	254	42.4	254	42.4	254	3	4.0	19.0
0442HE	400	50	61.7	278	61.7	278			3	4.0	19.0
0457HE	400	50	42.4	254	42.4	254	42.4	254	4	4.0	19.0
0485SE	400	50	61.7	278	61.7	278	61.7	278	3	4.0	19.0
0517HE	400	50	61.7	278	61.7	278	61.7	278	4	4.0	19.0

NOTES:

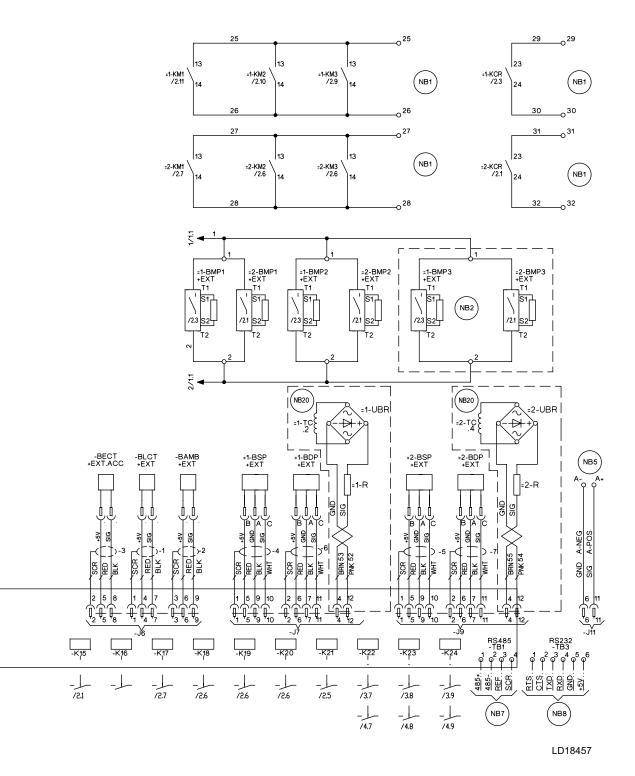
- 1. Reference PIN 59 for pump models.
- 2. Use this table along with Pump Electrical Data to determine electrical data of the unit plus the pump.
- 3. This table does not include data for options on the YLAA to include pump kits, fans other than standard, or control transformer.

CONTROL TRANSFORMER LOAD				
VOLT	KVA			
L VOEI	2	3		
400	5.0	7.5		

Wiring Diagram

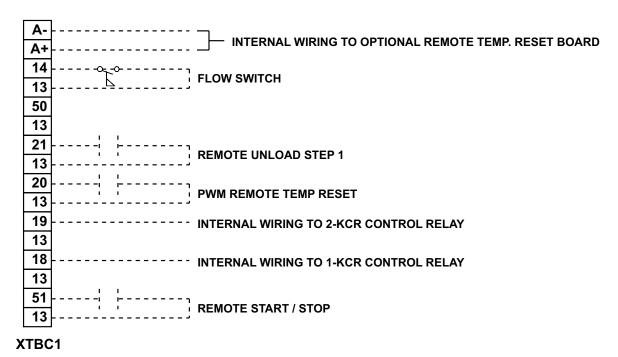


Wiring Diagram (Cont'd)



User Control Wiring

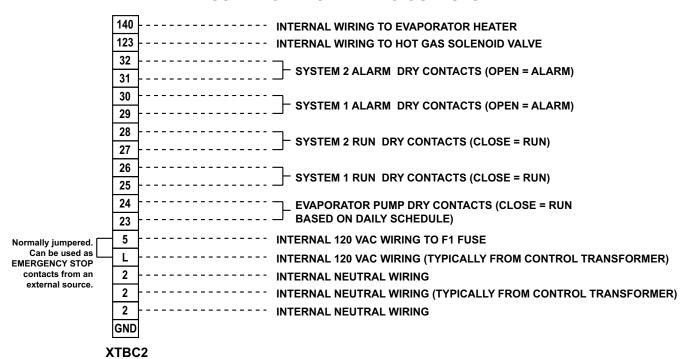
USER CONTROL WIRING INPUTS



LD13130

User Control Wiring (Cont'd)

USER CONTROL WIRING OUTPUTS



LD13242

Notes

ACC ACCESSORY - ADIS DISPAY BOARD - AMB MICRO BOARD - AMB MICRO BOARD - BAMB AMBIENT - BDP DISCHARGE PRESSURE - BECT ENTERING CHILLED TEMP - BLCT LEAVING CHILLED TEMP - BLCT LEAVING CHILLED TEMP - BSP SUCTION PRESSURE - BECT CAPACITOR FOWER FACTOR - BSP SUCTION PRESSURE - SSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EPH PUMP HEATER - EPH PUMP HEATER - EPH EVAPORATOR HEATER - FFP LIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FI FUSE - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - K CIRCUIT BOARD RELAY - KF FAN CONTACTOR LINE - KFH FAN CONTACTOR LINE - KFR RELAY FAN SPEED - (INCLUDING COIL SUPPRESSOR) - KFL FAN OVERLOAL - KFR RELAY FAN SPEED - (INCLUDING COIL SUPPRESSOR) - KFR COMPRESSOR CONTACTOR - KMR COMPRESSOR CONTACTOR - MMF MOTOR FAN - MMP MOTOR FAN - MMP MOTOR POMP NU NOT USED PE PROTECTIVE EARTH - PWM PILSE WIDTH MODULATION TEMP RESET OR REMOTE UNLOAD 2nd STEP	Designation	DESCRIPTION	Designation	DESCRIPTION
- AMB MICRO BOARD - AMB MICRO BOARD - AMB MISIOT - AMB AMBIENT - ASD SWITCH DISCONNECT - SKP KEYPAD - SOA SWITCH OFF AUTO - SKP KEYPAD - SKP KEYP		ACCESSORY		
- AMB MICRO BOARD - AMB MICRO BOARD - AMB MISIOT - AMB AMBIENT - ASD SWITCH DISCONNECT - SKP KEYPAD - SOA SWITCH OFF AUTO - SKP KEYPAD - SKP KEYP	- ADIS	DISPLAY BOARD	-OMMSC	MANUAL MOTOR STARTER COMP
- BAMB AMBIENT - BDP DISCHARGE PRESSURE - BECT ENTERING CHILLED TEMP - BLCT LEAVING CHILLED TEMPERATURE NOT FITTED ON REMOTE EVAP UNITS - BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - E-EH EVAPORATOR HEATER - E-EH EVAPORATOR HEATER - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FRI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - KP CIRCUIT BOARD RELAY - KF FAN CONTACTOR LICHS PSEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OPTION COIL SUPPRESSOR) - KFOL FAN OCTACTOR LOW SPEED - KFOL FAN OPTION COIL SUPPRESSOR) - KFOL FAN OCTACTOR LOW SPEED - K				
- BAMB AMBIENT - BDP DISCHARGE PRESSURE - BECT ENTERING CHILLED TEMP - BLCT LEAVING CHILLED TEMPERATURE NOT FITTED ON REMOTE EVAP UNITS - BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - E-EH EVAPORATOR HEATER - E-EH EVAPORATOR HEATER - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FRI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - KP CIRCUIT BOARD RELAY - KF FAN CONTACTOR LICHS PSEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OPTION COIL SUPPRESSOR) - KFOL FAN OCTACTOR LOW SPEED - KFOL FAN OPTION COIL SUPPRESSOR) - KFOL FAN OCTACTOR LOW SPEED - K			-QSD	SWITCH DISCONNECT
- BDP DISCHARGE PRESSURE - BECT ENTERING CHILLED TEMP - BLCT LEAVING CHILLED TEMPERATURE NOT FITTED ON REMOTE EVAP UNITS - BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EXT EXTERNAL TO CONTROL PANEL - F FUSE - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFC CONTROL RELAY - KF FAN CONTACTOR LINE - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR - KM COMPONENTS OR SETS OFCOMPONENTS - M COMPONENTS OR SETS OFCOMPONENTS - M PUMP CONTACTOR FANT - KM COMPONENTS OR SETS OFCOMPONENTS - M PUMP CONTACTOR FANT - KM COMPONENTS OR SETS OFCOMPONENTS - M PUMP CONTACTOR FANT - KM COMPONENTS OR SETS OFCOMPONENTS - M PUMP CONTACTOR FANT - KM COMPONENTS OR SETS OFCOMPONENTS - M PUMP CONTACTOR FANT - M PUM	- BAMB	AMBIENT		
BECT ENTERING CHILLED TEMP BLCT LEAVING CHILLED TEMPERATURE NOT FITTED ON REMOTE EVAP UNITS -BMP MOTOR PROTECTOR COMP BSP SUCTION PRESSURE -CPF CAPACITOR POWER FACTOR -ECH CRANKCASE HEATER -EPH PUMP HEATER -EPH PUMP HEATER -EPH HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND GY GREEN / YELLOW -YHGSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KPC FAN OPTION COIL SUPPRESSOR) -KP			R	RESISTOR
BLCT LEAVING CHILLED TEMPERATURE NOT FITTED ON REMOTE EVAP UNITS -BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE -CPF CAPACITOR POWER FACTOR -ECH CRANKCASE HEATER -ECH EVAPORATOR HEATER -EPH PUMP HEATER -EPH PUMP HEATER -EXT EXTERNAL TO CONTROL PANEL -FI FUSE -FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND GY GREEN / YELLOW -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -KF FAN CONTACTOR LINE -KF FAN CONTACTOR LINE -KF FAN CONTACTOR LINE -KF FAN CONTACTOR LINE -KF FAN COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KGC CONTROL RELAY -KF RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP RELAY FAN SPEED -KM (INCLUDING COIL SUPPRESSOR) -KCC CONTROL RELAY -KP REMOTE VALVE -SCREEN -S				
- BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EPH PUMP HEATER - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - STBC TERMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK FACTORY - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KFOL FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KFS RELAY FAN SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OWERLOAL - KFS RELAY FAN SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OWERLOAL - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KFOL FAN OWERLOAL - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KFOL FAN OWERLOAL - KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KFOL FAN OWERLOAL - KM COMPRESSOR MOTOR - KM COMPRESSOR MOTOR - M COMPRESSOR MOTOR - M I COMPRESSOR MOTOR - M I COMPRESSOR MOTOR - M I MOTOR FAN - MP I MOTOR FAN - MP I MOTOR PUMP NU NOT USED - PE PROTECTIVE EARTH - PWM PULSE WIDTH MODULATION TEMP				
- BMP MOTOR PROTECTOR COMP - BSP SUCTION PRESSURE - BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EEH EVAPORATOR HEATER - ETH PUMP HEATER - EXT EXTERNAL TO CONTROL PANEL - F FUSE - FHIP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - STBC TERMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK FACTORY - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFP FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFP COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KFP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KFP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KFP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KFP COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSO				
- BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EPH PUMP HEATER - FIP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - STB FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KFP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - M COMPONENTS OR SETS OFCOMPONENTS - M COMPONENTS OR SETS OFCOMPONENTS - M P MOTOR PUMP NU NOT USED	N	OT FITTED ON REMOTE EVAP UNITS	RU	REMOTE UNLOAD ISLATEP
- BSP SUCTION PRESSURE - CPF CAPACITOR POWER FACTOR - CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EPH PUMP HEATER - FIP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - STB FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KFP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - M COMPONENTS OR SETS OFCOMPONENTS - M COMPONENTS OR SETS OFCOMPONENTS - M P MOTOR PUMP NU NOT USED				
- SKP KEYPAD - SOA SWITCH OFF AUTO - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EXT EXTERNAL TO CONTROL PANEL - F FUSE - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND - STATE FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KFOL FAN OVERLOAL - KF CONTROL RELAY - KF PUMP CONTACTOR PART - KROULDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KF PUMP CONTACTOR PART - KP PUMP CONTACTOR PART - KP PUMP CONTACTOR PART - MI COMPRESSOR MOTOR - MI COMPRESSOR -	-BMP	MOTOR PROTECTOR COMP		SCREEN
- CPF CAPACITOR POWER FACTOR - ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EPH PUMP HEATER - EXT EXTERNAL TO CONTROL PANEL - F FUSE - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KF FAN CONTACTOR LINE - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFP CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KF FAN CONTACTOR LINE - KF FAN CONTACTOR CONTACTOR - KM COMPRESSOR CONTACTOR - KM COMPRESSOR CONTACTOR - KM COMPRESSOR CONTACTOR - KM CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KF PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - M COMPRESSOR MOTOR - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED - COMPACTIVE EARTH - PWM PULSE WIDTH MODULATION TEMP	- BSP	SUCTION PRESSURE	- SF	FLOW SWITCH
- ECH CRANKCASE HEATER - EEH EVAPORATOR HEATER - EPH PUMP HEATER - EXT EXTERNAL TO CONTROL PANEL - F FUSE - FUSE - FUSE - FAN OPTION ONLY GND GROUND - GROUND - GROUND - FAN OPTION ONLY - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KFL FAN CONTACTOR LOW SPEED - KINCLUDING COIL SUPPRESSOR) - KFOL FANOVERLOAL - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR - KM COMPRESSOR CONTACTOR - KNC CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KF FAN CONTACTOR LOW SPEED - (INCLUDING COIL SUPPRESSOR) - KFOL FANOVERLOAL - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KFOL FANOVERICATION TEMP - WIRING AND ITEMS SHOWN THUS - ARE NOT SUPPLIED BY JOHNSON CONTROLS - ME MOTOR PART - ME MOTOR PART - ME MOTOR PART - ME MOTOR PART - ME PROTECTIVE EARTH - PWM PULSE WIDTH MODULATION TEMP			- SKP	KEYPAD
-EEH EVAPORATOR HEATER -EPH PUMP HEATER -EXT EXTERNAL TO CONTROL PANEL -F FUSE -FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -KR COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KG CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I NOT USED	-CPF	CAPACITOR POWER FACTOR	- SOA	SWITCH OFF AUTO
-EEH EVAPORATOR HEATER -EPH PUMP HEATER -EXT EXTERNAL TO CONTROL PANEL -F FUSE -FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF RAI OVERLOAL -KF PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -KR COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KG CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I COMPRESSOR MOTOR -M I NOT USED			,	
-EPH PUMP HEATER -EXT EXTERNAL TO CONTROL PANEL -F FUSE -FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -FSI FAN OPTION ONLY -XTBC TERMINAL BLOCK CUSTOMER -XTBC TERMINAL BLOCK	- ECH	CRANKCASE HEATER	- T	TRANSFORMER
-EXT EXTERNAL TO CONTROL PANEL -FR FUSE -FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY -XTBC TERMINAL BLOCK CUSTOMER -XTBF TERMINAL BLOCK FACTORY -XTBF TERMINAL BLOCK FACTORY -XTBF TERMINAL BLOCK GUSTOMER -XTBF TERMINAL BLOCK CUSTOMER -XTBF TERMINAL BLOCK FACTORY -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LIN	-EEH	EVAPORATOR HEATER	-TC	TRANSFORMER CURRENT
- F FUSE - FHP HIGH PRESSURE CUTOUT - FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND - G/Y GREEN / YELLOW - YLLSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - FELD MOUNTED AND WIRED ON REMOTE EVAP UNITS - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) - KFO L FAN OVERLOAL - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KCP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED WHT WHITE - XTBC TERMINAL BLOCK CUSTOMER - YLLSV (INCLUDING COIL SUPPRESSOR) - WIRING AND ITEMS SHOWN THUS ARE STANDARD TO TEMPS	-EPH	PUMP HEATER	,	
- FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KF FAN CONTACTOR LINE - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FANOVERLOAL - KFS RELAY FAN SPEED - KM COMFRESSOR CONTACTOR - KM COMFRESSOR CONTACTOR - KM COMFRESSOR CONTACTOR - KMP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED - TEMS THUS ENCLOSED FORM A COMPONENTS OR SETS OFCOMPONENTS - TEMMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK CUSTOMER - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VERT COMPRESSOR - VILSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VERT COMPRESSOR - V	-EXT	EXTERNAL TO CONTROL PANEL	-UBR	BRIGDE RECFIFIER
- FHP HIGH PRESSURE CUTOUT -FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - KF FAN CONTACTOR LINE - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FANOVERLOAL - KFS RELAY FAN SPEED - KM COMFRESSOR CONTACTOR - KM COMFRESSOR CONTACTOR - KM COMFRESSOR CONTACTOR - KMP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED - TEMS THUS ENCLOSED FORM A COMPONENTS OR SETS OFCOMPONENTS - TEMMINAL BLOCK CUSTOMER - XTBC TERMINAL BLOCK CUSTOMER - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VLISV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VERT COMPRESSOR - VILSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - VERT COMPRESSOR - V				
-FSI FAN SPEED INHIBIT TWO SPEED FAN OPTION ONLY GND GROUND G/Y GREEN / YELLOW -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -KFF FAN CONTACTOR LINE -KFF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR -KM COMPRESSOR CONTACTOR -KCR CONTROL RELAY -KCP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -MF COMPRESSOR MOTOR -MF MOTOR FAN -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED -XTBC TERMINAL BLOCK CUSTOMER -XTBF TERMINAL BLOCK CUSTOMER -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -IGNAL MICHAEL SEE NOTE) -XTBF TERMINAL BLOCK CUSTOMER -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -INCLUDING COIL SUPPRESSOR) -XTBF TERMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TERMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TEMMINAL BLOCK FACTORY -YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TEMMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TEMMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TEMMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) -YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) -XTBF TEMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSO	- F	FUSE	WHT	WHITE
GND GROUND G/Y GREEN / YELLOW - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LIDING COIL SUPPRESSOR) - IELD MOUNTED AND WIRED ON REMOTE EVAP UNITS - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LIOW SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KFS RELAY FAN SPEED - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - MF MOTOR FAN - MF MOTOR FAN - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED - XTBF TERMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LIDE SOLENDID VALVE (INCLUDING COIL SUPPRESSOR) - ZCPR COMPRESSOR - ZCPR COMPRESSOR - ZCPR COMPRESSOR - WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS - MF MOTOR FAN - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED	- FHP	HIGH PRESSURE CUTOUT		
GND GROUND G/Y GREEN / YELLOW - YHGSV HOT GAS SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LIDING COIL SUPPRESSOR) - IELD MOUNTED AND WIRED ON REMOTE EVAP UNITS - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LINE - KF FAN CONTACTOR LIOW SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KFS RELAY FAN SPEED - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART - MF MOTOR FAN - MF MOTOR FAN - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED - XTBF TERMINAL BLOCK FACTORY (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LIDE SOLENDID VALVE (INCLUDING COIL SUPPRESSOR) - ZCPR COMPRESSOR - ZCPR COMPRESSOR - ZCPR COMPRESSOR - WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS - MF MOTOR FAN - MF MOTOR FAN - MP MOTOR PUMP NU NOT USED	-FSI	FAN SPEED INHIBIT TWO SPEED	- XTBC	TERMINAL BLOCK CUSTOMER
GND GROUND GY GREEN / YELLOW		FAN OPTION ONLY		
G/Y GREEN / YELLOW (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) FIELD MOUNTED AND WIRED ON REMOTE EVAP UNITS - K CIRCUIT BOARD RELAY - KF FAN CONTACTOR LINE - KF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAD - KFS RELAY FAN SPEED - KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - M COMPRESSOR MOTOR - M COMPRESSOR MOTOR - M COMPRESSOR MOTOR - M MOTOR FAN - MP MOTOR PUMP - PE PROTECTIVE EARTH - PWM PULSE WIDTH MODULATION TEMP		77.11 61 116.11 61.121	7.12.	1 - 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3
G/Y GREEN / YELLOW G/Y GREEN / YELLOW (INCLUDING COIL SUPPRESSOR) - YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) FIELD MOUNTED AND WIRED ON REMOTE EVAP UNITS - K CIRCUIT BOARD RELAY - KF FAN CONTACTOR LINE - KFF FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) - KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) - KFOL FAN OVERLOAL - KFS RELAY FAN SPEED (INCLUDING COIL SUPPRESSOR) - KCR CONTROL RELAY - KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR - M DOTOR PUMP - MOTOR PUMP - MOTOR SETS OF COMPONENTS - MU NOT USED - PE PROTECTIVE EARTH - PWM PULSE WIDTH MODULATION TEMP	GND	GROUND	-YHGSV	HOT GAS SOLENOID VALVE
- YLLSV LIQUID LINE SOLENOID VALVE (INCLUDING COIL SUPPRESSOR) FIELD MOUNTED AND WIRED ON REMOTE EVAP UNITS	G/Y	GREEN / YELLOW	1	
-KCR CONTROL RELAY -KF PUMP CONTACTOR LOSSOR -KFL CONTROL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR PAN -MP MOTOR PUMP NU NOT USED FIELD MOUNTED AND WIRED ON REMOTE EVAP UNITS -ZCPR COMPRESSOR - WIRING AND ITEMS SHOWN THUS ARE STANDARD YORK ACCESSORIES			- YLLSV	,
-K CIRCUIT BOARD RELAY -KF FAN CONTACTOR LINE -KFH FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAE -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED				(INCLUDING COIL SUPPRESSOR)
-K CIRCUIT BOARD RELAY -KF FAN CONTACTOR LINE -KFH FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED -ZCPR COMPRESSOR - WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS	J	PLUG BOARD CONNECTOR		NTED AND WIRED ON REMOTE EVAP
-KF FAN CONTACTOR LINE -KFH FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED -KF FAN CONTACTOR LOW SPEED ND NOTE WELL {SEE NOTE} ND NOTE WELL {SEE NOTE} ND NOTE WELL {SEE NOTE} ND WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS		_	UNITS	
-KF FAN CONTACTOR LINE -KFH FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED -KF FAN CONTACTOR LOW SPEED ND NOTE WELL {SEE NOTE} ND NOTE WELL {SEE NOTE} ND NOTE WELL {SEE NOTE} ND WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS				
-KFH FAN CONTACTOR HIGH SPEED (INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE} WIRING AND ITEMS SHOWN THUS ARE NOT SUPPLIED BY JOHNSON CONTROLS			- ZCPR	COMPRESSOR
(INCLUDING COIL SUPPRESSOR) -KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAD -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE} ARE STANDARD YORK ACCESSORIES				
-KFL FAN CONTACTOR LOW SPEED (INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAD -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE} NB NOTE WELL {SEE NOTE}	-KFII			
(INCLUDING COIL SUPPRESSOR) -KFOL FAN OVERLOAL -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED NOT USED	-KFI	,		NOTE WELL (SEE NOTE)
-KFOL FAN OVERLOAC -KFS RELAY FAN SPEED -KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED	""-		(NB)	110 12 1121 (022 110 12)
-KM COMPRESSOR CONTACTOR (INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED ARE STANDARD YORK ACCESSORIES ARE STANDARD YORK ACCESSORIES	-KFOL	,		
(INCLUDING COIL SUPPRESSOR) -KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	-KFS	RELAY FAN SPEED		WIRING AND ITEMS SHOWN THUS
-KCR CONTROL RELAY -KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) -M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	-KM	COMPRESSOR CONTACTOR		ARE STANDARD YORK ACCESSORIES
-KP PUMP CONTACTOR PART (INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP		,		
(INCLUDING COIL SUPPRESSOR) - M COMPRESSOR MOTOR COMPONENTS OR SETS OF COMPONENTS OR SETS OF COMPONENTS OR SETS OF COMPONENTS - MP MOTOR PUMP NOT USED - PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP				WIRING AND ITEMS SHOWN THUS
- M COMPRESSOR MOTOR COMPONENTS OR SETS OF COMPONENTS -MF MOTOR FAN COMPONENTS OR SETS OF COMPONENTS -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	-KP		ARE N	NOT SUPPLIED BY JOHNSON CONTROLS
- M COMPRESSOR MOTOR -MF MOTOR FAN -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP		(INCLUDING COIL SUPPRESSOR)	_	ITEMS THE ENGLOSED FORM A
-MF MOTOR FAN -MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	- M	COMPRESSOR MOTOR		
-MP MOTOR PUMP NU NOT USED PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP				5
PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	-MP			
PE PROTECTIVE EARTH PWM PULSE WIDTH MODULATION TEMP	1			
PWM PULSE WIDTH MODULATION TEMP	NU	NOT USED		
PWM PULSE WIDTH MODULATION TEMP			_	
	PE			
RESET or REMOTE UNLOAD 2nd STEP	PWM			
		RESET or REMOTE UNLOAD 2nd STER	<u></u>	

Notes (Cont'd)

A. THIS DRAWING IS BASED ON IEC SYMBOLS. B. PIELD WIRRIG TO BE INA COZORDANCE WITH THE RELEVANT ELECTRICAL CODE AS WELL AS ALL OTHER APPLICABLE CODES AND SPECIFICATIONS. ALL SURGES OF SUPPLIED BY YORK. ALL SURGES OF SUPPLIED BY YORK. GRED WIRE USED FOR A.C. CONTROL, BILLE WIRE FOR NEUTRAL, BLACK WIRE FOR A.C. AND D.C. POWER. AND YELLOW WIRE IS USED FOR EARTH, MULTI-COLOURED CABLE USED FOR LOW VOLTAGE. RED WIRE USED FOR A.C. CONTROL, BILLE WIRE FOR NEUTRAL, BLACK WIRE FOR A.C. AND D.C. POWER. CRANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL. SOURCE. E. LECEND DESIGNATION DEPICTS COMPONENT ABBREWATIONS. NUMBER PREFIX LOCATED, IF APPLICABLE, ON SCHEMATIC OF ROUT, REFERS TO SYSTEM THEREON, B.G.=1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 20 NS SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 24 NO VITAGE FREE CONTACTS. THE CUSTOMER MUST IT ARE PARTICULAR CARE WHEN DERIVING THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIVA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIVA THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OS ISOLATION THE VOLTAGE FREE CONTACTS ARE RATED AT 100WA. ALL INDUCTIVE DEVICES (REL. AYS, SWITCH BY THE VORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPLIES BY GONE, THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE BATED AT 73 W/S 6ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THEY PORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAULTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF. UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. REFERE TO INSTALATION COMMISSIONING OPERATION NOT SENTING. STANDARD RIC SERVING STREAM T		GENERAL
B. FIELD WIRING TO BE IN ACCORDANCE WITH THE RELEVANT ELECTRICAL CODE AS WELL AS ALL OTHER APPLICABLE CODES AND SPECIFICATIONS C. ALL SOURCES OF SUPPLY SHOWN ON THIS DIAGRAM TO BE TAKEN FROM ONE MAIN ISOLATOR. NOT SHOWN OR SUPPLIED BY YORK. D. GREEN AND YELLOW WIRE IS USED FOR EARTH, MULTI-COLOURED CABLE USED FOR LOW VOLTAGE. RED WIRE USED FOR AC. CONTROL, BLUE WIRE FOR NEUTRAL, BLACK WIRE FOR AC. AND D.C. POWER. ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL SOURCE. E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED, IF APPLICABLE, ON SCHMATIC IR CRUIT, REFERS TO SYSTEM THEREON, E.G.= 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE DERIVING THE SUPPLIES FOR THE VOLTAGE FREE REFIRMINALS WITH REAGAN TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100M. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30 WING THE WORK VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 300M FROM THE YORK VOLTAGE FREE CONTACTS CONTACTS CONTACTS. G.	Α.	
APPLICABLE CODES AND SPECIFICATIONS AL SURCRES OF SUPPLY SHOWN ON THIS DIAGRAM TO BE TAKEN FROM ONE MAIN ISOLATOR, NOT SHOWN OR SUPPLIED BY YORK. GREEN AND YELLOW WIRE IS USED FOR EARTH, MULTI-COLOURED CABLE USED FOR LOW VOLTAGE. RED WIRE USED FOR A C. CONTROL, BLUE WIRE FOR NEUTRAL, BLACK WIRE FOR A C. AND D.C. POWER. ORANGE WIRE SHOULD BE USED FOR NEUTRAL, BLACK WIRE FOR A C. AND D.C. E. LEGEND ESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED, IF APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G. = 1-FHP2 REFERS TO HIGH PRESSURE CUITOTI NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAINTUN VOLTAGE 2 HOULTS. THE CUSTOMER MIST TA KEP PARTICULAR CARE WHEN DERIVING THE SUPPLIES FOR THE YOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VAI THE COMMON POINT OF ISOLATION. THUS THESE CIRCUITS WHEN USED MUST BE FED VAI THE COMMON POINT OF ISOLATION IN SOLATION. THUS THESE CIRCUITS WHEN USED MUST SUPPLIED BY VORK. THE YORK YOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK YOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK YOLTAGE FREE CONTACTS ARE FREE CONTACTS AND THE YORK YOLTAGE FREE CONTACTS AND THE YORK YOLTAGE FREE CONTACTS CONNECTED TO THE YORK CONTROL PANEL ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL ADDITIONAL AND THE YORK YOLTAGE SHOWN. 1 THESE PRECAUTIONS ARE NOT FOUNDED TO THE YORK YOUNG THE YORK YOUNG THE YORK YOUNG		
C. ALL SOURCES OF SUPPLY SHOWN ON THIS DIAGRAM TO BE TAKEN FROM ONE MAIN ISOLATOR. NOT SHOWN ON SUPPLIED BY YORK. D. GREEN AND YELLOW WIRE IS USED FOR EARTH, MULTI-COLOURED CABLE USED FOR LOW VOLTAGE. RED WIRE USED FOR AC. CONTROL, BLUE WIRE FOR AC. AND D.C. POWER. ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL SOURCE. E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVATIONS. NUMBER PREFX LOCATED, IF APPLICABLE, ON SCHEMATIC I. R. CULT, REFERS TO SYSTEM THEREON, E.G. = 1-FHP2 REFERS TO HIGH PRESSURE CULTOUT NO.2 ON SYSTEM NO.1 F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 20 VOLTS. THE CUSTOMER MUST TO A COMMON POINT OF SIGNATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENDE. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENDE. THIS COMMON POINT OF ISOLATION TO THE UNIT SO PREMED. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENDE. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OPENDE. THIS CONTACTS MUST HAVE THEIR COLD. SUPPRESSED USING STANDARD REQUIRE SORS. G. CUSTOMER VOLTAGE FREE CONTACTS MUST HAVE THEIR COLD. SUPPRESSED USING STANDARD REQUIRE SORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma. ADDITIONALLY, CONTROL WIRTHON FOR CONNECTED TO THE YORK CONTROL PANEL. ADDITIONALLY, CONTROL WIRTHON FOR CONNECTED TO THE YORK CONTROL PANEL. IN THE YORK CONTROL PANEL. IN THE YORK CONTROL WIRTH ON THE THEIR COLD. SUPPRESSED USING STANDARD REQUIRE OF THE WIRT WIRTH WIRTH MUST BE RATED AT 30V 5ma. THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF. UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROL. SUPPRESSOR ON THE WIRTH MUST BE CONTROL WIRTH ON THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF. UNCT	ъ.	
D. GREEN AND YELLOW WIRE IS USED FOR EARTH, MILTI-COLOURED CABLE USED FOR LOW VOLTAGE. RED WIRE USED FOR AC. CONTROL, BLUE WIRE FOR AC. AND D.C. POWER, ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL SOURCE. E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREETX LOCATED, IF. APPLICABLE, ON SCHEMATIC IR. RELUT. REFERS TO SYSTEM THEREON, E.G.= 1-PHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE OUSTOMER MANIMUM VOLTAGE 240 VOLTS. THE CUSTOMER MIST T. AKE PARTICULAR CARE WHEN DERIVING THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION TO THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION TO THE VOLTAGE TO THESE CIRCUITS WITH THE VOLD SUPPLIED BY VORK. THE YORK VOLTAGE FREE CONTACTS AND THE VOLTAGE TO THE VOLTAGE FREE CONTACTS AND THE VOLTAGE TO THE VOLTAGE FREE CONTACTS AND THE VOLTAGE FREE CONTACTS THE VIGORAL PHEN FIRE FOLL SUPPRESSED USING STANDARD REQUIRED TO THE UNIT IS OPENDE. THIS COMMON POINT OF ISOLATION TO THE UNIT SO PREME. THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COLL SUPPRESSED USING STANDARD REQUIRED TO THE VORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COLL SUPPRESSED USING STANDARD REQUIRED TO THE VORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COLL SUPPRESSED USING STANDARD REQUIRED TO THE VORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COLL SUPPRESSED USING STANDARD REQUIRED TO THE VORK VOLTAGE PREVENTION WITH THEIR COLL SUPPRESSED AND THE VORK VOLTAGE PREVENTION WITH THE THEIR COLL SUPPRESSED AND THE VORK VOLTAGE PREVENTION WITH THE THEIR COLL SUPPRESSED AND THE VORK VOLTAGE PREVENTION WITH THE THEIR COLL SUPPRESSED AND THE VORK VOLTAGE PREVENTION WITH THE THEIR COLL SUPPRESSED AND THE VORK VOLTAGE PREVENTION WITH THE THE THE THE THE THE THE THE THE T	С	
RED WIRE USED FOR A.C. CONTROL, BLUE WIRE FOR NEUTRAL, BLACK WIRE FOR A.C. AND D.C. POWER, ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL SOURCE. LIGGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS, NUMBER PREFIX LOCATED, IF APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G.= 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION YOUT AGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE FOR THE CUSTOMER MUST T. AKE PARTICULAR CARE WHEN DERIVING THE SUPPLIES FOR THE VOLTAGE FREE TEMMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS BY SERMOVED WHEN THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK YOLTAGE FREE CONTACTS ARE RATED AT 100% ALL INDUCTINE DEVICES (REL. AYS) SWITCH BY THE YORK YOLTAGE FREE CONTACTS MER RATED AT 100%. ALL INDUCTINE DEVICES (REL. AYS) SWITCH BY THE YORK YOLTAGE FREE CONTACTS MER THE YORK YOLTAGE FREE CONTACTS MEST HAVE THEIR COIL SUPPRESSED USING STANDARD RC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5mm ALL INDUCTINE DEVICES (REL. AYS) SWITCH BY THE YORK YOLTAGE FREE CONTACTS MEST THEY SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROL. **NOTES** **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTION AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WAS SECTION. AS 25 MAYS 32 SA 239 SA 234 AND 235 & 238 SA 234 AND 234 & 235 AND PATE THE PATE ON THE P		SHOWN OR SUPPLIED BY YORK.
POWER. ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL SOURCE. E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED, IF APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G.= 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTS. THE CUSTOMER MUST THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISIOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISIOLATION. THE VOLTAGE TO THESE CIR RCUITS IS REMOVED WHEN THE COMMON POINT OF ISIOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISIOLATION TO FISIOLATION TO FISIOLATION TO FISIOLATION TO SUPPLIES FOR COMMON POINT OF ISIOLATION TO SUPPLIES FOR COMMON POINT OF ISIOLATION TO SUPPLIES FREE CONTACTS AND THE VOLTAGE FREE CONTACTS MONEY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30 V5 mg. H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **REFER TO INSTALATION COMMISSIONING POPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION SHOULD NOT SET WITH A SYSTEM. HERM'S IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FIFTED ON UNITS WITH HOT GAS BYPASS OPTION. THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239. FIFTED ON UNITS WITH HOT GAS BYPASS OPTION. POPULAR FACTOR CONNECTION POST OF CORPRESSORS ON THE SYSTEM. HERM'S IS A 315 SPENDACED BY A LINK ACROSS TERMINALS 132 & 33 SAID AND 234 & 235. PRIVE IS NOT WITH THE ON ONE SYSTEMS WITH 5 FANS ONLY FITTED ON GOVERNESSORS WITH INTERNAL MOTOR P	D.	GREEN AND YELLOW WIRE IS USED FOR EARTH, MULTI-COLOURED CABLE USED FOR LOW VOLTAGE.
E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED. IF APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G.= 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTS. THE CUSTOMER MUST T. AKE PARTICULAR CARE WHEN DERVINO THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THE SCHED REVISION FROM THE VORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES, RELE. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD GAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. ***REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON 1 THE SYSTEM 1-8MBY BIS REPLACED BY A LINK ACROSS TERMINALS 322 & 239 HITCH DON UNITS WITH HOT GAS BYPASS OPTION. 5 PRIVE BONLY FITTED ON CE YLAA 777 AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139, 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 322 & 239 ***POWER FROM THE HOUSE AS SHOWN 1 HIS WINNER HORS T		RED WIRE USED FOR A.C. CONTROL, BLUE WIRE FOR NEUTRAL, BLACK WIRE FOR A.C. AND D.C.
E. LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED. IF APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G.= 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTS. THE CUSTOMER MUST T. AKE PARTICULAR CARE WHEN DERVINO THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THE SCHED REVISION FROM THE VORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES, RELE. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD GAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. ***REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON 1 THE SYSTEM 1-8MBY BIS REPLACED BY A LINK ACROSS TERMINALS 322 & 239 HITCH DON UNITS WITH HOT GAS BYPASS OPTION. 5 PRIVE BONLY FITTED ON CE YLAA 777 AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139, 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 322 & 239 ***POWER FROM THE HOUSE AS SHOWN 1 HIS WINNER HORS T		POWER. ORANGE WIRE SHOULD BE USED FOR INTERLOCK CONTROL WIRING SUPPLIED BY EXTERNAL
APPLICABLE, ON SCHEMATIC CI. RCUIT, REFERS TO SYSTEM THEREON, E.G. = 1-FHP2 REFERS TO HIGH PRESSURE CUTOUT NO 2 ON SYSTEM NO 1 F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM NOLTAGE 240 VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM NOLTAGE 240 VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FEO VIA THE COMMON POINT OF ISOLATION THUS, THESE CIRCUITS WHEN USED MUST BE FEO VIA THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION IS REMOVED WHEN THE COMMON POINT OF ISOLATION TO THE UNIT IS OFFICE. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5mb. H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. ***REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSORS ONLY PITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-8MP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235 FIFP2 IS ONLY PITTED ON COST THAN ACROSS TERMINALS 134 & 135. 2-8MP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235 ***FIFTED ON UNITS WITH HOT GAS BYPASS OPTION.** FIFTED ON UNITS WITH HOT GAS BYPASS OPTION. THE SYSTEM. 1-8MP3 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 ***FIFTED ON UNITS WITH HOT GAS BYPASS OPTION.** THE POWER FACTOR CORRECTION POINT THE PO		
PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WRING TO CONTROL SECTION VOLTAGE RED CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE OIR CUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE OIR COUNTY IS SOPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS AGE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS AGE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS EXPRESSORS USING STANDARD R.C. SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROL IS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WRING NOT CONNECTED TO THE YORK CONTROL PANEL. ADDITIONALLY, CONTROL WRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF. UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER 1. CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY THE PMP3 IS REPLACED BY A LINK ACROSS TERMIN	E.	LEGEND DESIGNATION DEPICTS COMPONENT ABBREVIATIONS. NUMBER PREFIX LOCATED, IF
PRESSURE CUTOUT NO 2 ON SYSTEM NO 1. F. ALL WRING TO CONTROL SECTION VOLTAGE RED CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MAXIMUM VOLTAGE 240 VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE OIR CUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE OIR COUNTY IS SOPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS AGE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS AGE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS EXPRESSORS USING STANDARD R.C. SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROL IS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WRING NOT CONNECTED TO THE YORK CONTROL PANEL. ADDITIONALLY, CONTROL WRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF. UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER 1. CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 130. 2-PMP3 IS REPLACED BY THE PMP3 IS REPLACED BY A LINK ACROSS TERMIN		APPLICABLE, ON SCHEMATIC CL RCUIT, REFERS TO SYSTEM THEREON, E.G. = 1-FHP2 REFERS TO HIGH
F. ALL WIRING TO CONTROL SECTION VOLTAGE FREE CONTACTS REQUIRES A SUPPLY PROVIDED BY THE CUSTOMER MUNIMUM VOLTAGE 240 VOLTS. THE CUSTOMER MUNISTT AKE PARTICULAR CARE WHEN DERIVING THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (RIC. A '8') SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COLLS WIPPRESSED USING STANDARD RC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY PITTED WHEN UNIT HAS 3 COMPRESSORS ON LINK ACROSS TERMINALS 234 & 235. FHE? IS ONLY FITTED ON COF YLAR 27?? AND ABOVE WHEN NOT FITTED 1-FIPP 21 SREPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FIFTED ON UNITS WITH HOT GAS BYPASS OPTION. 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-010-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE AS SHOWN IN THE FAMS 10 ONLY FITTED ON SYSTEMS WITH 1 FAMS 11 ONLY FITTED ON SYSTEMS WITH 1 FAMS 12 ONLY FITTED ON SYSTEMS WITH 1 FAMS 13 ONLY FITTED ON SYSTEMS WITH 1 FAMS 14 ONLY FITTED ON SYSTEMS WITH 1 FAMS 15 ONLY FITTED ON SYSTEMS WITH 1 FAMS 16 ONLY FITTED ON SYSTEMS WITH 1 FAMS 17 ONLY FITTED ON SYSTEMS WITH 1 FAMS 18 ONLY FITTED ON SYSTEMS WITH 1 F		
CUSTOMER MAXIMUM VOLTAGE 240 VOLTS, THE CUSTOMER MUST T AKE PARTICULAR CARE WHEN DERVING THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VIDE VOLTAGE FREE CONTACTS GOND TO ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS GOND THE AVET THE YORK VOLTAGE FREE CONTACTS GOND THE AVET THE YORK VOLTAGE FREE CONTACTS GOND THE YOUT THE YORK VOLTAGE FREE CONTACTS GOND THE YOUT THE YORK VOLTAGE FREE CONTACTS GOND TO THE SEND USING STANDARD R.C. SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V. 5ms H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE YORK ON THE YORK ONNECTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSOR SON A CONSTRUCTION FOR THE YORK ON THE YORK ON THE YORK ONNECTION FOR THE YORK ONNECTION FOR THE YORK ON THE YOR	F.	
DERIVING THE SUPPLIES FOR THE VOLTAGE FREE TERMINALS WITH REGARD TO A COMMON POINT OF ISOLATION. THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CI ROUTIS IS REMOVED WHEN THE COMMON POINT OF ISOLATION TO THE UNIT IS OFENED. THIS COMMON POINT OF ISOLATION TO THE UNIT IS OFENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK YOLTAGE FREE CONTACTS ARE RATED AT 190VA. ALL INDUCTIVE DEVICES (REL. ANS SWITCH BY THE YORK YOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V.5 ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THEY YORK CONTROL PANEL IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA 272 AND ABOVE WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 393. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 393. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 236. FHP2 IS ONLY FITTED ON DE YLAA 272 AND ABOVE WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 239. FHP2 IS ONLY FITTED ON CE YLAA 272 AND ABOVE WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 239. FHP2 IS ONLY FITTED ON DE YLAY 272 AND ABOVE WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239. TO NOT FITTED ON COMPRESSORS WITH HIS FOR THE PARKEN OF THE PARKEN OF THE PARKEN OF THE PARKEN OF THE PARK		
ISOLATION THUS, THESE CIRCUITS WHEN USED MUST BE FED VIA THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CI RCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION THE VOLTAGE TO THESE CI RCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION TO YOUTAGE FREE CONTACTS MOST AND THE VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS ARE THAT HAVE THEIR COIL SUPPRESSORS USING STANDARD RY CSUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 239 1 FILED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR COLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMBERGENCY STOP CAN BE WIRED BETWEEN TERMINALS 132 & 233, 233 & 234 AND 234 & 235 1 THE SYSTEM THE ON SYSTEMS WITH 1 THE PANEL 1 THE ON UNITS WITH HOT GAS BYPASS OPTION. 6 THEY ONLY FITTED ON SYSTEMS WITH 5 FANS 1 THEY STOP THEY SHAP THEY ARE THE TOP THEY SHAP THEY ARE THEY AND THEY ARE THEY AR		
THE VOLTAGE TO THESE CI. RCUITS IS REMOVED WHEN THE COMMON POINT OF ISOLATION TO THE UNIT IS OPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5MB. H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-PHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 239. ### FITTED ON UNITS WITH HOT GAS BYPASS OPTION. **EMB OPTION IS WIRED AS SHOWN **ONLY PITTED ON UNITS WITH HOT GAS BYPASS OPTION.** **EMB OPTION IS WIRED AS SHOWN **ONLY PITTED ON SYSTEMS WITH 5 FANS **ONLY PITTED ON SYSTEMS WITH 5 FANS **INDUSTRIES PORT **ONLY PITTED ON SYSTEMS WITH 5 FANS **INDUSTRIES PORT **INDUSTRIES PORT **INDUSTRIES PORT **INDUSTRIES PORT **INDUSTRIES PORT **INDUSTRIES PORT **INDUSTRIES POR		
IS OPENED. THIS COMMON POINT OF ISOLATION IS NOT SUPPLIED BY YORK. THE YORK VOLTAGE FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION SOME CONNECTION SOME UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. HAMP 3IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAY 7?? AND ABOVE WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR ONT ACTOR ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR SWITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 ONLY FITTED ON SYSTEMS WITH 1 FANS 11 ONLY FITTED ON SYSTEMS WITH 1 FANS 12 ONLY FITTED ON SYSTEMS WITH 1 FANS 13 ONLY FITTED ON SYSTEMS WITH 1 SAME		
FREE CONTACTS ARE RATED AT 100VA. ALL INDUCTIVE DEVICES (REL. AYS) SWITCH BY THE YORK VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD RIC SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. NOTES REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTION SHOULD NOT BE RUN THROUGH THE WART ANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 1-FHP2 IS DEPORTED ON COMPRESSORS OF THE REPLACED BY A LINK ACROSS TERMINALS 132 & 133. 133 & 134 AND 134 & 135 ARE LINKED. FOR SYSTEMS WITH 1-FANS A LINK ACROSS TERMINALS 132 & 133. 133 & 134 AND 134 & 135 ARE LIN		
VOLTAGE FREE CONTACTS MUST HAVE THEIR COIL SUPPRESSED USING STANDARD R/C SUPPRESSORS. G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INISTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON 2 THE SYSTEM. 1-8MP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-8MP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAY ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 139, 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNIT'S WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRED AS SHOWN 6 THIS WIRED AS SHOWN 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK OWNER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON O SYSTEMS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 15 FANS 13 ONLY FITTED ON O SYSTEMS WITH 16 FANS 14 ONLY FITTED ON O SYSTEMS WITH 16 FANS 15 ONLY FITTED ON SYSTEMS WITH 15 FANS 16 ONLY FITTED ON SYSTEMS WITH 15 FANS 17 ONLY FITTED ON SYSTEMS WITH 15 FANS 18 ONLY FITTED ON SYSTEMS WITH 15 FANS 19 ON SINGE PUMP FAPI. OMMSPY 3. AMP1 ARE FITTED AND WIRED AS SHOWN. 19 ON SINGE PUMP FAPI. CANDARD ON CE UNITS) 20 ONLY FITTED ON SYSTEMS WITH 15 AMP1 FAR		
G. CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MUST BE RATED AT 30V 5ma H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. NOTES REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 NETWORK CONNECTION POINT PRINTER PORT NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 12 ONLY FITTED ON SYSTEMS WITH 3 FANS 13 ONLY FITTED ON SYSTEMS WITH 3 FANS 14 ONLY FITTED ON SYSTEMS WITH 3 FANS 15 ONLY FITTED ON SYSTEMS WITH 5 FANS 16 INPUT SEMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) FOR OPTIONAL HOURS WITH 5 FANS 19 ON SINGLE PUMP -KP1, COMMSP2 & MP2 ARE ALSO FITTED AND WIRED AS SHOW		· · · · · · · · · · · · · · · · · · ·
H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTION SAND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239. FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 THETWORK CONNECTION POINT PRINTER PORT REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON SYSTEMS WITH 3 OR 4 FANS 10 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 5 FANS 12 ONLY FITTED ON SYSTEMS WITH 5 FANS 13 ONLY FITTED ON SYSTEMS WITH 5 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 5 FANS 16 ONLY FITTED ON SYSTEMS WITH 5 FANS 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 18 FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUM		VOLTAGE FREE CONTACTS MOST HAVE THEIR COIL SUPPRESSED USING STANDARD R/C SUPPRESSURS.
H. NO CONTROLS (RELAYS ETC.) SHOULD BE MOUNTED IN ANY SECTION OF THE CONTROL PANEL. ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INSTALATION COMMISSIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTION SAND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239. FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 THETWORK CONNECTION POINT PRINTER PORT REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON SYSTEMS WITH 3 OR 4 FANS 10 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 5 FANS 12 ONLY FITTED ON SYSTEMS WITH 5 FANS 13 ONLY FITTED ON SYSTEMS WITH 5 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 5 FANS 16 ONLY FITTED ON SYSTEMS WITH 5 FANS 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 18 FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUM	G	CUSTOMER VOLTAGE FREE CONTACTS CONNECTED TO TERMINAL 13 MILIST BE RATED AT 30V 5mg
ADDITIONALLY, CONTROL WIRING NOT CONNECTED TO THE YORK CONTROL PANEL SHOULD NOT BE RUN THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. **NOTES** **REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. **WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 235. **FIPP2 IS ONLY FITTED ON CE YLAA??? AND ABOVE. WHEN NOT FITTED 1-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139, 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139, 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FIPP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 11 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 ONLY FITTED ON SYSTEMS WITH 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 4 FANS 12 ONLY FITTED ON SYSTEMS WITH 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 4 FANS 15 ONLY FITTED ON SYSTEMS WITH 4 FANS 16 INPUT SWITCH DISCONNECT SAYSTEM CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT SAYSTEM CIRCUIT BREAKER OPTION REPLACES		
THROUGH THE PANEL. IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. NOTES REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135, 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 322 & 239 FIP2 IS ONLY FITTED ON CE YLAA??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FIP2 IS ONLY FITTED ON CE YLAA??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FIP2 IS ONLY FITTED ON DEAD AS SHOWN THIS WIRNING MUST BE USED FOR OLD DISPLAY 031-0110-000 REMOVER CONNECTION POINT PRINTER PORT REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION, FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. NOT FITTED ON SYSTEMS WITH 3 OR 4 FANS ONLY FITTED ON SYSTEMS WITH 5 FANS INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ONLY FITTED ON SYSTEMS WITH		
IF THESE PRECAUTIONS ARE NOT FOLLOWED, ELECTRICAL NOISE COULD CAUSE MALF UNCTIONS OR DAMAGE TO THE UNIT AND ITS CONTROLS. NOTES REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133 133 4 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 11 103, 133 8 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 FANS 13 ONLY FITTED ON SYSTEMS WITH 3 FANS 14 ONLY FITTED ON SYSTEMS WITH 3 FANS 15 ONLY FITTED ON SYSTEMS WITH 3 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 18 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 19 ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TYPH DUMP THE POTON WIRED AS SHOWN. 20 CURRENT MEASSANDERMENT		'
DAMAGE TO THE UNIT AND ITS CONTROLS. NOTES REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP9 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FIP2 IS ONLY FITTED ON CE YLAR ???? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK 10 COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133. 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 10 LOVE FITTED ON SYSTEMS WITH 3 OR 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 4 FANS 11 ONLY FITTED ON SYSTEMS WITH 5 FANS 12 ONLY FITTED ON SYSTEMS WITH 6 FANS 13 ONLY FITTED ON SYSTEMS WITH 6 FANS 14 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES 1NPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES 1NPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 18 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 19 ON SINLEG PUMP -FR1OMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -FPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -FPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -FPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOWS 21 ONLY FITT		
REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 4 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 175 AFE THE DOT ON SYSTEMS WITH 4 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 175 AFE THITED ON SYSTEMS WITH 4 FANS 18 ONLY FITTED ON SYSTEMS WITH 4 FANS 19 ON SINLEG PUMP -FPOMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. 19 ON SINLEG PUMP -FPOMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. 20 OLVER TITED ON SYSTEMS WITH 1 WO SPEED FANS 21 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH 1 SINGLE SPEED FANS 23 OPTIONAL COMPRES		·
REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 REMOTE EMBERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK PRINTER PORT PRINTER PORT PRINTER PORT REMOTE EMBREGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 4 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES 17 INPUT SWITCH DISCONNECT & SYSTEM CIRCUIT BRE AKER OPTION REPLACES 18 INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CIRCUIT BRE AKER OPTION REPLACES 19 ON SYNIGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS. HEP APP ARE FITTED BY A SHOWN. ON TWO PUMP HYDRO KITS. HEP APP ARE FITTED BY A SHOWN. ONLY FITTED ON SYSTEMS WITH 5 SHOWS A SHOWN. ONLY FITTED ON SYSTEMS WITH 5 SHOWS A SHOWN. ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS OPTIONAL		
CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 4 FANS 15 ONLY FITTED ON SYSTEMS WITH 4 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 19 ON SINLGE PUMP -KPY1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. 19 ON SINLGE PUMP -KPY1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOWN. 21 ONLY FITTED ON SYSTEMS WITH 1 SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		NOTES
INVALIDATE UNIT WARRANTY. WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 NETWORK CONNECTION POINT PRINTER PORT REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. DNLY FITTED ON SYSTEMS WITH 3 OR 4 FANS ONLY FITTED ON SYSTEMS WITH 6 FANS ONLY FITTED ON SYSTEMS WITH 6 FANS ONLY FITTED ON SYSTEMS WITH 6 FANS INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS)) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -OMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS. HEA 2-MOMINS PEED FANS CURRENT MEASUREMENT OPTION WIRED AS SHOW. ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		REFER TO INSTALATION COMMISIONING OPERATION AND MAINTENANCE MANUAL FOR CUSTOMER
WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 6 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) 18 ONLY FITTED ON CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER 17 -12 & -53 ARE FITTED (STANDARD ON CE UNITS) 19 ON SINLEG PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. 19 ON SINLEG PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED A WIRED AS SHOWN. 20 OLLY FITTED ON SYSTEMS WITH SINCLE SPEED FANS 21 ONLY FITTED ON SYSTEMS WITH SINCLE SPEED FANS 22 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	1	CONNECTIONS AND CUSTOMER CONNECTION NOTES, NON COMPLIANCE TO THESE INSTRUCTIONS WILL
THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. EMS OPTION IS WIRED AS SHOWN THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 NETWORK CONNECTION POINT PRINTER PORT PRINTER PORT POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. ONLY FITTED ON SYSTEMS WITH 4 FANS ONLY FITTED ON SYSTEMS WITH 6 FANS NOTLY FITTED ON SYSTEMS WITH 6 FANS NOLLY FITTED ON SYSTEMS WITH 6 FANS NOLLY FITTED ON SYSTEMS WITH 6 FANS NPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 19 ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS ONLY FITTED O		INVALIDATE UNIT WARRANTY.
LINK ACROSS TERMINALS 234 & 235. FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 6 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115 CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 20 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 21 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		WIRING AND COMPONENTS FOR COMPRESSOR 3 ONLY FITTED WHEN UNIT HAS 3 COMPRESSORS ON
FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 132 & 139, 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL LAND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 11 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 12 ONLY FITTED ON SYSTEMS WITH 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 6 FANS 14 ONLY FITTED ON SYSTEMS WITH 6 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 19 ON SINLEG PUMP - KP1, -OMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON SINLEG PUMP - KP1, -OMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON SINLEG PUMP - KP1, -OMMSP1 & -MP1 ARE FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS - KP2, -OMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS - KP2, -OMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS	2	THE SYSTEM. 1-BMP3 IS REPLACED BY A LINK ACROSS TERMINALS 134 & 135. 2-BMP3 IS REPLACED BY A
ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239 4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCIUT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		LINK ACROSS TERMINALS 234 & 235.
4 FITTED ON UNITS WITH HOT GAS BYPASS OPTION. 5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 11 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 6 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -12 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP - KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON SINLGE PUMP - KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS - KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		FHP2 IS ONLY FITTED ON CE YLAA ??? AND ABOVE. WHEN NOT FITTED 1-FHP2 IS REPLACED BY A LINK
5 EMS OPTION IS WIRED AS SHOWN 6 THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 5 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON LY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 20 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 21 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH 1 WO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	3	ACROSS TERMINALS 132 & 139. 2-FHP2 IS REPLACED BY A LINK ACROSS TERMINALS 232 & 239
THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000 NETWORK CONNECTION POINT PRINTER PORT REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS ONLY FITTED ON SYSTEMS WITH 5 FANS ONLY FITTED ON SYSTEMS WITH 6 FANS INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. ON LY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	4	FITTED ON UNITS WITH HOT GAS BYPASS OPTION.
7 NETWORK CONNECTION POINT 8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 11 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 6 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	5	EMS OPTION IS WIRED AS SHOWN
8 PRINTER PORT 9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	6	THIS WIRING MUST BE USED FOR OLD DISPLAY 031-0110-000
9 REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK 10 POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	7	NETWORK CONNECTION POINT
POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	8	PRINTER PORT
COMPRESSOR CONTACTOR NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCIUT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	9	REMOTE EMERGENCY STOP CAN BE WIRED BETWEEN TERMINAL L AND 5 AFTER REMOVING LINK
NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 & 133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	10	POWER FACTOR CORRECTION ACCESSORY. POWER FACTOR CORRECTION FITTED TO EACH
133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235 ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	10	COMPRESSOR CONTACTOR
ARE LINKED. 12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		NOT FITTED ON COMPRESSORS WITH INTERNAL MOTOR PROTECTION. FOR SYTEM 1 TERMINALS 132 &
12 ONLY FITTED ON SYSTEMS WITH 3 OR 4 FANS 13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	11	133, 133 & 134 AND 134 & 135 ARE LINKED. FOR SYTEM 2 TERMINALS 232 & 233, 233 & 234 AND 234 & 235
13 ONLY FITTED ON SYSTEMS WITH 4 FANS 14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		ARE LINKED.
14 ONLY FITTED ON SYSTEMS WITH 5 FANS 15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		
15 ONLY FITTED ON SYSTEMS WITH 6 FANS 16 INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCUIT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		
INPUT SWITCH DISCONNECT (STANDARD ON CE UNITS) OR CIRCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BREAKER OPTION REPLACES INPUT TERMINAL BLOCK 15		
INPUT TERMINAL BLOCK 17 INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18 115V CONTROL CIRCIUT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. CURRENT MEASUREMENT OPTION WIRED AS SHOW 10 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 21 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 22 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	15	
INPUT TERMINAL BLOCK INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK 18	16	· · · · · · · · · · · · · · · · · · ·
18 115V CONTROL CIRCIUT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER -T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. CURRENT MEASUREMENT OPTION WIRED AS SHOW ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		INPUT TERMINAL BLOCK
-T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. CURRENT MEASUREMENT OPTION WIRED AS SHOW ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	17	INPUT SWITCH DISCONNECT & SYSTEM CI RCUIT BRE AKER OPTION REPLACES INPUT TERMINAL BLOCK
-T2 & -F3 ARE FITTED (STANDARD ON CE UNITS) FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN. ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. CURRENT MEASUREMENT OPTION WIRED AS SHOW ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	18	115V CONTROL CIRCIUT REQUIRES A 115V SUPPLY UNL ESS CONTROL CIRCUIT TRANSFORMER
19 ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN. ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. 20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	10	-T2 & -F3 ARE FITTED (STANDARD ON CE UNITS)
ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN. CURRENT MEASUREMENT OPTION WIRED AS SHOW ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		FOR OPTIONAL HYDRO KIT. HEATER -EPH IS FITTED AND WIRED AS SHOWN.
20 CURRENT MEASUREMENT OPTION WIRED AS SHOW 21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	19	ON SINLGE PUMP -KP1, -QMMSP1 & -MP1 ARE FITTED & WIRED AS SHOWN.
21 ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS 22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)		ON TWO PUMP HYDRO KITS -KP2, -QMMSP2 & -MP2 ARE ALSO FITTED AND WIRED AS SHOWN.
22 ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS 23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	20	CURRENT MEASUREMENT OPTION WIRED AS SHOW
23 OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)	21	ONLY FITTED ON SYSTEMS WITH SINGLE SPEED FANS
	22	ONLY FITTED ON SYSTEMS WITH TWO SPEED FANS
24 SEE SHEET 3 OF CONNECTION DIAGRAM FOR POWER INPUT OPTIONS	23	OPTIONAL COMPRESSOR MANUAL MOTORS STARTERS (STANDARD ON CE UNITS)
	24	SEE SHEET 3 OF CONNECTION DIAGRAM FOR POWER INPUT OPTIONS

Application Data

UNIT LOCATION

The YLAA chillers are designed for outdoor installation. When selecting a site for installation, be guided by the following conditions:

- For outdoor locations of the unit, select a place having an adequate supply of fresh air for the condenser.
- 2. Avoid locations beneath windows or between structures where normal operating sounds may be objectionable.
- Installation sites may be either on a roof, or at ground level. (See FOUNDATION.)
- 4. The condenser fans are the propeller-type, and are not recommended for use with duct work in the condenser air stream.
- When it is desirable to surround the units, it is recommended that the screening be able to pass the required chiller CFM without exceeding 0.1" of water external static pressure.
- Protection against corrosive environments is available by supplying the units with either copper fin, cured phenolic, or epoxy coating on the condenser coils. The epoxy coils should be offered with any units being installed at the seashore or where salt spray may hit the unit.

In installations where winter operation is intended and snow accumulations are expected, additional height must be provided to ensure normal condenser air flow.

Recommended clearances for units are given in Dimensions. When the available space is less, the units must be equipped with the discharge pressure transducer option to permit high pressure unloading in the event that air recirculation were to occur.

FOUNDATION

The unit should be mounted on a flat and level foundation, ground or roof, capable of supporting the entire operating weight of the equipment. Operating weights are given in the PHYSICAL DATA tables.

Roof Locations – Choose a spot with adequate structural strength to safely support the entire weight of the unit and service personnel. Care must be taken not to damage the roof during installation. If the roof is "bonded", consult the building contractor or architect for special installation requirements. Roof installations should incorporate the use of spring-type isolators to minimize the transmission of vibration into the building structure.

Ground Level Installations – It is important that the units be installed on a substantial base that will not settle, causing strain on the liquid lines and resulting in possible leaks. A one-piece concrete slab with footers extending below the frost line is highly recommended. Additionally, the slab should not be tied to the main building foundation as noises will telegraph.

Mounting holes (5/8" diameter) are provided in the steel channel for bolting the unit to its foundation. See DIMENSIONS.

Application Data (Cont'd)

For ground level installations, precautions should be taken to protect the unit from tampering by or injury to unauthorized persons. Screws on access panels will prevent casual tampering; however, further safety precautions, such as unit enclosure options, a fenced-in enclosure, or locking devices on the panels may be advisable. Check local authorities for safety regulations.

CHILLED LIQUID PIPING

The chilled liquid piping system should be laid out so that the circulating pump discharges into the evaporator. The inlet and outlet evaporator liquid connections are given in DI-MENSIONS.

Hand stop valves are recommended for use in all lines to facilitate servicing. Drain connections should be provided at all low points to permit complete drainage of the evaporator and system piping. Additionally, a strainer (20 mesh) is recommended for use on the INLET line to the evaporator.

Pressure gauge connections are recommended for installation in the inlet and outlet water lines. Gauges are not furnished with the unit and are to be furnished by other suppliers.

The chilled liquid lines that are exposed to outdoor ambients should be wrapped with a supplemental heater cable and covered with insulation. As an alternative, ethylene glycol should be added to protect against freeze-up during low ambient periods.

A flow switch is available as an accessory on all units. The flow switch (or its equivalent) must be installed in the leaving water piping of the evaporator and must not be used to start and stop the unit.

Guide Specifications

PART 1 – GENERAL

1.01 SCOPE

- A. The requirements of this Section shall conform to the general provisions of the Contract, including General and Supplementary Conditions, Conditions of the Contract, and Contract Drawings.
- B. Provide Microprocessor controlled, multiple-scroll compressor, air-cooled, liquid chillers of the scheduled capacities as shown and indicated on the Drawings, including but not limited to:
 - 1. Chiller package with zero Ozone Depletion Potential Refrigerant R-410A
 - 2. Electrical power and control connections
 - 3. Chilled water connections
 - 4. Manufacturer Start-Up
 - 5. Charge of refrigerant and oil

1.02 QUALITY ASSURANCE

- A. Products shall be Designed, Tested, Rated and Certified in accordance with, and Installed in compliance with applicable sections of the following Standards and Codes:
 - 1. AHRI 550/590 Water Chilling Packages Using the Vapor Compression Cycle
 - 2. AHRI 370 Sound Rating of Large Outdoor Refrigerating and Air-Conditioning Equipment
 - 3. ANSI/ASHRAE 15 Safety Code for Mechanical Refrigeration
 - 4. ANSI/ASHRAE 34 Number Designation and Safety Classification of Refrigerants
 - ASHRAE 90.1 Energy Standard for Buildings Except Low-Rise Residential Buildings
 - 6. ANSI/NFPA 70 National Electrical Code (N.E.C.)
 - 7. ASME Boiler and Pressure Vessel Code, Section VIII, Division 1
 - 8. OSHA Occupational Safety and Health Act
 - 9. Manufactured in facility registered to ISO 9001
 - Conform to Intertek Testing Services for construction of chillers and provide ETL/ cETL Listed Mark
- B. Factory Run Test: Chiller shall be pressure-tested, evacuated and fully charged with refrigerant and oil, and shall be factory operational run tested with water flowing through the vessel.

- C. Chiller manufacturer shall have a factory trained and supported service organization.
- D. Warranty: Manufacturer shall Warrant all equipment and material of its manufacture against defects in workmanship and material for a period of eighteen (18) months from date of shipment or twelve (12) months from date of start-up, whichever occurs first.

1.03 DELIVERY AND HANDLING

- A. Unit shall be delivered to job site fully assembled with all interconnecting refrigerant piping and internal wiring ready for field installation and charged with refrigerant and oil by the Manufacturer.
- B. Provide protective covering over vulnerable components for unit protection during shipment. Fit nozzles and open ends with plastic enclosures.
- C. Unit shall be stored and handled per Manufacturer's instructions.

PART 2 - PRODUCTS

2.01 CHILLER MATERIALS AND COMPONENTS

- A. General: Install and commission, as shown on the schedules and plans, factory assembled, charged, and tested air cooled scroll compressor chillers as specified herein. Chiller shall be designed, selected, and constructed using a refrigerant with Flammability rating of "1", as defined by ANSI/ASHRAE STANDARD 34 Number Designation and Safety Classification of Refrigerants. Chiller shall include not less than two refrigerant circuits above 50 tons (200kW), scroll compressors, direct-expansion type evaporator, air-cooled condenser, refrigerant, lubrication system, interconnecting wiring, safety and operating controls including capacity controller, control center, motor starting components, and special features as specified herein or required for safe, automatic operation.
- B. Cabinet: External structural members shall be constructed of heavy gauge, galvanized steel coated with baked on powder paint which, when subject to ASTM B117, 1000 hour, 5% salt spray test, yields minimum ASTM 1654 rating of "6".
- C. Operating Characteristics: Provide low and high ambient temperature control options as required to ensure unit is capable of operation from -1°C to 46°C (30°F to 115°F) ambient temperature. [Optional: -23°C to 52°C (-10°F to 125°F) ambient.]
- D. Service Isolation valves: Discharge (ball type) isolation valves factory installed per refrigerant circuit. Includes a system high-pressure relief valve in compliance with ASHRAE15.
- E. Pressure Transducers and Readout Capability
 - Discharge Pressure Transducers: Permits unit to sense and display discharge pressure.
 - 2. Suction Pressure Transducers: Permits unit to sense and display suction pressure.
 - 3. High Ambient Control: Allows units to operate when the ambient temperature is above 46°C (115°F). Includes discharge pressure transducers.

2.02 COMPRESSORS

- A. Compressors: Shall be hermetic, scroll-type, including:
 - 1. Compliant design for axial and radial sealing.
 - 2. Refrigerant flow through the compressor with 100% suction cooled motor.
 - 3. Large suction side free volume and oil sump to provide liquid handling capability.
 - 4. Compressor crankcase heaters to provide extra liquid migration protection.
 - 5. Annular discharge check valve and reverse vent assembly to provide low-pressure drop, silent shutdown and reverse rotation protection.
 - 6. Initial oil charge.
 - 7. Oil level sight glass.
 - 8. Vibration isolator mounts for compressors.
 - 9. Brazed-type connections for fully hermetic refrigerant circuits.
 - Compressor Motor overloads capable of monitoring compressor motor current. Provides extra protection against compressor reverse rotation, phase-loss and phaseimbalance.

2.03 REFRIGERANT CIRCUIT COMPONENTS

Each refrigerant circuit shall include: a discharge service ball type isolation valve, high side pressure relief, liquid line shutoff valve with charging port, low side pressure relief device, filter-drier, solenoid valve, sight glass with moisture indicator, thermostatic expansion valves [Option: electronic expansion valves], and flexible, closed-cell foam insulated suction line and suction pressure transducer.

2.04 HEAT EXCHANGERS

A. Evaporator:

- Evaporator shall be brazed-plate stainless steel construction capable of refrigerant working pressure of 3103 kPa (450 PSIG) and liquid side pressure of 1034 kPa (150 PSIG).
- 2. Brazed plate heat exchangers shall be UL listed.
- 3. Exterior surfaces shall be covered with 19 mm (3/4"), flexible, closed cell insulation, thermal conductivity of 0.26k ([BTU/ HR-Ft² -°F]/in.) maximum.
- 4. Water nozzles shall be provided with grooves for field provided ANSI/AWWA C-606 mechanical couplings.
- 5. Evaporator shall include vent and drain fittings and thermostatically controlled heaters to protect to -29°C (-20°F) ambient in off-cycle.

6. A 20-mesh, serviceable wye-strainer and mechanical couplings shall be provided for field installation on evaporator inlet prior to startup.

[Option] Evaporator shall be provided with piping extension kit and mechanical couplings to extend liquid connection from evaporator to edge of unit. Thermal dispersion type flow switch shall be factory installed in the evaporator outlet pipe extension and wired to the unit control panel. Extension kit nozzle connections shall be ANSI/AWWA C-606 (grooved).

B. Air Cooled Condenser:

- Coils: Condenser coils shall be constructed of a single material to avoid galvanic corrosion due to dissimilar metals. Coils and headers are brazed as one piece. Integral sub cooling is included. Coils shall be designed for a design working pressure of 45 bar (650 psig). Condenser coil shall be washable with potable water under 7 bar (100 psig) pressure.
- 2. Low Sound Fans: Shall be dynamically and statically balanced, direct drive, corrosion resistant glass fiber reinforced composite blades molded into a low noise, full-airfoil cross section, providing vertical air discharge and low sound. Each fan shall be provided in an individual compartment to prevent crossflow during fan cycling. Guards of heavy gauge, PVC (polyvinyl chloride) coated or galvanized steel shall be factory installed.
- 3. **Fan Motors**: High efficiency, direct drive, 6 pole, 3 phase, insulation class "F", current protected, Totally Enclosed Air-Over (TEAO), rigid mounted, with double sealed, permanently lubricated, ball bearings.

2.05 CONTROLS

- A. **General**: Automatic start, stop, operating, and protection sequences across the range of scheduled conditions and transients.
- B. **Power/Control Enclosure**: Rain and dust tight NEMA 3R powder painted steel cabinet with hinged, latched, and gasket sealed door.

C. Microprocessor Control Center:

- Automatic control of compressor start/stop, anti-coincidence and anti-recycle timers, automatic pumpdown at system shutdown, condenser fans, evaporator pump, evaporator heater, unit alarm contacts, and chiller operation from -18°C to 52°C(0°F to 125°F) ambient. Automatic reset to normal chiller operation after power failure.
- 2. Remote water temperature reset via 0-10 VDC or 4-20 mA input signal or up to two steps of demand (load) limiting.
- 3. Software stored in non-volatile memory, with programmed setpoints retained in lithium battery backed real-time-clock (RTC) memory for minimum 5 years.
- 4. Forty character liquid crystal display, descriptions in English (or Spanish, French, Italian, or German), numeric data in English (or Metric) units. Sealed keypad with sections for Setpoints, Display/Print, Entry, Unit Options & clock, and On/Off Switch.

- 5. Programmable Setpoints (within Manufacturer limits): display language; chilled liquid temperature setpoint and range, remote reset temperature range, daily schedule/holiday for start/stop, manual override for servicing, low and high ambient cutouts, low liquid temperature cutout, low suction pressure cutout, high discharge pressure cutout, anti-recycle timer (compressor start cycle time), and anti-coincident timer (delay compressor starts).
- 6. Display Data: Return and leaving liquid temperatures, low leaving liquid temperature cutout setting, low ambient temperature cutout setting, outdoor air temperature, English or metric data, suction pressure cutout setting, each system suction pressure, discharge pressure (optional), liquid temperature reset via a 4-20milliamp or 0-10 VDC input, anti-recycle timer status for each compressor, anti-coincident system start timer condition, compressor run status, no cooling load condition, day, date and time, daily start/stop times, holiday status, automatic or manual system lead/lag control, lead system definition, compressor starts/operating hours (each), status of hot gas valves, evaporator heater and fan operation, run permissive status, number of compressors running, liquid solenoid valve status, load & unload timer status, water pump status.
- 7. System Safeties: Shall cause individual compressor systems to perform auto shut down; manual reset required after the third trip in 90 minutes. System Safeties include: high discharge pressure, low suction pressure, high pressure switch, and motor protector. Compressor motor protector shall protect against damage due to high input current or thermal overload of windings.
- Unit Safeties: Shall be automatic reset and cause compressors to shut down if low ambient, low leaving chilled liquid temperature, under voltage, and flow switch operation.
- Alarm Contacts: Low ambient, low leaving chilled liquid temperature, low voltage, low battery, and (per compressor circuit): high discharge pressure, and low suction pressure.
- BAS Communications: YORKTalk 2, BACnet MS/TP, Modbus, and N2 communication capabilities are standard. (Option: LON communication via ELink Microgateway)
- D. Manufacturer shall provide any controls not listed above, necessary for automatic chiller operation. Mechanical Contractor shall provide field control wiring necessary to interface sensors to the chiller control system.

2.06 POWER CONNECTION AND DISTRIBUTION

A. Power Panels:

- NEMA 3R raintight, powder painted steel cabinets with hinged, latched, and gasket sealed outer doors. Provide main power connections, control power connections, compressor and fan motor start contactors, current overloads, and factory wiring.
- Power supply shall enter unit at a single location, be 3 phase of scheduled voltage, and connect to individual terminal blocks per compressor. Separate disconnecting means and/or external branch circuit protection (by Contractor) required per applicable local or national codes.
- B. Compressor, control and fan motor power wiring shall be located in an enclosed panel or routed through liquid tight conduit.

2.07 ACCESSORIES AND OPTIONS

Some accessories and options supercede standard product features. Your Johnson Controls representative will be pleased to provide assistance.

- A. Microprocessor controlled, Factory installed Across-the-Line type compressor motor starters as standard.
- B. Outdoor Ambient Temperature Control
 - 1. **Low Ambient Control**: Permits unit operation to -17.8°C (0°F) ambient. Standard unit controls to -1.1°C (30°F) ambient.
 - 2. Low Ambient Control with Variable Speed Fans: Permits unit operation to -23.3°C (-10°F) ambient. Standard unit controls to -1.1°C (30°F) ambient.
 - High Ambient Control: Permits unit operation above 46°C (115°F) ambient.
- C. Power Supply Connections:
 - Single Point Power Supply: Single point Terminal Block for field connection and interconnecting wiring to the compressors. Separate external protection must be supplied, by others, in the incoming power wiring, which must comply with the National Electric Code and/or local codes.
 - 2. Single Point or Multiple Point Disconnect: Single or Dual point Non-Fused Disconnects and lockable external handle (in compliance with Article 440-14 of N.E.C.) can be supplied to isolate the unit power voltage for servicing. Separate external fusing must be supplied, by others, in the incoming power wiring, which must comply with the National Electric Code (CE) and/or local codes.
 - Single Point Circuit Breaker: Single point Terminal Block with Circuit Breaker and lockable external handle (in compliance with Article 440-14 of N.E.C.) can be supplied to isolate power voltage for servicing. Incoming power wiring must comply with the National Electric Code and/or local codes.
- D. **Control Power Transformer**: Converts unit power voltage to 120-1-60 (500 VA capacity). Factory-mounting includes primary and secondary wiring between the transformer and the control panel.
- E. Power Factor Correction Capacitors: Provided to correct unit compressor factors to a 0.90-0.95.
- F. Condenser Coil Environmental Protection:

Environment Guard Premium – Microchannel condenser coils coated with an electro-deposited and baked flexible epoxy coating that is finished with a polyurethane UV resistant top-coat.

Environment Guard Basic – Microchannel condenser coils treated with immersion bath-applied chemical treatment.

Microchannel condenser shall be provided with a 5-year warranty against corrosion damage.

G. Protective Chiller Panels (Factory or Field Mounted):

- Louvered Panels (condenser coils only): Painted steel as per remainder of unit cabinet, over external condenser coil faces.
- Wire Panels (full unit): Heavy gauge, welded wire- mesh, coated to resist corrosion, to protect con- denser coils from incidental damage and restrict unauthorized access to internal components.
- Louvered Panels (full unit): Painted steel as per re- mainder of unit cabinet, to protect condenser coils from incidental damage, visually screen internal components, and prevent unauthorized access to internal components.
- Louvered/Wire Panels: Louvered steel panels on external condenser coils painted
 as per remainder of unit cabinet. Heavy gauge, welded wire-mesh, coated to resist
 corrosion, around base of machine to restrict unauthorized access.
- End Louver (hail guard): Louvered steel panels on external condenser coil faces located at the ends of the chiller.
- H. Thermal Dispersion Flow Switch (Factory installed and wired in piping extension kit): Normally open, 30bar pressure rating, stainless steel 316L construction, IP67,-20°C to 70°C (-4°F to 158°F) ambient rating.

I. Evaporator options:

- 1. Provide 1-1/2" evaporator insulation in lieu of standard 3/4".
- J. Hot Gas By-Pass: Permits continuous, stable operation at capacities below the minimum step of unloading to as low as 5% capacity (depending on both the unit & operating conditions) by introducing an artificial load on the evaporator. Hot gas by-pass is installed on only one refrigerant circuit.
- K. Thermal Storage: Leaving chilled liquid setpoint range for charge cycle from -3.9°C to -6.7°C (25°F to 20°F) minimum, with automatic reset of the leaving brine temperature up to 4.4°C (40°F) above the setpoint.
- L. Low Temperature Process Glycol: Leaving chilled liquid setpoint range -12°C to 10°C (10°F to 50°F)

M. Sound Reduction (Factory installed):

- Ultra Quiet Low speed, reduced noise fans
- 2. Compressor Acoustic Sound Blankets

N. Vibration Isolation (Field installed):

- 1. Elastomeric Isolators.
- 1" Deflection Spring Isolators: Level adjustable, spring and cage type isolators for mounting under the unit base rails.
- 2" Deflection Restrained Spring Isolators: Level adjustable, restrained mounts in rugged welded steel housing with vertical and horizontal limit stops. Housings shall be designed to withstand a minimum 1.0g accelerated force in all directions to 50.8 mm (2").

PART 3 - EXECUTION

3.01 INSTALLATION

- A. **General**: Rig and Install in full accordance with Manufacturers requirements, Project drawings, and Contract documents.
- B. Location: Locate chiller as indicated on drawings, including cleaning and service maintenance clearance per Manufacturer instructions. Adjust and level chiller on support structure.
- C. **Components**: Installing Contractor shall provide and install all auxiliary devices and accessories for fully operational chiller.
- D. **Electrical**: Co-ordinate electrical requirements and connections for all power feeds with Electrical Contractor (Division 16).
- E. Controls: Co-ordinate all control requirements and connections with Controls Contractor.
- F. **Finish**: Installing Contractor shall paint damaged and abraded factory finish with touchup paint matching factory finish.

